

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: December 13, 2022

1. USE2022 0016:

- a. Update to Staff Report with attachment from Jennifer Shields, received 12/9/2022

2. CSP2022 0005:

3. SMF2022 0002:

4. ARF2022 0001:

- a. Memo to Commission with attachment from Irene Gallion, received 12/9/2022
- b. Memo to Commission with attachment from Irene Gallion, received 12/9/2022

5. SMP2022 0001:



{907} 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

December 9, 2022

MEMO

From: Jennifer Shields, Planner II

To: Michael Levine, Chair, Planning Commission

Through: Jill Maclean, AICP, Director of Community Development

Parcel No.: 7B0901020041

Legal Description: Hospital Lot 1 [Hospital Complex Land Parcel]

Case Number: USE2022-0016

Re: Missing Sentence

Page 1 of the staff report has a formatting error in the “Key Considerations for Review” section where a sentence was hidden by the “General Information” table. The section should read as follows:

KEY CONSIDERATIONS FOR REVIEW:

- The BRH campus was originally developed in the late 1960’s, with multiple expansions and modifications taking place over the years.
- Proposed structural work includes renovation and expansion of the existing Emergency Department and ambulance bay.
- Site work includes adding a cul-de sac near Wildflower Court, changing the ambulance approach direction, and providing a **pedestrian sidewalk in the area.**



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December 9, 2022

MEMO

To: Mike Levine, Chair

From: Irene Gallion, Senior Planner

Through: Jill Maclean, AICP, Director

Parcel No.: 5B1401010010

Legal Description: USS 1568 TR B1

Case Number: ARF2022 0001: Final Alternative Residential Subdivision Plan for Phase 1, to develop 96 dwelling units on approximately three acres at 7400 Glacier Highway in a D18 Zone.

RE: Revised Traffic Impact Analysis

Attached are the Alaska Department of Transportation and Public Facilities' (ADOT&PF) comments, followed by a revised Traffic Impact Analysis (including comment resolution) from the Consultant.

As noted in the staff report, the TIA did not indicate modifications to CBJ infrastructure were necessary.

The consultant does not anticipate that additional comments from CBJ or ADOT&PF would change the analysis or final recommendation of the report.

Irene Gallion

From: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Sent: Monday, December 5, 2022 7:52 AM
To: Irene Gallion
Cc: DOT SR Traffic and Safety Unit (DOT sponsored)
Subject: RE: ARP22-01: Traffic Impact Analysis

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Irene,
Here is the response from our traffic and safety.

Michael K. Schuler

Property Management Officer
State of Alaska Dept. of Transportation
Southcoast Region

(907) 465-4499 Desk
(907) 419-4510 Mobile

From: Thater, Steven P (DOT) <steven.thater@alaska.gov>
Sent: Friday, December 2, 2022 1:28 PM
To: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Cc: DOT SR Traffic and Safety Unit (DOT sponsored) <DOT.SR.TrafficAndSafetyUnit@alaska.gov>
Subject: RE: ARP22-01: Traffic Impact Analysis

Michael,

I agree with Irene's comments and prefer her roadway naming conventions as they align with our systems better.

I also offer the additional comments:

1. The report assumes the design year is 2032 but it should be the full buildout year + 10 years which would be 2035.
2. Intersection 1 of Glacier Hwy and Old Dairy Road needs to be reanalyzed with the stop condition for the EB Thru and Right movements.
3. Would it be possible to get the turning movement counts that were collected so we can examine and compare it with our records for accuracy?
4. The report says there were 4 fatalities in the study area but I cannot find evidence of any fatalities in our crash database.
5. References to "Juneau Douglas Second Channel ... Study" should be replaced with "Juneau Douglas North Crossing PEL Study".
6. Clarify what assumptions are used to determine the trip distribution. Are they based on O-D from nearby existing developments or an analysis of census data?
7. Table 10: Note that the delay for the EBL movement at Intersection 2 (Egan/Old Dairy) in the PM is anticipated to increase by 36% over the no-build scenario (44 -> 60 second delay). This would trigger mitigation of some sort under the AAC.

8. Synchro Reports for Intersections 4 & 5 (the Sunny Point interchange ramps) do not show the correct ramp turning volumes and need to be redone. Also here it shows Intersection 5 was analyzed as an all-way stop even though SBL movements have no stop sign.

Also in response to the city's question about roundabouts. Typically the diameter would be around 150ft needed to construct a single-lane roundabout but we don't think it would be feasible to construct one at the proposed driveway location due to the topography and adjacent wetland.

Thanks,
Steven

From: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Sent: Thursday, December 1, 2022 1:46 PM
To: DOT SR Traffic and Safety Unit (DOT sponsored) <DOT.SR.TrafficAndSafetyUnit@alaska.gov>
Subject: RE: ARP22-01: Traffic Impact Analysis

I think the planning meeting is the 19th.

Michael K. Schuler

Property Management Officer
State of Alaska Dept. of Transportation
Southcoast Region

(907) 465-4499 Desk
(907) 419-4510 Mobile

From: DOT SR Traffic and Safety Unit (DOT sponsored) <DOT.SR.TrafficAndSafetyUnit@alaska.gov>
Sent: Thursday, December 1, 2022 1:33 PM
To: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>; DOT SR Traffic and Safety Unit (DOT sponsored) <DOT.SR.TrafficAndSafetyUnit@alaska.gov>
Cc: Epstein, David B (DOT) <david.epstein@alaska.gov>
Subject: RE: ARP22-01: Traffic Impact Analysis

Mike,

When are you expecting a review by? I see there is an upcoming planning commission meeting with this development on the agenda for 12/13. Usually we get a little more notice for these.

Thanks,
Steven

From: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Sent: Thursday, December 1, 2022 1:15 PM
To: DOT SR Traffic and Safety Unit (DOT sponsored) <DOT.SR.TrafficAndSafetyUnit@alaska.gov>
Cc: Epstein, David B (DOT) <david.epstein@alaska.gov>
Subject: FW: ARP22-01: Traffic Impact Analysis

Can you guys give me a quick review of this? This is for the proposed development just north of here beside DelSol Ave. Also, the city inquired how much area would be required for a roundabout there...

Michael K. Schuler

Property Management Officer
State of Alaska Dept. of Transportation
Southcoast Region

(907) 465-4499 Desk
(907) 419-4510 Mobile

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Thursday, November 10, 2022 3:16 PM
To: Schuler, Michael K (DOT) <michael.schuler@alaska.gov>
Subject: FW: ARP22-01: Traffic Impact Analysis

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Michael,

I did a planner review of this. I think the road naming convention is rather disorienting, because it does not seem to jive with local vernacular. Especially what they call Egan Drive, and what I call Sunny Point Road, and what is also apparently called Glacier Highway Access Road. DOT sources use both Egan Drive and Glacier Highway Access Road.

Also, interested that they chose "single family attached" rather than "owner-occupied condos and townhomes" for the 28 townhomes.

They recommend the Highway 7/Old Dairy Road intersection have a study done. I'm sure you'll get right on that. WOW THAT WAS FAST <https://dot.alaska.gov/sereg/projects/egan-yandukin/index.shtml>

All that noted, I don't think I see anything that mandates improvements on Glacier Highway to accommodate the development.

Looking forward to your evaluation!

IMG

From: Irene Gallion
Sent: Friday, November 4, 2022 2:08 PM
To: General Engineering <General_Engineering@juneau.org>; 'Schuler, Michael K (DOT)' <michael.schuler@alaska.gov>
Subject: ARP22-01: Traffic Impact Analysis

Hello all,

Attached is the Traffic Impact Analysis for a proposed development at 7500 Glacier Highway. A summary of the project can be found here: <https://juneau.org/community-development/short-term-projects> Please click the plus sign next to ARP2022 0001.

Please advise if you have comments or concerns about this TIA by November 21, 2022 at 8:00 am. If you need more time for review let me know and we can work something out.

Thanks!

Irene Gallion | Senior Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street | 4th Floor Marine View Building

Office: 907.586.0753 X2



Fostering excellence in development for this generation and the next.

Note: All comments must have a response and a follow-up code

AK444

Traffic Impact Analysis

Section	Comment/Decision	Made By	Response (Include a Follow-up Code in Column F)	Response By	Follow-up Code 1 - Will address 2 - Need additional information 3 - Requires contract amendment 4 - Noted, but no change	Addressed
General	Road naming convention is rather disorienting, because it does not seem to jive with local vernacular. Especially what they call Egan Drive, and what I call Sunny Point Road, and what is also apparently called Glacier Highway Access Road. DOT sources use both Egan Drive and Glacier Highway Access Road.	CBJ CDD (Irene Gallion)	Updated Glacier Highway Access Road for consistency with DOT sources. Updated Highway 7 naming convention to Egan Drive.	CD	1	12/8/22 CD
Page 9	Interested that they chose "single family attached" rather than "owner-occupied condos and townhomes" for the 28 townhomes.	CBJ CDD (Irene Gallion)	ITE Trip Gen 11th edition does not include "Owner-occupied condos and townhomes". The single family attached housing unit <u>land use type includes townhomes in the description.</u>	CD	4	
Page 13	The recommend the Highway 7/ Old Dairy Road have a study done. https://dot.alaska.gov/sereg/projects/egan-yandukin/index.shtml	CBJ CDD (Irene Gallion)	Updated to reference this study. Also used information from this study to inform other conclusions througuh the document including future intersection control.	CD	1	12/8/22 CD
General	The report assumes the design year is 2032 but it should be the full buildout year + 10 years which would be 2035.	DOT&PF SR Traffic & Safety (Steven Thater)	Updated design year callouts, synchro files, and synchro reports with 2035	CD	1	12/8/22 CD
General	Intersection 1 of Glacier Hwy and Old Dairy Road needs to be reanalyzed with the stop condition for the EB Thru and Right movements.	DOT&PF SR Traffic & Safety (Steven Thater)	HCM analysis does not support the unique stop condition found at intersection 1. With the eastbound leg shown as a free movement, this increases the delay for the northbound and westbound left movements creating a conservative level of service result.	CD	4	
General	Would it be possible to get the turning movement counts that were collected so we can examine and compare it with our records for accuracy?	DOT&PF SR Traffic & Safety (Steven Thater)	Will provide turning movement counts that were collected by quality counts	CD	1	12/9/22 CD
Page 6	The report says there were 4 fatalities in the study area but I cannot find evidence of any fatalities in our crash database.	DOT&PF SR Traffic & Safety (Steven Thater)	Updated table and information throughout the document with 0 fatalities.	CD	1	12/8/22 CD
Page 7	References to "Juneau Douglas Second Channel ... Study" should be replaced with "Juneau Douglas North Crossing PEL Study".	DOT&PF SR Traffic & Safety (Steven Thater)	Updated reference callout.	CD	1	12/8/22 CD
Page 10	Clarify what assumptions are used to determine the trip distribution. Are they based on O-D from nearby existing developments or an analysis of census data?	DOT&PF SR Traffic & Safety (Steven Thater)	Updated report to better explain where trips are coming from.	CD	1	12/8/22 CD
Page 11	Table 10: Note that the delay for the EBL movement at Intersection 2 (Egan/Old Dairy) in the PM is anticipated to increase by 36% over the no-build scenario (44 -> 60 second delay). This would trigger mitigation of some sort under the AAC.	DOT&PF SR Traffic & Safety (Steven Thater)	Using information from the Egan Drive and Yandukin Drive PEL study, signal upgrades are expected to be completed by 2035 at the Egan/Old Dairy intersection. Therefore, the 2035 models now include this proposed signal upgrade. These changes result in the LOS at this intersection to be a LOS B in the AM and PM peak hours during both No-Build and Build scenarios. As a result this no longer meets the requirements in the AAC to trigger mitigation at this intersection.	CD	4	
Appendix	Synchro Reports for Intersections 4 & 5 (the Sunny Point interchange ramps) do not show the correct ramp turning volumes and need to be redone.	DOT&PF SR Traffic & Safety (Steven Thater)	Updated synchro reports with correct volumes. Synchro report was reflecting a skewed compass rose. When overridden for standard cardinal directions the report pdf'd correctly.	CD	1	12/8/22 CD
General	Intersection 5 was analyzed as an all-way stop even though SBL movements have no stop sign.	DOT&PF SR Traffic & Safety (Steven Thater)	HCM analysis does not support the unique stop condition found at intersection 5. By modeling this intersection as an all-way stop and reporting combined delay it conservatively estimates delay.	CD	4	



MEMORANDUM

TO: Garrett Johnson (Project Control, Inc)

FROM: LaQuita Chmielowski, P.E. (DOWL)
Connor Denning, E.I.T. (DOWL)

DATE: December 9th, 2022

SUBJECT: Traffic Impact Analysis for AK444 Residential Development

BACKGROUND

This memorandum evaluates potential traffic impacts associated with the proposed AK444 residential development. The proposed development is located off Glacier Road, just northeast of the Juneau International Airport. The AK444 development would consist of 28 single family homes and 416 low-rise apartment units. Access to the development will be provided via a new access point, located east of Vista Del Sol Drive. Opening year for the development is expected in 2025. The site plan for the development is included in the Appendix.

This study examines existing intersection operations in the study area, along with future traffic operations in 2035 with and without the AK444 residential development.

EXISTING CONDITIONS

Existing conditions were analyzed in the study area including existing roadway characteristics, traffic volumes, intersection operations, and crash history.

Roadway Characteristics & Study Intersections

The proposed development is located at 7400 Glacier Highway; the majority of development traffic is expected to travel to and from Egan Drive. Figure 1 shows the proposed development location and the adjacent study intersections. Table 1 shows the existing traffic control at each study intersection, while Table 2 provides the functional classification, posted speed limit and cross section for roadways in the study area. The Glacier Highway and Glacier Highway Access Road intersection is signalized with protected permitted left-turn phasing, along with pedestrian-only phases for the east and west legs.

Due to restrictions in the HCM 2010 methodology, the Glacier Highway Access Road and Egan Drive EB Ramps intersection is modeled as a two way stop. To estimate the delay with the current configuration, the delay from both stop approaches are added together and reported.

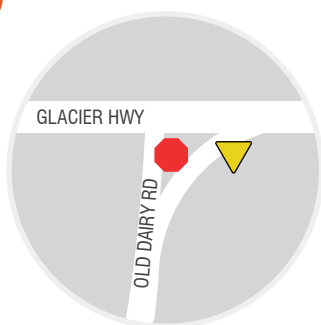
Table 1: Traffic Control at Study Intersections

Intersection	Traffic Control
Glacier Highway & Old Dairy Road	Stop Controlled on Old Dairy Road
Egan Drive & Old Dairy Road	None - Free Movement from Side Street onto Egan Drive
Glacier Highway & Glacier Highway Access Road	Traffic Signal
Glacier Highway Access Road & Egan Drive WB Ramps	Stop Controlled on WB Off Ramp
Glacier Highway Access Road & Egan Drive EB Ramps	Stop Controlled on EB Off Ramp



EXISTING TRAFFIC CONTROL AT STUDY INTERSECTIONS

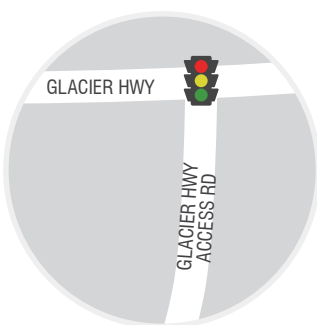
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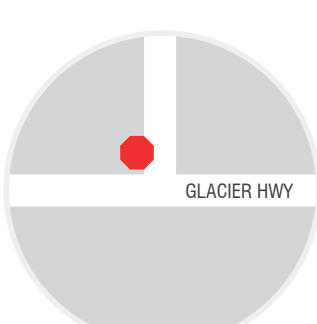


Figure 1: Existing Traffic Control at Study Intersections

Table 2: Study Area Roadway Characteristics

Road	Functional Classification	Posted Speed	Cross-section
Glacier Highway Access Road	Principal Arterial	None Posted	2 lanes 1 each direction
Glacier Highway	Minor Arterial (E of Old Dairy) Local (W of Old Dairy)	45 mph	2 lanes 1 each direction
Egan Drive	Principal Arterial	55 mph	4 lane divided highway 2 each direction
Old Dairy Road	Minor Arterial	None Posted	2 lanes 1 each direction

Existing Traffic Volumes

Existing traffic volumes were collected on Tuesday, September 13, 2022. Data was collected at the five existing study intersections using 16-hour turning movement counts (6:00 AM to 10:00 PM). In addition, a 24-hour tube count was collected on Glacier Highway (2,750 feet east of Old Dairy Road) to evaluate existing traffic volumes, speeds, and vehicle classification information. The AM peak hour of traffic was identified at 7:30 - 8:30 AM, while the PM peak hour was identified as 4:00 - 5:00 PM.

A seasonal adjustment factor (SAF) of 1.10 was applied to the traffic count data, to represent typical traffic conditions. The SAF was calculated using data from the nearby Alaska Department of Transportation & Public Facilities (DOT&PF) permanent count station located on Egan Drive west of Glacier Highway Access Road¹. Figure 2 shows the seasonally adjusted existing AM and PM peak hour turning movement volumes at study intersections.

¹ Data from <https://alaskatrafficdata.drakewell.com>



EXISTING CONDITIONS VOLUMES

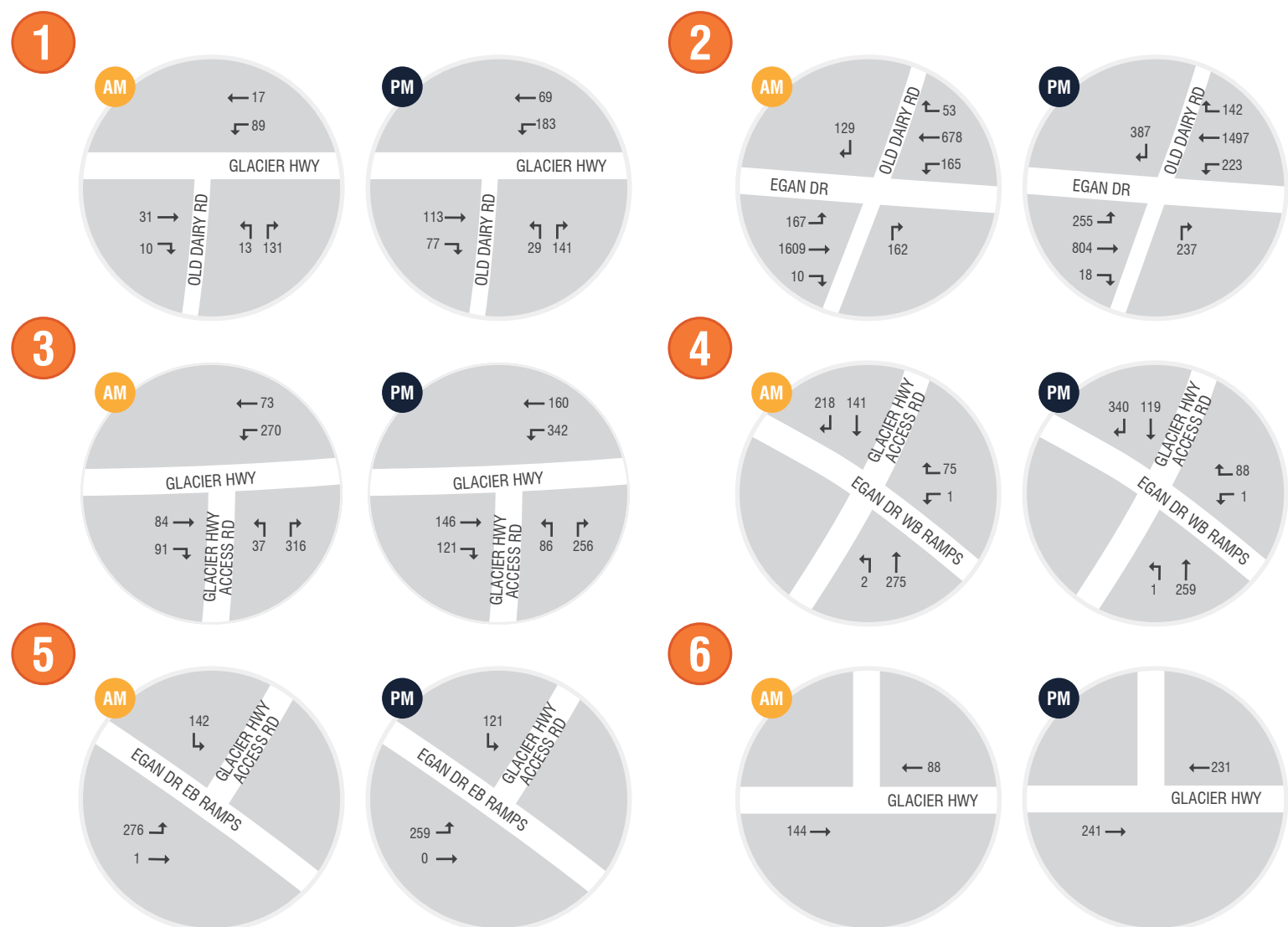


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

Mobility Standards

Traffic operations were modeled in Synchro/SimTraffic version 11. Synchro reports are provided in the Appendix. Following guidance from the 2022 Alaska DOT&PF Highway Preconstruction Manual², this study uses the 2010 Highway Capacity Manual (HCM)³ methodology to calculate intersection level of service (LOS). In the event that 2010 HCM methodology cannot be used due to non-NEMA phasing, or pedestrian phases, delay and LOS will be reported using HCM 2000. Table 3 shows LOS targets for each roadway functional class, for sites located in suburban, urban, urban core, or rural town areas (obtained from Chapter 2.4.5 of the 2011 AASHTO Green Book⁴). The Alaska Administrative Code (AAC)⁵ establishes a minimum LOS for the development's construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- 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 (i.e., without the development).

Table 3: Level of Service Targets from AASHTO Green Book Table 2-3

Functional Classification	Design Level of Service
Freeway	C or D
Arterial	C or D
Collector	D
Local	D

Existing Intersection Traffic Operations

Table 4 shows the existing delay and LOS at study intersections (reported using the 2010 HCM delay methodology). Overall intersection delay is reported at the signalized intersection (Glacier Highway and Glacier Highway Access Road), while delay is only reported for the critical movement (or highest delay approach) at stop-controlled intersections. All intersections currently operate at LOS C or better, except for the Egan Drive and Old Dairy Road intersection which currently operates at LOS E for the eastbound and westbound left-turn movements.

² Alaska Highway Preconstruction Manual, Alaska Department of Transportation and Public Facilities, 2022.

³ HCM 2010: Highway Capacity Manual, Transportation Research Board, 2010.

⁴ A Policy on Geometric Design of Highways and Streets, The American Association of State Highway and Transportation Officials, 2011.

⁵ Section 17 Alaska Administrative Code 10.070, <https://www.akleg.gov/basis/aac.asp#17.10.070>

Table 4: Existing Conditions Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Glacier Highway & Old Dairy Road	B	11	NB	C	16	NB
Egan Drive & Old Dairy Road	E	46	WBL	E	37	EBL
Glacier Highway & Glacier Highway Access Road ^a	B	13	-	B	13	-
Glacier Highway Access Road & Egan Drive - WB Ramps	B	11	WB	B	11	WB
Glacier Highway Access Road & Egan Drive EB Ramps	C	21	EB	B	19	EB

^a HCM 2000 methodology used due to pedestrian only phases.

Crash History

Tables 5 and 6 show crash history for the study intersections for the five most recent years of available crash data (January 1, 2016 to December 31, 2020). The Egan Drive and Old Dairy Road intersection had 28 crashes over the last five years. Table 5 shows the crash rate at each study intersection, along with the statewide average crash rate (based on the intersection traffic control and number of approaches). The statewide averages are based on data from 2008 to 2012 and represent the most recent data available⁶. All of the intersections have crash rates that are below the statewide average for intersection types. Table 6 shows the breakdown of crashes by crash type at the intersections.

Table 5: Total Crashes and Crash Rate by Intersection (2016 – 2020)

Intersection	Crash Rate ^a		Crash Severity			Total Crashes
	Intersection	Statewide Average	Fatal	Injury	PDO	
Glacier Highway & Old Dairy Road	-	-	-	-	-	0
Egan Drive & Old Dairy Road	0.43	0.55	0	18	10	28
Glacier Highway & Glacier Highway Access Road ^a	-	-	-	-	-	0
Glacier Highway Access Road & Egan Drive - WB Ramps	0.07	0.57	0	1	0	1
Glacier Highway Access Road & Egan Drive EB Ramps	-	-	-	-	-	0

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

Table 6: Crash Type by Intersection (2016 – 2020)

Intersection	Angle	Single Vehicle Run-off	Rear End	Undetermined
Glacier Highway & Old Dairy Road	-	-	-	-
Egan Drive & Old Dairy Road	20	3	1	4
Glacier Highway & Glacier Highway Access Road ^a	-	-	-	-
Glacier Highway Access Road & Egan Drive - WB Ramps	1	-	-	-
Glacier Highway Access Road & Egan Drive EB Ramps	-	-	-	-

FUTURE CONDITIONS

2035 No-Build Traffic Operations

Figure 3 shows the expected AM and PM peak hour turning movements in 2035, without the proposed AK444 development. Future traffic volumes were generated using a compound annual growth rate of 0.25% per year. This growth rate was established through the Juneau Douglas North Crossing Planning and Environmental Linkages (PEL) Study⁷ with concurrence from DOT&PF staff⁸.

The Old Dairy Road & Egan Drive intersection will receive signal improvements before 2035 based on the implementation schedule in the Yandukin Drive and Egan Drive PEL Study⁹. These improvements are assumed in the no-build operations analysis. Table 7 shows the expected delay and LOS at study intersections in 2035, without the AK444 development. All intersections operate within acceptable mobility standards.

Table 7: 2032 No-Build Traffic Operations

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Glacier Highway & Old Dairy Road	B	11	NB	C	16	NB
Egan Drive & Old Dairy Road ^a	B	12	-	B	12	-
Glacier Highway & Glacier Highway Access Road ^a	B	11	-	B	11	-
Glacier Highway Access Road & Egan Drive - WB Ramps	B	12	WB	B	11	WB
Glacier Highway Access Road & Egan Drive EB Ramps	C	21	EB	B	20	EB

^a HCM 2000 methodology used due to intersection layout and signal phasing.

⁷ Juneau Douglas North Crossing Planning and Environmental Linkages Study, DOWL, 2022.

⁸ Email from DOT&PF staff on September 7th, 2022.

⁹ Egan Drive and Yandukin Drive Intersection Improvements Planning and Environmental Linkages Study, HDR, 2021.



FUTURE 2035 NO - BUILD VOLUMES

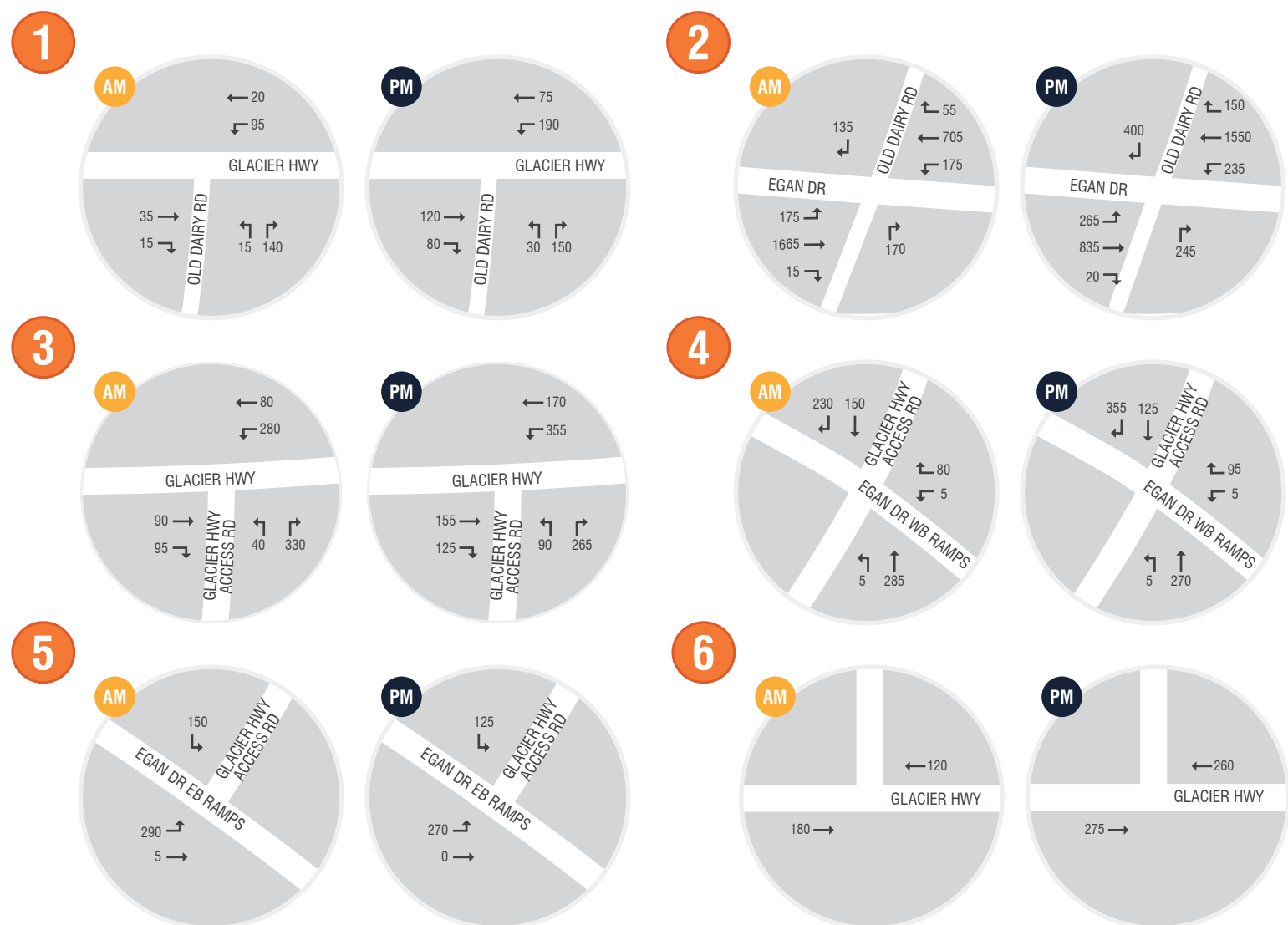


Figure 3: Future No-Build Traffic Volumes

Trip Generation

Trip generation rates for the proposed development are based on the data published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. Table 8 shows the number and type of residential units expected at the AK444 development, by land use code. This information was used to calculate the expected number of inbound and outbound trips during a typical weekday, and the AM and PM peak hours of the adjacent road. The *ITE Trip Generation Manual* two ways for determining the number of trips. If the R-squared value is greater than 0.75, ITE recommends the use of the trip rate equation over the average trip generation rate, which is true for both of the applicable land use codes. Table 9 shows the estimated AM, PM, and daily trips generated by the AK444 development.

Table 8: Development Land Use Types and Units

Land Use Code	Land Use Type	Units
215	Single-Family Attached Housing	28
220	Multifamily Housing (Low Rise)	416

Table 9: Daily Development Trips

Land Use #	Units	AM Peak Hour			PM Peak Hour			Daily Trips
		Trips in	Trips Out	Total	Trips in	Trips Out	Total	
215	28	3	6	9	9	7	16	163
220	416	36	116	152	125	74	199	2742
Total	444	39	122	161	134	81	215	2905

Trip Distribution

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. The trip distribution was established based on average daily traffic and PM peak hour traffic volumes on Egan Drive and Glacier Highway. Both roadways exhibit a strong commute pattern to and from downtown Juneau and a minor commercial destination pattern to Lemon Creek and Glacier Highway west of Old Dairy Road. Development traffic was distributed using the following assumptions for trip origins and destinations:

- 50% to/from Egan Drive (east of Glacier Highway Access Road)
- 30% to/from Egan Drive (west of Old Dairy Road)
- 10% to/from Glacier Highway (west of Old Dairy Road)
- 10% to/from Glacier Highway (east of Glacier Highway Access Road)

Figure 4 shows the expected development-related traffic expected at study intersections in the AM and PM peak hours.



ADDED 2035 DEVELOPMENT VOLUMES

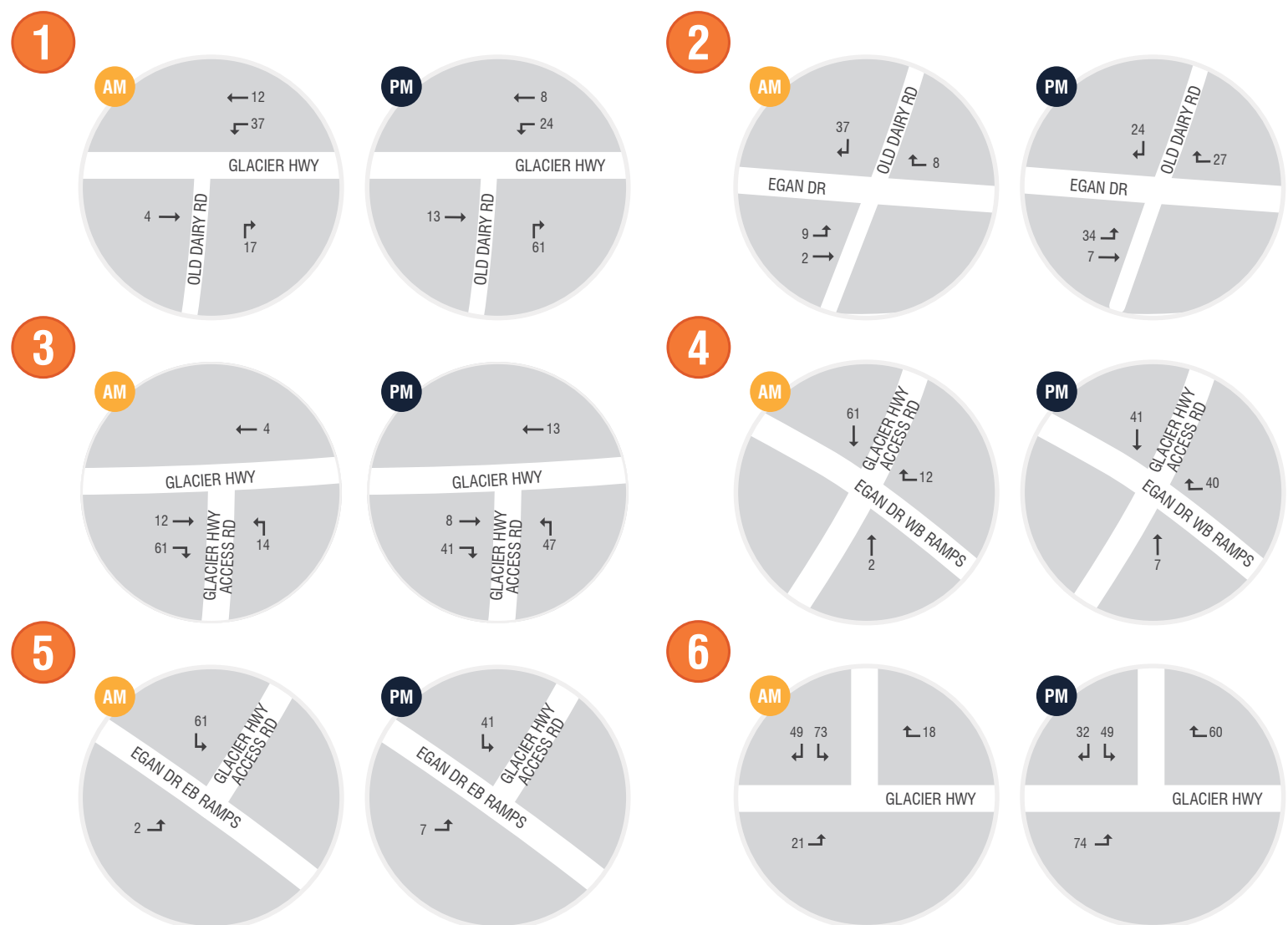


Figure 4: Added Development Traffic Volumes

2035 Traffic Operations with Development

Figure 5 shows the total traffic expected at study intersections in 2032, with the development. Table 10 shows the expected traffic operations at each study intersection. While the development is expected to increase delay throughout the system, all of the study intersections are expected to operate at LOS D or better with the development in 2035.

Table 10: 2035 Traffic Operations with Development

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	Critical Movement	LOS	Delay	Critical Movement
Glacier Highway & Old Dairy Road	B	12	NB	C	18	NB
Egan Drive & Old Dairy Road ^a	B	12	-	B	14	-
Glacier Highway & Glacier Highway Access Road ^a	B	14	-	B	15	-
Glacier Highway Access Road & Egan Drive - WB Ramps	B	12	WB	B	12	WB
Glacier Highway Access Road & Egan Drive EB Ramps	C	23	EB	C	21	EB
Glacier Highway & Old Dairy Road	B	11	SB	C	16	SB

^a HCM 2000 methodology used due to intersection layout and signal phasing.

Because none of the intersections are operating at a LOS of D or below, no mitigation measures will need to be installed associated with the development to limit traffic impact.



FUTURE 2035 BUILD VOLUMES

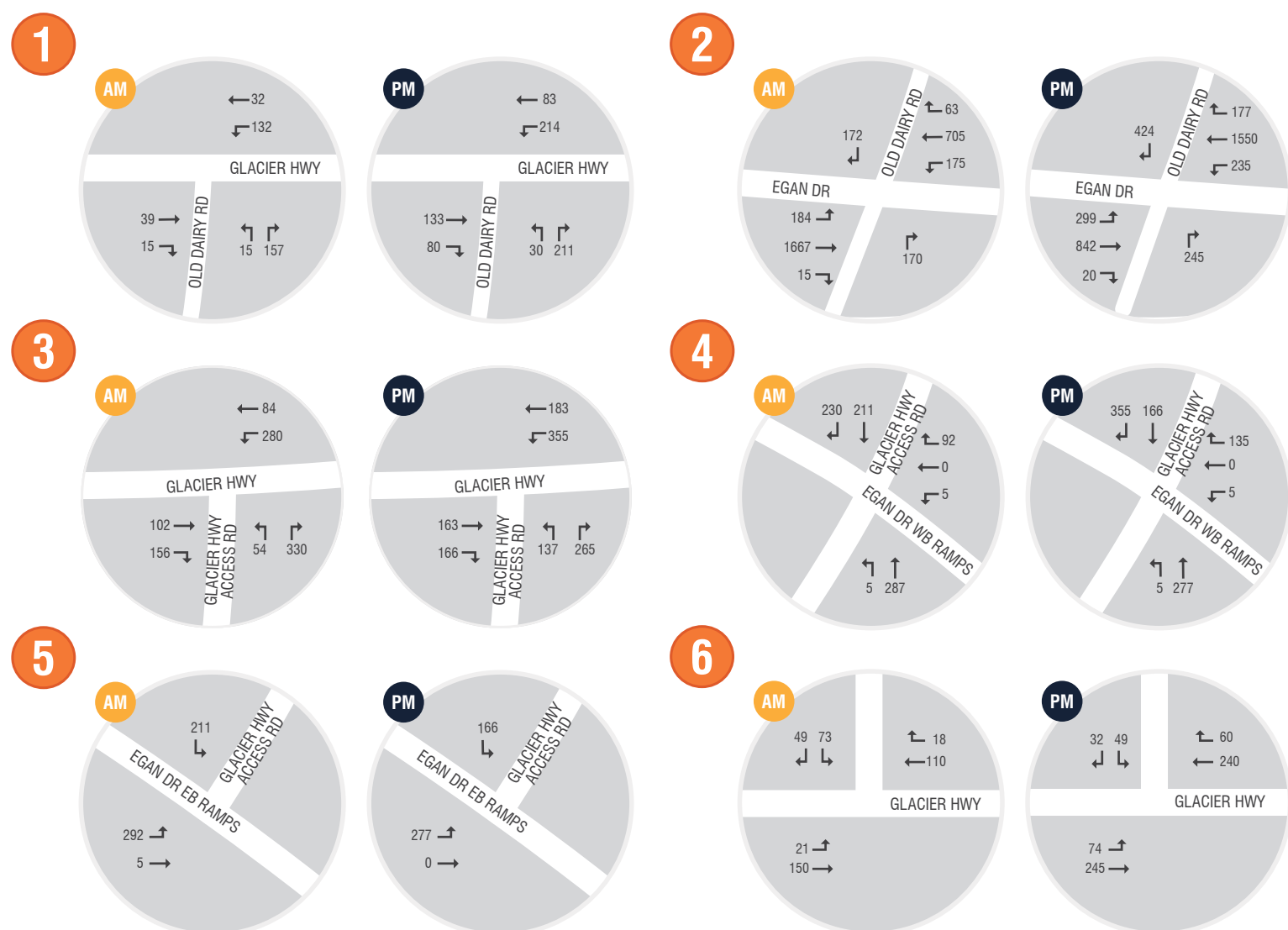


Figure 5: 2032 Build Volumes

CONCLUSIONS

The proposed AK444 residential development as currently planned will add 28 single family homes and 416 low rise apartment units off Glacier Highway generating 161 trips in the AM and 362 trips in the PM peaks.

The Egan Drive and Old Dairy Road intersection is failing today but will operate sufficiently after the proposed upgrades in the Egan Drive and Yandukin Drive PEL Study are constructed, which include a signalized intersection. None of the other study intersections have traffic operations decrease to the extent where it would trigger the need for mitigation measures. Therefore, no mitigation specific to the AK444 residential development is anticipated at this time.

Appendix

Site Information

HCM Analysis – Existing

HCM Analysis –No-Build

HCM Analysis – Build

Site Information

9/16/2022

AK21001

NO. 1

REVISION XXXX

DATE XX-XX-XX

811

BLUE STAKES OF UTAH

UTILITY NOTIFICATION CENTER, INC.

1-800-662-4111

www.bluestakes.org

0' 20' 40' 80' 160'

GRAPHIC SCALE: 1" = 40'

ALASKA 20 ACRE

JUNEAU, ALASKA

PCI

ATT:BRANDON GRAY

801-338-5381

BRANDON@PCI1980.COM

DESIGN GROUP

LANDSCAPE ARCHITECTURE / PLANNING & VISUALIZATION

3450 N. TRIUMPH BLVD. SUITE 102

LEHI, UTAH 84043 (801) 733-5644

www.pkjdesigngroup.com

PRELIMINARY PLANS NOT FOR CONSTRUCTION

IP-COLOR

ISSUE DATE

PROJECT NUMBER

PLAN INFORMATION

PROJECT INFORMATION

DEVELOPER / PROPERTY OWNER CLIENT

LANDSCAPE ARCHITECT PLANNER

LICENSE STAMP

DRAWING INFO

9/16/2022

AK21001

NO. 1

REVISION XXXX

DATE XX-XX-XX

811

BLUE STAKES OF UTAH

UTILITY NOTIFICATION CENTER, INC.

1-800-662-4111

www.bluestakes.org

0' 20' 40' 80' 160'

GRAPHIC SCALE: 1" = 40'

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DRAWING INFO

TownHome Units
28 Units Total
3 to 4 bedroom floor plans
56 Parking Spaces Needed
67 Parking Provided

Apartment Units
208 Units Total
142 1 Bedroom Floor Plans
142 Parking Spaces Needed
66 2 Bedroom Floor Plans
99 Parking Spaces Needed
241 Parking Provided

Condominium Units
208 Units Total
142 1 Bedroom Floor Plans
142 Parking Spaces Needed
66 2 Bedroom Floor Plans
99 Parking Spaces Needed
241 Parking Provided

206 APARTMENT UNITS
206 CONDO UNITS
28 TOWNHOME UNITS
444 TOTAL UNITS
554 TOTAL PARKING SPACES NEEDED
579 TOTAL PARKING SPACES PROVIDED

SEYMOUR WAY

GLACIER HWY

PARENT LOT 1

PARENT LOT 2

PARENT LOT 3

UNIT LOT A 24 PLEX 3 STORY

UNIT LOT B 24 PLEX 3 STORY

UNIT LOT C 24 PLEX 3 STORY

UNIT LOT D 24 PLEX 3 STORY

UNIT LOT E 24 PLEX 3 STORY

UNIT LOT F 24 PLEX 3 STORY

UNIT LOT G 24 PLEX 3 STORY

UNIT LOT H 24 PLEX 3 STORY

UNIT LOT I 24 PLEX 3 STORY

UNIT LOT J 20 PLEX 3 STORY

UNIT LOT K 22 PLEX 3 STORY

UNIT LOT L 22 PLEX 3 STORY

UNIT LOT M 24 PLEX 3 STORY

UNIT LOT N 24 PLEX 3 STORY

UNIT LOT O 22 PLEX 3 STORY

UNIT LOT P 22 PLEX 3 STORY

UNIT LOT Q 22 PLEX 3 STORY

UNIT LOT R 22 PLEX 3 STORY

5' SETBACK

13' SETBACK





20' SETBACK

GRANDPARENT LOT LINE

HCM Analysis – Existing








HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway

12/08/2022

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	10	89	17	13	131
Future Vol, veh/h	31	10	89	17	13	131
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	37	12	106	20	15	156
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	49	0	277	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1545	-	717	1022
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1545	-	666	1022
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	752	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.3		9.3	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	1022	-	-	1545	-
HCM Lane V/C Ratio	0.023	0.153	-	-	0.069	-
HCM Control Delay (s)	10.5	9.2	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0.2	-

HCM 2010 TWSC
2: Egan Drive & Old Dairy Road

12/08/2022

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	167	1609	10	165	678	53	0	0	0	0	0	129
Future Vol, veh/h	167	1609	10	165	678	53	0	0	0	0	0	129
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	520	-	390	380	-	325	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	2	1	5	2	0	7	0	0	0	0	0
Mvmt Flow	204	1962	12	201	827	65	0	0	0	0	0	157

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	828	0	0	1974	0	0	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.2	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	-	-	-
Pot Cap-1 Maneuver	812	-	-	278	-	-	0	0	0
Stage 1	-	-	-	-	-	-	0	0	0
Stage 2	-	-	-	-	-	-	0	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	812	-	-	278	-	-	-	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-












Approach	EB	WB	SB
HCM Control Delay, s	1	8.4	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	-	-	278	-	-	-
HCM Lane V/C Ratio	0.251	-	-	0.724	-	-	-
HCM Control Delay (s)	10.9	-	-	45.7	-	-	0
HCM Lane LOS	B	-	-	E	-	-	A
HCM 95th %tile Q(veh)	1	-	-	5.1	-	-	-

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway

12/08/2022



						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	91	270	73	37	316
Future Volume (vph)	84	91	270	73	37	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1712		1735	1827	1787	1518
Flt Permitted	1.00		0.42	1.00	0.95	1.00
Satd. Flow (perm)	1712		773	1827	1787	1518
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	102	111	329	89	45	385
RTOR Reduction (vph)	45	0	0	0	0	317
Lane Group Flow (vph)	168	0	329	89	45	68
Confl. Peds. (#/hr)		1	1			1
Heavy Vehicles (%)	2%	2%	4%	4%	1%	4%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	10.5		30.0	30.0	8.6	8.6
Effective Green, g (s)	10.5		30.0	30.0	8.6	8.6
Actuated g/C Ratio	0.21		0.61	0.61	0.18	0.18
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	367		759	1120	314	266
v/s Ratio Prot	0.10		c0.13	0.05	0.03	
v/s Ratio Perm			c0.14			c0.04
v/c Ratio	0.46		0.43	0.08	0.14	0.25
Uniform Delay, d1	16.7		4.9	3.8	17.0	17.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		0.4	0.0	0.2	0.5
Delay (s)	17.6		5.3	3.9	17.2	17.9
Level of Service	B		A	A	B	B
Approach Delay (s)	17.6			5.0	17.8	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			12.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			48.9		Sum of lost time (s)	21.3
Intersection Capacity Utilization			43.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	1	0	75	2	275	0	0	141	218
Future Vol, veh/h	0	0	0	1	0	75	2	275	0	0	141	218
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	1	0	96	3	353	0	0	181	279
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	680	819	353	460	0	-	-	-	-	-	0	-
Stage 1	359	359	-	-	-	-	-	-	-	-	-	-
Stage 2	321	460	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	420	312	695	1112	-	0	0	-	-	-	-	-
Stage 1	711	631	-	-	-	0	0	-	-	-	-	-
Stage 2	740	569	-	-	-	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	0	695	1112	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	419	0	-	-	-	-	-	-	-	-	-	-
Stage 1	709	0	-	-	-	-	-	-	-	-	-	-
Stage 2	740	0	-	-	-	-	-	-	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s	11.1			0.1				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT SBR				
Capacity (veh/h)	1112	-	689	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	0.141	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.2	0	11.1	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	276	1	0	0	142	0
Future Vol, veh/h	276	1	0	0	142	0
Peak Hour Factor	0.84	0.84	0.84	0.92	0.84	0.84
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	329	1	0	0	169	0
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	10.8	9.5
HCM LOS	B	A





Lane	EBLn1	SBLn1
Vol Left, %	100%	100%
Vol Thru, %	0%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	277	142
LT Vol	276	142
Through Vol	1	0
RT Vol	0	0
Lane Flow Rate	330	169
Geometry Grp	1	1
Degree of Util (X)	0.416	0.232
Departure Headway (Hd)	4.536	4.945
Convergence, Y/N	Yes	Yes
Cap	795	727
Service Time	2.556	2.971
HCM Lane V/C Ratio	0.415	0.232
HCM Control Delay	10.8	9.5
HCM Lane LOS	B	A
HCM 95th-tile Q	2.1	0.9

HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway

12/08/2022

Intersection

Int Delay, s/veh 5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	77	183	69	29	141
Future Vol, veh/h	113	77	183	69	29	141
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	124	85	201	76	32	155








Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	209
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1350
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1350
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	370	872	-	-	1350	-
HCM Lane V/C Ratio	0.086	0.178	-	-	0.149	-
HCM Control Delay (s)	15.6	10	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.6	-	-	0.5	-

HCM 2010 TWSC
2: Egan Drive & Old Dairy Road

12/08/2022

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	255	804	18	223	1497	142	0	0	0	0	0	387
Future Vol, veh/h	255	804	18	223	1497	142	0	0	0	0	0	387
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	Free
Storage Length	520	-	390	380	-	325	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	1	5	2	0	7	0	3	0	0	0
Mvmt Flow	287	903	20	251	1682	160	0	0	0	0	0	435

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1683	0	0	923	0	0	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	4.2	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	-	-	-
Pot Cap-1 Maneuver	385	-	-	717	-	-	0	0	0
Stage 1	-	-	-	-	-	-	0	0	0
Stage 2	-	-	-	-	-	-	0	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	385	-	-	717	-	-	-	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	8.8	1.5	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	-	-	717	-	-	-
HCM Lane V/C Ratio	0.744	-	-	0.349	-	-	-
HCM Control Delay (s)	37.1	-	-	12.7	-	-	0
HCM Lane LOS	E	-	-	B	-	-	A
HCM 95th %tile Q(veh)	5.9	-	-	1.6	-	-	-

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway

12/08/2022



	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (vph)	146	121	342	160	86	256
Future Volume (vph)	146	121	342	160	86	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1732		1735	1827	1787	1516
Flt Permitted	1.00		0.35	1.00	0.95	1.00
Satd. Flow (perm)	1732		633	1827	1787	1516
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	160	133	376	176	95	281
RTOR Reduction (vph)	38	0	0	0	0	241
Lane Group Flow (vph)	255	0	376	176	95	40
Confl. Peds. (#/hr)		1	1			1
Heavy Vehicles (%)	2%	2%	4%	4%	1%	4%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	12.4		32.6	32.6	7.1	7.1
Effective Green, g (s)	12.4		32.6	32.6	7.1	7.1
Actuated g/C Ratio	0.25		0.65	0.65	0.14	0.14
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	429		747	1191	253	215
v/s Ratio Prot	0.15		c0.15	0.10	c0.05	
v/s Ratio Perm			c0.17			0.03
v/c Ratio	0.60		0.50	0.15	0.38	0.19
Uniform Delay, d1	16.6		4.6	3.4	19.4	18.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2		0.5	0.1	0.9	0.4
Delay (s)	18.8		5.2	3.4	20.4	19.3
Level of Service	B		A	A	C	B
Approach Delay (s)	18.8			4.6	19.6	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			12.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.64			
Actuated Cycle Length (s)			50.0		Sum of lost time (s)	21.3
Intersection Capacity Utilization			52.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰				↱			↱	
Traffic Vol, veh/h	0	0	0	1	0	88	1	259	0	0	119	340
Future Vol, veh/h	0	0	0	1	0	88	1	259	0	0	119	340
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	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	1	0	100	1	294	0	0	135	386
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				624	-	294	521	0	-	-	-	0
Stage 1				296	-	-	-	-	-	-	-	-
Stage 2				328	-	-	-	-	-	-	-	-
Critical Hdwy				6.4	-	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	-	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	-	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				452	0	750	1056	-	0	0	-	-
Stage 1				759	0	-	-	-	0	0	-	-
Stage 2				734	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				452	0	750	1056	-	-	-	-	-
Mov Cap-2 Maneuver				452	0	-	-	-	-	-	-	-
Stage 1				758	0	-	-	-	-	-	-	-
Stage 2				734	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				10.6		0		0				
HCM LOS				B								
Minor Lane/Major Mvmt		NBL	NBTWBLn1	SBT	SBR							
Capacity (veh/h)		1056	-	744	-	-						
HCM Lane V/C Ratio		0.001	-	0.136	-	-						
HCM Control Delay (s)		8.4	0	10.6	-	-						
HCM Lane LOS		A	A	B	-	-						
HCM 95th %tile Q(veh)		0	-	0.5	-	-						

Intersection

Intersection Delay, s/veh 9.9

Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	259	0	0	0	121	0
Future Vol, veh/h	259	0	0	0	121	0
Peak Hour Factor	0.88	0.84	0.88	0.92	0.88	0.88
Heavy Vehicles, %	8	0	0	2	3	0
Mvmt Flow	294	0	0	0	138	0
Number of Lanes	0	1	0	0	1	0





Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	10.3	9
HCM LOS	B	A

Lane	EBLn1	SBLn1
Vol Left, %	100%	100%
Vol Thru, %	0%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	259	121
LT Vol	259	121
Through Vol	0	0
RT Vol	0	0
Lane Flow Rate	294	138
Geometry Grp	1	1
Degree of Util (X)	0.375	0.186
Departure Headway (Hd)	4.587	4.872
Convergence, Y/N	Yes	Yes
Cap	786	738
Service Time	2.603	2.89
HCM Lane V/C Ratio	0.374	0.187
HCM Control Delay	10.3	9
HCM Lane LOS	B	A
HCM 95th-tile Q	1.7	0.7

HCM Analysis – No-Build

HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway




















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Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	15	95	20	15	140
Future Vol, veh/h	35	15	95	20	15	140
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	42	18	113	24	18	167
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	303	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1531	-	693	1011
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	640	1011
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	734	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.2		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	640	1011	-	-	1531	-
HCM Lane V/C Ratio	0.028	0.165	-	-	0.074	-
HCM Control Delay (s)	10.8	9.3	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0.2	-

HCM Signalized Intersection Capacity Analysis

2: Egan Drive & Old Dairy Road

12/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	1665	15	175	705	55	0	0	0	0	0	135
Future Volume (vph)	175	1665	15	175	705	55	0	0	0	0	0	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0	4.5	4.5	4.0						4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00						1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98						0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85						0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (prot)	1805	3539	1599	1719	3539	1582						1623
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (perm)	1805	3539	1599	1719	3539	1582						1623
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	213	2030	18	213	860	67	0	0	0	0	0	165
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	213	2030	18	213	860	67	0	0	0	0	0	165
Confl. Peds. (#/hr)	1					1	1					1
Heavy Vehicles (%)	0%	2%	1%	5%	2%	0%	7%	0%	3%	0%	0%	0%
Turn Type	Prot	NA	Free	Prot	NA	Free						Perm
Protected Phases	7	4		3	8							
Permitted Phases			Free			Free						7 8
Actuated Green, G (s)	14.5	40.1	60.0	10.9	36.5	60.0						60.0
Effective Green, g (s)	14.5	40.1	60.0	10.9	36.5	60.0						60.0
Actuated g/C Ratio	0.24	0.67	1.00	0.18	0.61	1.00						1.00
Clearance Time (s)	4.5	4.5		4.5	4.5							
Lane Grp Cap (vph)	436	2365	1599	312	2152	1582						1623
v/s Ratio Prot	0.12	c0.57		c0.12	0.24							
v/s Ratio Perm			0.01			0.04						0.10
v/c Ratio	0.49	0.86	0.01	0.68	0.40	0.04						0.10
Uniform Delay, d1	19.6	7.7	0.0	22.9	6.1	0.0						0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Incremental Delay, d2	3.9	4.3	0.0	11.5	0.6	0.1						0.1
Delay (s)	23.4	12.1	0.0	34.4	6.6	0.1						0.1
Level of Service	C	B	A	C	A	A						A
Approach Delay (s)		13.0			11.4			0.0			0.1	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.9			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			63.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway



12/08/2022

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (vph)	90	95	280	80	40	330
Future Volume (vph)	90	95	280	80	40	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1768		1805	1900	1805	1615
Flt Permitted	1.00		0.41	1.00	0.95	1.00
Satd. Flow (perm)	1768		771	1900	1805	1615
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	110	116	341	98	49	402
RTOR Reduction (vph)	48	0	0	0	0	322
Lane Group Flow (vph)	178	0	341	98	49	80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	9.6		22.7	22.7	8.2	8.2
Effective Green, g (s)	9.6		22.7	22.7	8.2	8.2
Actuated g/C Ratio	0.23		0.55	0.55	0.20	0.20
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	411		628	1046	359	321
v/s Ratio Prot	0.10		c0.11	0.05	0.03	
v/s Ratio Perm			c0.19			c0.05
v/c Ratio	0.43		0.54	0.09	0.14	0.25
Uniform Delay, d1	13.5		5.5	4.4	13.6	13.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		1.0	0.0	0.2	0.4
Delay (s)	14.2		6.5	4.4	13.8	14.3
Level of Service	B		A	A	B	B
Approach Delay (s)	14.2			6.0	14.3	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			11.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.68			
Actuated Cycle Length (s)			41.2		Sum of lost time (s)	21.3
Intersection Capacity Utilization			44.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	5	0	80	5	285	0	0	150	230
Future Vol, veh/h	0	0	0	5	0	80	5	285	0	0	150	230
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	6	0	103	6	365	0	0	192	295
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	717	864	365	487	0	-	-	-	-	-	0	-
Stage 1	377	377	-	-	-	-	-	-	-	-	-	-
Stage 2	340	487	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	399	294	685	1086	-	0	0	-	-	-	-	-
Stage 1	698	619	-	-	-	0	0	-	-	-	-	-
Stage 2	725	554	-	-	-	0	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	396	0	685	1086	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	396	0	-	-	-	-	-	-	-	-	-	-
Stage 1	693	0	-	-	-	-	-	-	-	-	-	-
Stage 2	725	0	-	-	-	-	-	-	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s	11.6			0.1				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT SBR				
Capacity (veh/h)	1086	-	657	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	0.166	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.3	0	11.6	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh	11
Intersection LOS	B





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	290	5	0	0	150	0
Future Vol, veh/h	290	5	0	0	150	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	8	0	0	0	3	0
Mvmt Flow	345	6	0	0	179	0
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	11.7	9.7
HCM LOS	B	A

Lane	EBLn1	SBLn1
Vol Left, %	98%	100%
Vol Thru, %	2%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	295	150
LT Vol	290	150
Through Vol	5	0
RT Vol	0	0
Lane Flow Rate	351	179
Geometry Grp	1	1
Degree of Util (X)	0.458	0.249
Departure Headway (Hd)	4.698	5.024
Convergence, Y/N	Yes	Yes
Cap	766	714
Service Time	2.724	3.053
HCM Lane V/C Ratio	0.458	0.251
HCM Control Delay	11.7	9.7
HCM Lane LOS	B	A
HCM 95th-tile Q	2.4	1

HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway






















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Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	80	190	75	30	150
Future Vol, veh/h	120	80	190	75	30	150
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	132	88	209	82	33	165
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	220	0	678	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1337	-	421	862
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	351	862
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	510	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	862	-	-	1337	-
HCM Lane V/C Ratio	0.094	0.191	-	-	0.156	-
HCM Control Delay (s)	16.3	10.2	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.7	-	-	0.6	-

HCM Signalized Intersection Capacity Analysis

2: Egan Drive & Old Dairy Road

12/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	265	835	20	235	1550	150	0	0	0	0	0	400
Future Volume (vph)	265	835	20	235	1550	150	0	0	0	0	0	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0	4.5	4.5	4.0						4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00						1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98						0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85						0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (prot)	1805	3539	1599	1719	3539	1582						1623
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (perm)	1805	3539	1599	1719	3539	1582						1623
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	298	938	22	264	1742	169	0	0	0	0	0	449
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	298	938	22	264	1742	169	0	0	0	0	0	449
Confl. Peds. (#/hr)	1					1	1					1
Heavy Vehicles (%)	0%	2%	1%	5%	2%	0%	7%	0%	3%	0%	0%	0%
Turn Type	Prot	NA	Free	Prot	NA	Free						Perm
Protected Phases	7	4		3	8							
Permitted Phases			Free			Free						7 8
Actuated Green, G (s)	14.5	34.1	60.0	16.9	36.5	60.0						60.0
Effective Green, g (s)	14.5	34.1	60.0	16.9	36.5	60.0						60.0
Actuated g/C Ratio	0.24	0.57	1.00	0.28	0.61	1.00						1.00
Clearance Time (s)	4.5	4.5		4.5	4.5							
Lane Grp Cap (vph)	436	2011	1599	484	2152	1582						1623
v/s Ratio Prot	c0.17	0.27		0.15	c0.49							
v/s Ratio Perm			0.01			0.11						c0.28
v/c Ratio	0.68	0.47	0.01	0.55	0.81	0.11						0.28
Uniform Delay, d1	20.7	7.6	0.0	18.3	9.1	0.0						0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Incremental Delay, d2	8.4	0.8	0.0	4.4	3.4	0.1						0.4
Delay (s)	29.1	8.4	0.0	22.7	12.5	0.1						0.4
Level of Service	C	A	A	C	B	A						A
Approach Delay (s)		13.1			12.8			0.0			0.4	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)			9.0			
Intersection Capacity Utilization			75.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway

12/08/2022



	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Traffic Volume (vph)	155	125	355	170	90	265
Future Volume (vph)	155	125	355	170	90	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1786		1805	1900	1805	1615
Flt Permitted	1.00		0.36	1.00	0.95	1.00
Satd. Flow (perm)	1786		691	1900	1805	1615
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	170	137	390	187	99	291
RTOR Reduction (vph)	34	0	0	0	0	236
Lane Group Flow (vph)	273	0	390	187	99	55
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	12.0		25.1	25.1	8.3	8.3
Effective Green, g (s)	12.0		25.1	25.1	8.3	8.3
Actuated g/C Ratio	0.27		0.57	0.57	0.19	0.19
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	490		603	1091	342	306
v/s Ratio Prot	0.15		c0.12	0.10	c0.05	
v/s Ratio Perm			c0.25			0.03
v/c Ratio	0.56		0.65	0.17	0.29	0.18
Uniform Delay, d1	13.6		5.7	4.4	15.2	14.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		2.4	0.1	0.5	0.3
Delay (s)	14.9		8.1	4.5	15.6	15.1
Level of Service	B		A	A	B	B
Approach Delay (s)	14.9			6.9	15.3	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			43.7		Sum of lost time (s)	21.3
Intersection Capacity Utilization			54.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	5	0	95	5	270	0	0	125	355
Future Vol, veh/h	0	0	0	5	0	95	5	270	0	0	125	355
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	6	0	108	6	307	0	0	142	403
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	663	864	307	545	0	-	-	-	-	-	0	
Stage 1	319	319	-	-	-	-	-	-	-	-	-	
Stage 2	344	545	-	-	-	-	-	-	-	-	-	
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	
Pot Cap-1 Maneuver	429	294	738	1034	-	0	0	-	-	-	-	
Stage 1	741	657	-	-	-	0	0	-	-	-	-	
Stage 2	722	522	-	-	-	0	0	-	-	-	-	
Platoon blocked, %												
Mov Cap-1 Maneuver	426	0	738	1034	-	-	-	-	-	-	-	
Mov Cap-2 Maneuver	426	0	-	-	-	-	-	-	-	-	-	
Stage 1	736	0	-	-	-	-	-	-	-	-	-	
Stage 2	722	0	-	-	-	-	-	-	-	-	-	
Approach												
WB				NB				SB				
HCM Control Delay, s	11			0.2				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT				
Capacity (veh/h)	1034	-	712	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.005	-	0.16	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.5	0	11	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 10.1

Intersection LOS B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	270	0	0	0	125	0
Future Vol, veh/h	270	0	0	0	125	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	0	0	0	3	0
Mvmt Flow	307	0	0	0	142	0
Number of Lanes	0	1	0	0	1	0





Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	10.6	9.1
HCM LOS	B	A

Lane	EBLn1	SBLn1
Vol Left, %	100%	100%
Vol Thru, %	0%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	270	125
LT Vol	270	125
Through Vol	0	0
RT Vol	0	0
Lane Flow Rate	307	142
Geometry Grp	1	1
Degree of Util (X)	0.392	0.193
Departure Headway (Hd)	4.601	4.904
Convergence, Y/N	Yes	Yes
Cap	785	733
Service Time	2.617	2.923
HCM Lane V/C Ratio	0.391	0.194
HCM Control Delay	10.6	9.1
HCM Lane LOS	B	A
HCM 95th-tile Q	1.9	0.7

HCM Analysis – Build

HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway






















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Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	15	132	32	15	157
Future Vol, veh/h	39	15	132	32	15	157
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	46	18	157	38	18	187
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	409	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1526	-	602	1006
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	538	1006
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	638	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.1		9.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	1006	-	-	1526	-
HCM Lane V/C Ratio	0.033	0.186	-	-	0.103	-
HCM Control Delay (s)	11.9	9.4	-	-	7.6	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.7	-	-	0.3	-

HCM Signalized Intersection Capacity Analysis

2: Egan Drive & Old Dairy Road












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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	184	1667	15	175	705	63	0	0	0	0	0	172
Future Volume (vph)	184	1667	15	175	705	63	0	0	0	0	0	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0	4.5	4.5	4.0						4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00						1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98						0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85						0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (prot)	1805	3539	1599	1719	3539	1582						1622
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (perm)	1805	3539	1599	1719	3539	1582						1622
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	224	2033	18	213	860	77	0	0	0	0	0	210
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	224	2033	18	213	860	77	0	0	0	0	0	210
Confl. Peds. (#/hr)	1					1	1					1
Heavy Vehicles (%)	0%	2%	1%	5%	2%	0%	7%	0%	3%	0%	0%	0%
Turn Type	Prot	NA	Free	Prot	NA	Free						Perm
Protected Phases	7	4		3	8							
Permitted Phases			Free			Free						7 8
Actuated Green, G (s)	18.0	40.1	60.0	10.9	33.0	60.0						60.0
Effective Green, g (s)	18.0	40.1	60.0	10.9	33.0	60.0						60.0
Actuated g/C Ratio	0.30	0.67	1.00	0.18	0.55	1.00						1.00
Clearance Time (s)	4.5	4.5		4.5	4.5							
Lane Grp Cap (vph)	541	2365	1599	312	1946	1582						1622
v/s Ratio Prot	0.12	c0.57		c0.12	0.24							
v/s Ratio Perm			0.01			0.05						0.13
v/c Ratio	0.41	0.86	0.01	0.68	0.44	0.05						0.13
Uniform Delay, d1	16.8	7.8	0.0	22.9	8.0	0.0						0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Incremental Delay, d2	2.3	4.4	0.0	11.5	0.7	0.1						0.2
Delay (s)	19.1	12.1	0.0	34.4	8.8	0.1						0.2
Level of Service	B	B	A	C	A	A						A
Approach Delay (s)		12.7			12.9			0.0			0.2	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.1									
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			60.0									
Intersection Capacity Utilization			63.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway

12/08/2022



						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	102	156	280	84	54	330
Future Volume (vph)	102	156	280	84	54	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1745		1805	1900	1805	1615
Flt Permitted	1.00		0.32	1.00	0.95	1.00
Satd. Flow (perm)	1745		608	1900	1805	1615
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	124	190	341	102	66	402
RTOR Reduction (vph)	65	0	0	0	0	343
Lane Group Flow (vph)	249	0	341	102	66	59
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	12.0		31.3	31.3	7.1	7.1
Effective Green, g (s)	12.0		31.3	31.3	7.1	7.1
Actuated g/C Ratio	0.25		0.64	0.64	0.15	0.15
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	429		742	1221	263	235
v/s Ratio Prot	c0.14		c0.13	0.05	c0.04	
v/s Ratio Perm			0.16			0.04
v/c Ratio	0.58		0.46	0.08	0.25	0.25
Uniform Delay, d1	16.1		4.7	3.3	18.4	18.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0		0.5	0.0	0.5	0.6
Delay (s)	18.1		5.1	3.3	18.9	19.0
Level of Service	B		A	A	B	B
Approach Delay (s)	18.1			4.7	19.0	
Approach LOS	B			A	B	
Intersection Summary						
HCM 2000 Control Delay			13.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			48.7		Sum of lost time (s)	21.3
Intersection Capacity Utilization			49.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	5	0	92	5	287	0	0	211	230
Future Vol, veh/h	0	0	0	5	0	92	5	287	0	0	211	230
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	6	0	118	6	368	0	0	271	295
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	799	946	368	566	0	-	-	-	-	-	0	-
Stage 1	380	380	-	-	-	-	-	-	-	-	-	-
Stage 2	419	566	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	357	264	682	1016	-	0	0	-	-	-	-	-
Stage 1	696	617	-	-	-	0	0	-	-	-	-	-
Stage 2	668	511	-	-	-	0	0	-	-	-	-	-
Platoon blocked, %					-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	0	682	1016	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	355	0	-	-	-	-	-	-	-	-	-	-
Stage 1	691	0	-	-	-	-	-	-	-	-	-	-
Stage 2	668	0	-	-	-	-	-	-	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s	11.8			0.1				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT SBR				
Capacity (veh/h)	1016	-	651	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	0.191	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.6	0	11.8	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 11.8

Intersection LOS B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	292	5	0	0	211	0
Future Vol, veh/h	292	5	0	0	211	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	8	0	0	0	3	0
Mvmt Flow	348	6	0	0	251	0
Number of Lanes	0	1	0	0	1	0



Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	12.4	10.9
HCM LOS	B	B

Lane	EBLn1	SBLn1
Vol Left, %	98%	100%
Vol Thru, %	2%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	297	211
LT Vol	292	211
Through Vol	5	0
RT Vol	0	0
Lane Flow Rate	354	251
Geometry Grp	1	1
Degree of Util (X)	0.48	0.353
Departure Headway (Hd)	4.889	5.055
Convergence, Y/N	Yes	Yes
Cap	735	711
Service Time	2.929	3.097
HCM Lane V/C Ratio	0.482	0.353
HCM Control Delay	12.4	10.9
HCM Lane LOS	B	B
HCM 95th-tile Q	2.6	1.6

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
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Traffic Vol, veh/h	21	150	90	18	73	49
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Future Vol, veh/h	21	150	90	18	73	49
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Conflicting Peds, #/hr	5	0	0	5	5	5
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	85	85	85	85	85	85
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Heavy Vehicles, %	5	5	5	5	5	5
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Mvmt Flow	25	176	106	21	86	58
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	132	0	0	353	127
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Stage 1	-	-	-	122	-
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Stage 2	-	-	-	231	-
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Critical Hdwy	4.15	-	-	6.45	6.25
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Critical Hdwy Stg 1	-	-	-	5.45	-
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Critical Hdwy Stg 2	-	-	-	5.45	-
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Follow-up Hdwy	2.245	-	-	3.545	3.345
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Pot Cap-1 Maneuver	1435	-	-	639	915
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Stage 1	-	-	-	896	-
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Stage 2	-	-	-	800	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1428	-	-	620	906
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Mov Cap-2 Maneuver	-	-	-	620	-
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Stage 1	-	-	-	874	-
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Stage 2	-	-	-	796	-
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Approach	EB	WB	SB
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HCM Control Delay, s	0.9	0	11.4
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1428	-	-	-	710
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HCM Lane V/C Ratio	0.017	-	-	-	0.202
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HCM Control Delay (s)	7.6	0	-	-	11.4
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HCM Lane LOS	A	A	-	-	B
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.8
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HCM 2010 TWSC
1: Old Dairy Road & Glacier Highway

12/08/2022

Intersection

Int Delay, s/veh 6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	80	214	83	30	211
Future Vol, veh/h	133	80	214	83	30	211
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	110	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	19	4	5	0	4
Mvmt Flow	146	88	235	91	33	232

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	234
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1322
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1322
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-






















Approach	EB	WB	NB
HCM Control Delay, s	0	6	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	308	847	-	-	1322	-
HCM Lane V/C Ratio	0.107	0.274	-	-	0.178	-
HCM Control Delay (s)	18.1	10.8	-	-	8.3	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	1.1	-	-	0.6	-

HCM Signalized Intersection Capacity Analysis

2: Egan Drive & Old Dairy Road

12/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	299	842	20	235	1550	177	0	0	0	0	0	424
Future Volume (vph)	299	842	20	235	1550	177	0	0	0	0	0	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.0	4.5	4.5	4.0						4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00						1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98						0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85						0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (prot)	1805	3539	1599	1719	3539	1582						1622
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00						1.00
Satd. Flow (perm)	1805	3539	1599	1719	3539	1582						1622
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	336	946	22	264	1742	199	0	0	0	0	0	476
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	336	946	22	264	1742	199	0	0	0	0	0	476
Confl. Peds. (#/hr)	1					1	1					1
Heavy Vehicles (%)	0%	2%	1%	5%	2%	0%	7%	0%	3%	0%	0%	0%
Turn Type	Prot	NA	Free	Prot	NA	Free						Perm
Protected Phases	7	4		3	8							
Permitted Phases			Free			Free						7 8
Actuated Green, G (s)	18.0	34.1	60.0	16.9	33.0	60.0						60.0
Effective Green, g (s)	18.0	34.1	60.0	16.9	33.0	60.0						60.0
Actuated g/C Ratio	0.30	0.57	1.00	0.28	0.55	1.00						1.00
Clearance Time (s)	4.5	4.5		4.5	4.5							
Lane Grp Cap (vph)	541	2011	1599	484	1946	1582						1622
v/s Ratio Prot	c0.19	0.27		0.15	c0.49							
v/s Ratio Perm			0.01			0.13						c0.29
v/c Ratio	0.62	0.47	0.01	0.55	0.90	0.13						0.29
Uniform Delay, d1	18.1	7.6	0.0	18.3	12.0	0.0						0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00						1.00
Incremental Delay, d2	5.3	0.8	0.0	4.4	6.9	0.2						0.5
Delay (s)	23.4	8.4	0.0	22.7	18.9	0.2						0.5
Level of Service	C	A	A	C	B	A						A
Approach Delay (s)		12.1			17.6			0.0			0.5	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			9.0		
Intersection Capacity Utilization			76.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Glacier Highway Access Road & Glacier Highway

12/08/2022



	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↰	↰	↰	↰
Traffic Volume (vph)	163	166	355	183	137	265
Future Volume (vph)	163	166	355	183	137	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		5.0	5.3	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1771		1805	1900	1805	1615
Flt Permitted	1.00		0.29	1.00	0.95	1.00
Satd. Flow (perm)	1771		552	1900	1805	1615
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	179	182	390	201	151	291
RTOR Reduction (vph)	41	0	0	0	0	252
Lane Group Flow (vph)	320	0	390	201	151	39
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	3	
Permitted Phases			2			3
Actuated Green, G (s)	15.0		36.1	36.1	7.1	7.1
Effective Green, g (s)	15.0		36.1	36.1	7.1	7.1
Actuated g/C Ratio	0.28		0.67	0.67	0.13	0.13
Clearance Time (s)	5.3		5.0	5.3	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	496		749	1282	239	214
v/s Ratio Prot	c0.18		c0.16	0.11	c0.08	
v/s Ratio Perm			0.19			0.02
v/c Ratio	0.65		0.52	0.16	0.63	0.18
Uniform Delay, d1	16.9		4.9	3.2	22.0	20.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9		0.7	0.1	5.4	0.4
Delay (s)	19.8		5.6	3.2	27.3	21.0
Level of Service	B		A	A	C	C
Approach Delay (s)	19.8			4.8	23.2	
Approach LOS	B			A	C	
Intersection Summary						
HCM 2000 Control Delay			14.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			53.5		Sum of lost time (s)	21.3
Intersection Capacity Utilization			58.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	5	0	135	5	277	0	0	166	355
Future Vol, veh/h	0	0	0	5	0	135	5	277	0	0	166	355
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	5
Mvmt Flow	0	0	0	6	0	153	6	315	0	0	189	403
Major/Minor												
Minor1				Major1				Major2				
Conflicting Flow All	718	919	315	592	0	-	-	-	-	-	0	-
Stage 1	327	327	-	-	-	-	-	-	-	-	-	-
Stage 2	391	592	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	399	273	730	994	-	0	0	-	-	-	-	-
Stage 1	735	651	-	-	-	0	0	-	-	-	-	-
Stage 2	688	497	-	-	-	0	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	396	0	730	994	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	396	0	-	-	-	-	-	-	-	-	-	-
Stage 1	730	0	-	-	-	-	-	-	-	-	-	-
Stage 2	688	0	-	-	-	-	-	-	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s	11.5			0.2				0				
HCM LOS	B											
Minor Lane/Major Mvmt												
NBL				NBTWBLn1				SBT				
Capacity (veh/h)	994	-	709	-	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	0.224	-	-	-	-	-	-	-	-	-
HCM Control Delay (s)	8.6	0	11.5	-	-	-	-	-	-	-	-	-
HCM Lane LOS	A	A	B	-	-	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-	-	-	-	-	-	-	-

Intersection




Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	277	0	0	0	166	0
Future Vol, veh/h	277	0	0	0	166	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	0	0	0	3	0
Mvmt Flow	315	0	0	0	189	0
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	11	9.7
HCM LOS	B	A

Lane	EBLn1	SBLn1
Vol Left, %	100%	100%
Vol Thru, %	0%	0%
Vol Right, %	0%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	277	166
LT Vol	277	166
Through Vol	0	0
RT Vol	0	0
Lane Flow Rate	315	189
Geometry Grp	1	1
Degree of Util (X)	0.413	0.259
Departure Headway (Hd)	4.721	4.937
Convergence, Y/N	Yes	Yes
Cap	762	728
Service Time	2.747	2.965
HCM Lane V/C Ratio	0.413	0.26
HCM Control Delay	11	9.7
HCM Lane LOS	B	A
HCM 95th-tile Q	2	1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	250	240	60	49	32
Future Vol, veh/h	74	250	240	60	49	32
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	81	275	264	66	54	35
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	335	0	-	0	744	307
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1208	-	-	-	378	726
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1202	-	-	-	344	719
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	638	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1202	-	-	-	433	
HCM Lane V/C Ratio	0.068	-	-	-	0.206	
HCM Control Delay (s)	8.2	0	-	-	15.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	

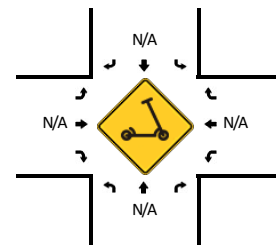
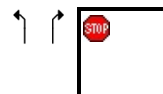
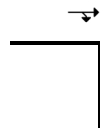
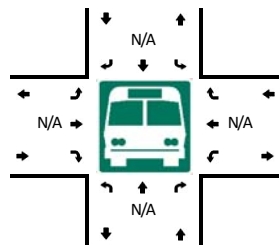
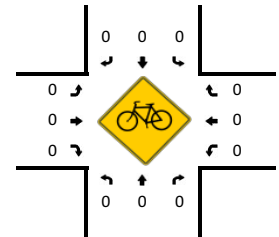
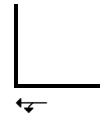
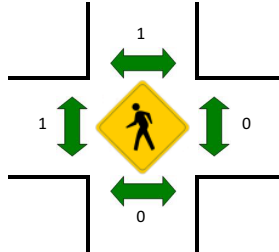
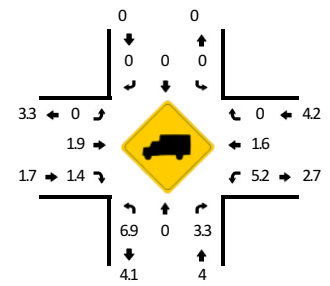
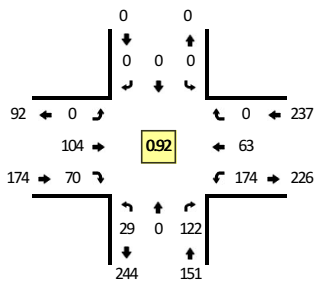
LOCATION: Old Dairy Rd -- Glacier Hwy

CITY/STATE: Juneau, AK

QC JOB #: 15933702

DATE: Tue, Sep 13 2022

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:10 PM -- 4:25 PM



5-Min Count Period Beginning At	Old Dairy Rd (Northbound)				Old Dairy Rd (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	93
6:05 AM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
6:10 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	5	
6:15 AM	0	0	4	0	0	0	0	0	0	2	2	0	2	0	0	0	10	
6:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	4	
6:25 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4	
6:30 AM	0	0	5	0	0	0	0	0	0	0	1	0	0	2	0	0	8	
6:35 AM	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	7	
6:40 AM	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	11	
6:45 AM	0	0	5	0	0	0	0	0	0	3	0	0	4	0	0	0	12	
6:50 AM	0	0	6	0	0	0	0	0	0	0	0	0	5	1	0	0	12	
6:55 AM	0	0	5	0	0	0	0	0	0	1	3	0	3	0	0	0	12	
7:00 AM	1	0	8	0	0	0	0	0	0	1	1	0	2	0	0	0	13	
7:05 AM	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	
7:10 AM	0	0	7	0	0	0	0	0	0	1	1	0	3	1	0	0	13	
7:15 AM	0	0	5	0	0	0	0	0	0	2	0	0	8	0	0	0	15	
7:20 AM	1	0	5	0	0	0	0	0	0	2	2	0	4	0	0	0	14	
7:25 AM	1	0	11	0	0	0	0	0	0	2	0	0	3	0	0	0	17	
7:30 AM	1	0	6	0	0	0	0	0	0	0	1	0	2	0	0	0	10	
7:35 AM	1	0	7	0	0	0	0	0	0	2	1	0	4	2	0	0	17	
7:40 AM	1	0	13	0	0	0	0	0	0	3	0	0	7	2	0	0	26	
7:45 AM	0	0	11	0	0	0	0	0	0	2	0	0	9	1	0	0	23	
7:50 AM	0	0	9	0	0	0	0	0	0	2	0	0	12	0	0	0	23	
7:55 AM	0	0	11	0	0	0	0	0	0	3	1	0	4	2	0	0	21	
8:00 AM	1	0	13	0	0	0	0	0	0	4	2	0	6	2	0	0	28	
8:05 AM	2	0	13	0	0	0	0	0	0	3	1	0	7	1	0	0	27	
8:10 AM	0	0	9	0	0	0	0	0	0	6	0	0	9	0	0	0	24	
8:15 AM	2	0	9	0	0	0	0	0	0	2	1	0	8	1	0	0	23	
8:20 AM	3	0	5	0	0	0	0	0	0	1	1	0	7	1	0	0	18	
8:25 AM	1	0	13	0	0	0	0	0	0	0	1	0	6	3	0	0	24	
8:30 AM	1	0	7	0	0	0	0	0	0	1	3	0	5	3	0	0	20	
8:35 AM	1	0	7	0	0	0	0	0	0	4	1	0	5	2	0	0	20	
8:40 AM	0	0	8	0	0	0	0	0	0	0	1	0	6	2	0	0	17	
8:45 AM	0	0	5	0	0	0	0	0	0	1	2	0	8	1	0	0	17	
8:50 AM	1	0	4	0	0	0	0	0	0	4	2	0	5	0	0	0	16	
8:55 AM	1	0	10	0	0	0	0	0	0	4	0	0	3	0	0	0	18	
9:00 AM	2	0	5	0	0	0	0	0	0	2	1	0	8	0	0	0	18	
9:05 AM	2	0	7	0	0	0	0	0	0	3	1	0	4	4	0	0	21	
9:10 AM	2	0	5	0	0	0	0	0	0	5	1	0	4	3	0	0	20	232

5-Min Count Period Beginning At	Old Dairy Rd (Northbound)				Old Dairy Rd (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	1	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	17	226
9:20 AM	2	0	3	0	0	0	0	0	0	2	0	0	6	3	0	0	16	224
9:25 AM	0	0	5	0	0	0	0	0	0	2	2	0	4	2	0	0	15	215
9:30 AM	1	0	2	0	0	0	0	0	0	2	0	0	5	1	0	0	11	206
9:35 AM	1	0	6	0	0	0	0	0	0	3	3	0	8	1	0	0	22	208
9:40 AM	3	0	4	0	0	0	0	0	0	1	1	0	4	1	0	0	14	205
9:45 AM	4	0	10	0	0	0	0	0	0	4	2	0	5	5	0	0	30	218
9:50 AM	1	0	8	0	0	0	0	0	0	3	4	0	5	1	0	0	22	224
9:55 AM	1	0	6	0	0	0	0	0	0	5	4	0	5	1	0	0	22	228
10:00 AM	1	0	3	0	0	0	0	0	0	2	1	0	4	1	0	0	12	222
10:05 AM	2	0	5	0	0	0	0	0	0	4	1	0	4	2	0	0	18	219
10:10 AM	1	0	5	0	0	0	0	0	0	3	4	0	5	2	0	0	20	219
10:15 AM	1	0	7	0	0	0	0	0	0	6	1	0	5	0	0	0	20	222
10:20 AM	0	0	8	0	0	0	0	0	0	3	3	0	5	6	0	0	25	231
10:25 AM	2	0	8	0	0	0	0	0	0	0	3	0	5	0	0	0	18	234
10:30 AM	1	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	11	234
10:35 AM	3	0	5	0	0	0	0	0	0	4	1	0	6	4	0	0	23	235
10:40 AM	1	0	6	0	0	0	0	0	0	1	2	0	1	5	0	0	16	237
10:45 AM	1	0	6	0	0	0	0	0	0	1	2	0	5	2	0	0	17	224
10:50 AM	3	0	6	0	0	0	0	0	0	4	3	0	5	3	0	0	24	226
10:55 AM	1	0	5	0	0	0	0	0	0	4	0	0	5	2	0	0	17	221
11:00 AM	0	0	3	0	0	0	0	0	0	4	5	0	7	3	0	0	22	231
11:05 AM	6	0	8	0	0	0	0	0	0	4	6	0	5	3	0	0	32	245
11:10 AM	1	0	3	0	0	0	0	0	0	4	2	0	9	1	0	0	20	245
11:15 AM	3	0	7	0	0	0	0	0	0	6	3	0	14	0	0	0	33	258
11:20 AM	3	0	4	0	0	0	0	0	0	5	5	0	4	5	0	0	26	259
11:25 AM	6	0	7	0	0	0	0	0	0	9	2	0	9	6	0	0	39	280
11:30 AM	4	0	8	0	0	0	0	0	0	5	5	0	7	2	0	0	31	300
11:35 AM	3	0	12	0	0	0	0	0	0	9	4	0	7	4	0	0	39	316
11:40 AM	3	0	6	0	0	0	0	0	0	5	2	0	9	2	0	0	27	327
11:45 AM	2	0	13	0	0	0	0	0	0	5	3	0	11	3	0	0	37	347
11:50 AM	1	0	3	0	0	0	0	0	0	4	4	0	9	2	0	0	23	346
11:55 AM	3	0	10	0	0	0	0	0	0	4	7	0	12	2	0	0	38	367
12:00 PM	3	0	14	0	0	0	0	0	0	5	2	0	11	0	0	0	35	380
12:05 PM	3	0	6	0	0	0	0	0	0	6	3	0	14	5	0	0	37	385
12:10 PM	5	0	5	0	0	0	0	0	0	3	9	0	9	5	0	0	36	401
12:15 PM	1	0	8	0	0	0	0	0	0	3	2	0	2	5	0	0	21	389
12:20 PM	3	0	6	0	0	0	0	0	0	3	3	0	5	2	0	0	22	385
12:25 PM	3	0	14	0	0	0	0	0	0	4	8	0	10	5	0	0	44	390
12:30 PM	2	0	7	0	0	0	0	0	0	4	7	0	6	1	0	0	27	386
12:35 PM	3	0	6	0	0	0	0	0	0	6	12	0	5	4	0	0	36	383
12:40 PM	4	0	9	0	0	0	0	0	0	9	5	0	9	3	0	0	39	395
12:45 PM	4	0	8	0	0	0	0	0	0	7	4	0	9	0	0	0	32	390
12:50 PM	0	0	13	0	0	0	0	0	0	6	4	0	6	5	0	0	34	401
12:55 PM	4	0	9	0	0	0	0	0	0	7	3	0	8	4	0	0	35	398
1:00 PM	0	0	12	0	0	0	0	0	0	10	4	0	7	3	0	0	36	399
1:05 PM	3	0	2	0	0	0	0	0	0	8	3	0	13	4	0	0	33	395
1:10 PM	1	0	3	0	0	0	0	0	0	3	7	0	10	5	0	0	29	388
1:15 PM	1	0	9	0	0	0	0	0	0	4	5	0	13	2	0	0	34	401
1:20 PM	1	0	0	0	0	0	0	0	0	6	3	0	3	4	0	0	17	396
1:25 PM	0	0	9	0	0	0	0	0	0	5	7	0	6	4	0	0	31	383
1:30 PM	2	0	7	0	0	0	0	0	0	2	4	0	9	2	0	0	26	382
1:35 PM	0	0	9	0	0	0	0	0	0	14	6	0	6	5	0	0	40	386
1:40 PM	2	0	8	0	0	0	0	0	0	3	3	0	7	2	0	0	25	372
1:45 PM	3	0	4	0	0	0	0	0	0	6	3	0	12	5	0	0	33	373
1:50 PM	1	0	8	0	0	0	0	0	0	4	5	0	2	3	0	0	23	362
1:55 PM	1	0	4	0	0	0	0	0	0	1	3	0	8	2	0	0	19	346
2:00 PM	1	0	9	0	0	0	0	0	0	5	7	0	6	6	0	0	34	344
2:05 PM	1	0	6	0	0	0	0	0	0	5	3	0	8	3	0	0	26	337
2:10 PM	0	0	9	0	0	0	0	0	0	8	2	0	7	1	0	0	27	335
2:15 PM	0	0	11	0	0	0	0	0	0	2	3	0	9	3	0	0	28	329
2:20 PM	3	0	10	0	0	0	0	0	0	2	5	0	6	2	0	0	28	340
2:25 PM	2	0	13	0	0	0	0	0	0	4	5	0	12	5	0	0	41	350
2:30 PM	0	0	8	0	0	0	0	0	0	7	0	0	6	7	0	0	28	352
2:35 PM	1	0	7	0	0	0	0	0	0	6	1	0	16	3	0	0	34	346
2:40 PM	5	0	8	0	0	0	0	0	0	4	2	0	5	7	0	0	31	352
2:45 PM	1	0	12	0	0	0	0	0	0	5	2	0	7	2	0	0	29	348
2:50 PM	4	0	12	0	0	0	0	0	0	5	6	0	6	2	0	0	35	360
2:55 PM	2	0	8	0	0	0	0	0	0	6	6	0	7	3	0	0	32	373
3:00 PM	2	0	10	0	0	0	0	0	0	3	4	0	12	6	0	0	37	376
3:05 PM	0	0	13	0	0	0	0	0	0	7	3	0	14	5	0	0	42	392
3:10 PM	3	0	5	0	0	0	0	0	0	8	3	0	7	2	0	0	28	393
3:15 PM	3	0	8	0	0	0	0	0	0	6	3	0	11	3	0	0	34	399
3:20 PM	3	0	6	0	0	0	0	0	0	14	3	0	8	3	0	0	37	408
3:25 PM	2	0	5	0	0	0	0	0	0	11	9	0	9	6	0	0	42	409
3:30 PM	1	0	11	0	0	0	0	0	0	9	6	0	13	5	0	0	45	426
3:35 PM	3	0	9	0	0	0	0	0	0	12	6	0	8	4	0	0	42	434
3:40 PM	3	0	9	0	0	0	0	0	0	3	6	0	16	5	0	0	42	445
3:45 PM	1	0	7	0	0	0	0	0	0	5	9	0	8	4	0	0	34	450
3:50 PM	1	0	2	0	0	0	0	0	0	10	8	0	7	9	0	0	37	452
3:55 PM	3	0	8	0	0	0	0	0	0	4	5	0	11	6	0	0	37	457
4:00 PM	1	0	11	0	0	0	0	0	0	9	3	0	11	7	0	0	42	462
4:05 PM	2	0	7	0	0	0	0	0	0	10	5	0	18	7	0	0	49	469
4:10 PM	4	0	15	0	0	0	0	0	0	6	5	0	22	3	0	0	55	496
4:15 PM	4	0	10	0	0	0	0	0	0	8	6	0	14	4	0	0	46	508
4:20 PM	2	0	11	0	0	0	0	0	0	13	6	0	14	6	0	0	52	523
4:25 PM	1	0	8	0	0	0	0	0	0	9	9	0	12	6	0	0	45	526

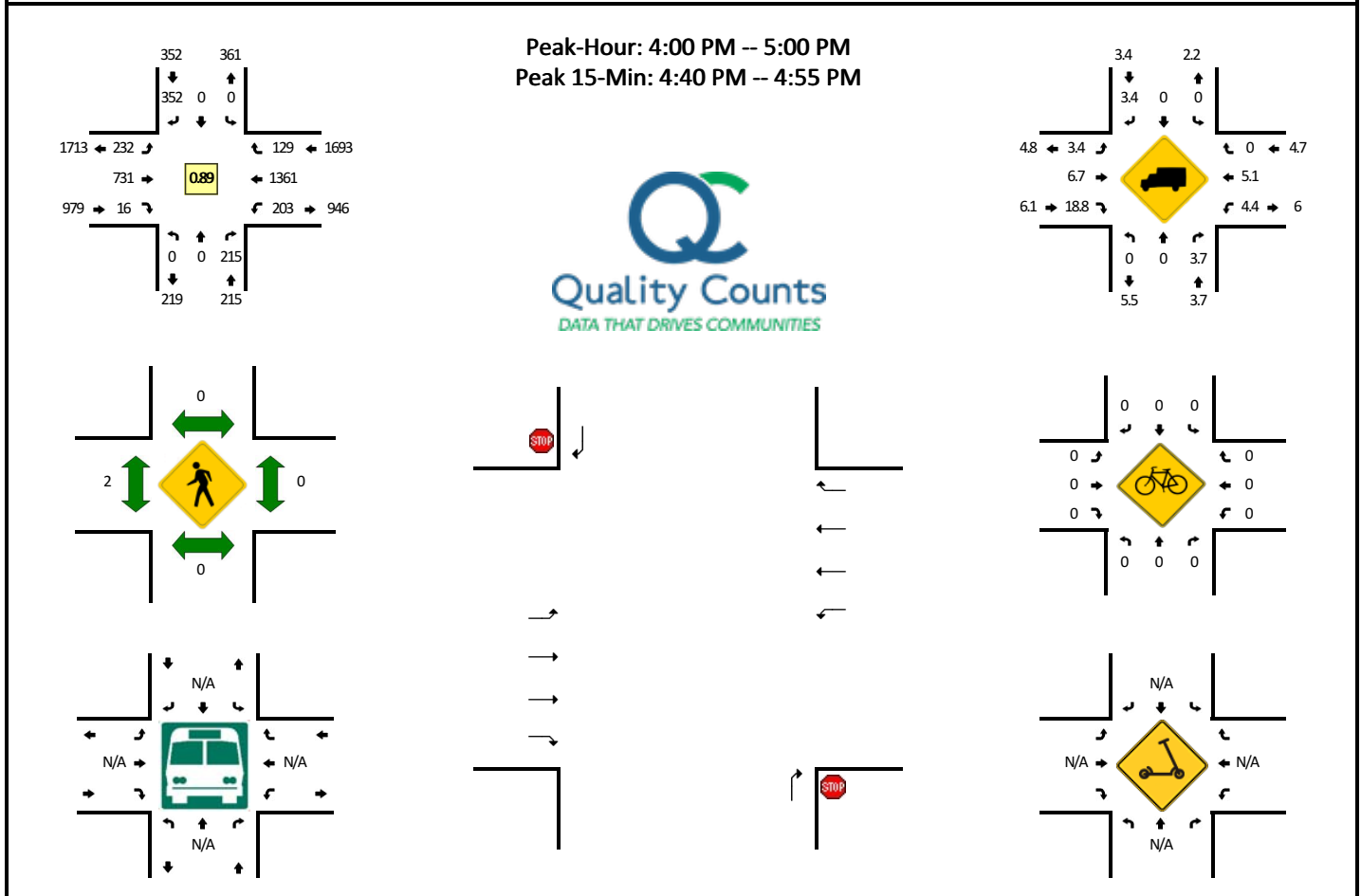
5-Min Count Period Beginning At	Old Dairy Rd (Northbound)				Old Dairy Rd (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	2	0	12	0	0	0	0	0	0	5	7	0	14	1	0	0	41	522
4:35 PM	0	0	9	0	0	0	0	0	0	8	6	0	11	7	0	0	41	521
4:40 PM	2	0	7	0	0	0	0	0	0	8	7	0	11	6	0	0	41	520
4:45 PM	5	0	14	0	0	0	0	0	0	10	6	0	9	8	0	0	52	538
4:50 PM	2	0	14	0	0	0	0	0	0	10	6	0	15	5	0	0	52	553
4:55 PM	1	0	10	0	0	0	0	0	0	7	4	0	15	3	0	0	40	556
5:00 PM	4	0	5	0	0	0	0	0	0	10	3	0	19	7	0	0	48	562
5:05 PM	3	0	10	0	0	0	0	0	0	12	6	0	11	3	0	0	45	558
5:10 PM	3	0	7	0	0	0	0	0	0	15	5	0	18	4	0	0	52	555
5:15 PM	4	0	13	0	0	0	0	0	0	9	4	0	7	4	0	0	41	550
5:20 PM	5	0	6	0	0	0	0	0	0	11	6	0	12	9	0	0	49	547
5:25 PM	1	0	9	0	0	0	0	0	0	12	3	0	11	3	0	0	39	541
5:30 PM	4	0	6	0	0	0	0	0	0	11	8	0	13	5	0	0	47	547
5:35 PM	0	0	4	0	0	0	0	0	0	7	5	0	7	3	0	0	26	532
5:40 PM	1	0	9	0	0	0	0	0	0	9	7	0	17	6	0	0	49	540
5:45 PM	3	0	5	0	0	0	0	0	0	7	4	0	7	4	0	0	30	518
5:50 PM	2	0	8	0	0	0	0	0	0	8	1	0	6	5	0	0	30	496
5:55 PM	3	0	9	0	0	0	0	0	0	9	1	0	4	3	0	0	29	485
6:00 PM	1	0	7	0	0	0	0	0	0	9	6	0	8	3	0	0	34	471
6:05 PM	0	0	9	0	0	0	0	0	0	4	3	0	9	3	0	0	28	454
6:10 PM	1	0	9	0	0	0	0	0	0	3	2	0	4	3	0	0	22	424
6:15 PM	0	0	5	0	0	0	0	0	0	2	4	0	9	7	0	0	27	410
6:20 PM	1	0	6	0	0	0	0	0	0	8	0	0	9	2	0	0	26	387
6:25 PM	2	0	8	0	0	0	0	0	0	7	4	0	7	0	0	0	28	376
6:30 PM	0	0	7	0	0	0	0	0	0	4	4	0	4	3	0	0	22	351
6:35 PM	0	0	10	0	0	0	0	0	0	5	2	0	5	5	0	0	27	352
6:40 PM	2	0	11	0	0	0	0	0	0	3	0	0	8	3	0	0	27	330
6:45 PM	2	0	6	0	0	0	0	0	0	1	0	0	12	1	0	0	22	322
6:50 PM	1	0	3	0	0	0	0	0	0	3	4	0	4	5	0	0	20	312
6:55 PM	1	0	11	0	0	0	0	0	0	2	4	0	9	5	0	0	32	315
7:00 PM	0	0	6	0	0	0	0	0	0	0	3	0	8	0	0	0	17	298
7:05 PM	0	0	8	0	0	0	0	0	0	3	2	0	5	3	0	0	21	291
7:10 PM	0	0	8	0	0	0	0	0	0	3	4	0	3	1	0	0	19	288
7:15 PM	0	0	2	0	0	0	0	0	0	3	1	0	6	1	0	0	13	274
7:20 PM	0	0	8	0	0	0	0	0	0	2	0	0	4	3	0	0	17	265
7:25 PM	3	0	4	0	0	0	0	0	0	6	1	0	7	3	0	0	24	261
7:30 PM	0	0	6	0	0	0	0	0	0	5	1	0	8	4	0	0	24	263
7:35 PM	0	0	3	0	0	0	0	0	0	3	2	0	2	3	0	0	13	249
7:40 PM	0	0	4	0	0	0	0	0	0	3	1	0	3	0	0	0	11	233
7:45 PM	0	0	7	0	0	0	0	0	0	2	3	0	3	0	0	0	15	226
7:50 PM	0	0	5	0	0	0	0	0	0	1	0	0	2	1	0	0	9	215
7:55 PM	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	10	193
8:00 PM	0	0	2	0	0	0	0	0	0	2	1	0	5	2	0	0	12	188
8:05 PM	0	0	12	0	0	0	0	0	0	6	3	0	4	3	0	0	28	195
8:10 PM	0	0	2	0	0	0	0	0	0	2	2	0	7	0	0	0	13	189
8:15 PM	0	0	6	0	0	0	0	0	0	1	0	0	2	2	0	0	11	187
8:20 PM	0	0	9	0	0	0	0	0	0	4	1	0	5	0	0	0	19	189
8:25 PM	0	0	9	0	0	0	0	0	0	0	0	0	7	0	0	0	16	181
8:30 PM	1	0	7	0	0	0	0	0	0	3	2	0	4	0	0	0	17	174
8:35 PM	0	0	7	0	0	0	0	0	0	2	1	0	3	0	0	0	13	174
8:40 PM	1	0	5	0	0	0	0	0	0	3	0	0	4	0	0	0	13	176
8:45 PM	0	0	11	0	0	0	0	0	0	1	0	0	5	1	0	0	18	179
8:50 PM	0	0	3	0	0	0	0	0	0	0	2	0	7	0	0	0	12	182
8:55 PM	0	0	3	0	0	0	0	0	0	2	1	0	6	1	0	0	13	185
9:00 PM	1	0	3	0	0	0	0	0	0	3	1	0	5	1	0	0	14	187
9:05 PM	0	0	2	0	0	0	0	0	0	1	2	0	3	1	0	0	9	168
9:10 PM	0	0	2	0	0	0	0	0	0	3	0	0	4	1	0	0	10	165
9:15 PM	0	0	3	0	0	0	0	0	0	2	2	0	5	1	0	0	13	167
9:20 PM	0	0	2	0	0	0	0	0	0	3	2	0	5	2	0	0	14	162
9:25 PM	0	0	2	0	0	0	0	0	0	2	0	0	3	0	0	0	7	153
9:30 PM	0	0	4	0	0	0	0	0	0	2	0	0	0	1	0	0	7	143
9:35 PM	0	0	3	0	0	0	0	0	0	1	1	0	1	2	0	0	8	138
9:40 PM	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	4	129
9:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	113
9:50 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	4	105
9:55 PM	0	0	5	0	0	0	0	0	0	1	1	0	3	0	0	0	10	102
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	0	144	0	0	0	0	0	0	108	68	0	200	52	0	0	612	
Heavy Trucks	4	0	12		0	0	0		0	4	0		12	4	0		36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments: NB/EB stop signs																		

Report generated on 9/21/2022 9:59 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Yandukin Dr/Old Dairy Rd -- Egan Dr (Hwy 7)
CITY/STATE: Juneau, AK

QC JOB #: 15933701
DATE: Tue, Sep 13 2022



5-Min Count Period Beginning At	Yandukin Dr/Old Dairy Rd (Northbound)				Yandukin Dr/Old Dairy Rd (Southbound)				Egan Dr (Hwy 7) (Eastbound)				Egan Dr (Hwy 7) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	3	0	0	0	4	0	2	27	2	0	6	13	1	0	58	
6:05 AM	0	0	4	0	0	0	3	0	5	21	0	0	7	9	0	0	49	
6:10 AM	0	0	8	0	0	0	0	0	5	25	0	0	9	21	0	0	68	
6:15 AM	0	0	3	0	0	0	3	0	5	27	1	0	4	22	2	0	67	
6:20 AM	0	0	4	0	0	0	3	0	3	34	0	0	8	18	0	0	70	
6:25 AM	0	0	2	0	0	0	1	0	3	31	0	0	11	19	1	0	68	
6:30 AM	0	0	7	0	0	0	2	0	5	36	2	0	13	13	1	0	79	
6:35 AM	0	0	8	0	0	0	3	0	4	63	0	0	10	13	0	0	101	
6:40 AM	0	0	7	0	0	0	2	0	10	62	0	0	11	22	0	0	114	
6:45 AM	0	0	7	0	0	0	6	0	10	87	1	0	14	24	0	0	149	
6:50 AM	0	0	8	0	0	0	1	0	6	70	1	0	9	23	0	0	118	
6:55 AM	0	0	6	0	0	0	7	0	8	63	0	0	20	22	1	0	127	
7:00 AM	0	0	3	0	0	0	5	0	16	61	1	0	6	21	2	0	115	1068
7:05 AM	0	0	12	0	0	0	2	0	10	59	3	0	10	20	2	0	118	1125
7:10 AM	0	0	6	0	0	0	4	0	4	90	0	0	11	29	3	0	147	1194
7:15 AM	0	0	12	0	0	0	6	0	4	80	1	0	4	29	2	0	147	1273
7:20 AM	0	0	12	0	0	0	10	0	15	100	1	0	9	43	3	0	193	1344
7:25 AM	0	0	10	0	0	0	7	0	13	84	2	0	14	43	1	0	174	1467
7:30 AM	0	0	11	0	0	0	6	0	7	108	0	0	10	36	2	0	174	1573
7:35 AM	0	0	16	0	0	0	9	0	14	115	1	0	7	41	4	0	207	1674
7:40 AM	0	0	14	0	0	0	6	0	12	191	1	0	11	47	4	0	286	1780
7:45 AM	0	0	17	0	0	0	11	0	10	160	0	0	11	59	2	0	270	1952
7:50 AM	0	0	11	0	0	0	13	0	9	146	1	0	8	70	5	0	263	2073
7:55 AM	0	0	13	0	0	0	10	0	18	99	2	0	14	50	5	0	211	2218
8:00 AM	0	0	12	0	0	0	15	0	24	134	1	0	21	44	4	0	255	2302
8:05 AM	0	0	9	0	0	0	9	0	16	111	2	0	7	44	11	0	209	2442
8:10 AM	0	0	9	0	0	0	10	0	8	91	1	0	15	52	3	0	189	2533
8:15 AM	0	0	9	0	0	0	12	0	11	125	0	0	12	62	2	0	233	2575
8:20 AM	0	0	15	0	0	0	8	0	8	93	0	0	17	47	3	0	191	2670
8:25 AM	0	0	11	0	0	0	8	0	15	90	0	0	17	64	3	0	208	2668
8:30 AM	0	0	13	0	0	0	11	0	13	56	2	0	6	38	4	0	143	2702
8:35 AM	0	0	11	0	0	0	7	0	8	66	0	0	16	38	4	0	150	2665
8:40 AM	0	0	7	0	0	0	14	0	7	51	1	0	14	60	3	0	157	2608
8:45 AM	0	0	13	0	0	0	15	0	11	74	2	0	13	46	1	0	175	2479
8:50 AM	0	0	12	0	0	0	10	0	11	59	1	0	14	49	5	0	161	2384
8:55 AM	0	0	9	0	0	0	5	0	12	54	1	0	12	53	7	0	153	2282
9:00 AM	0	0	12	0	0	0	14	0	7	56	1	0	12	44	8	0	154	2224
9:05 AM	0	0	9	0	0	0	10	0	10	46	1	0	17	44	5	0	142	2123
9:10 AM	0	0	11	0	0	0	9	0	10	58	1	0	13	50	2	0	154	2056
																	154	2021

5-Min Count Period Beginning At	Yandukin Dr/Old Dairy Rd (Northbound)				Yandukin Dr/Old Dairy Rd (Southbound)				Egan Dr (Hwy 7) (Eastbound)				Egan Dr (Hwy 7) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	0	0	15	0	0	0	7	0	10	30	0	0	18	58	4	0	142	1930
9:20 AM	0	0	7	0	0	0	9	0	8	50	2	0	11	29	5	0	121	1860
9:25 AM	0	0	12	0	0	0	8	0	10	39	1	0	13	33	6	0	122	1774
9:30 AM	0	0	12	0	0	0	14	0	9	39	1	0	12	36	4	0	127	1758
9:35 AM	0	0	10	0	0	0	17	0	8	43	0	0	9	35	3	0	125	1733
9:40 AM	0	0	22	0	0	0	11	0	11	44	0	0	11	41	4	0	144	1720
9:45 AM	0	0	17	0	0	0	7	0	14	54	0	0	10	40	5	0	147	1692
9:50 AM	0	0	12	0	0	0	14	0	17	43	2	0	10	44	4	0	146	1677
9:55 AM	0	0	17	0	0	0	14	0	9	54	3	0	15	48	0	0	160	1684
10:00 AM	0	0	10	0	0	0	8	0	11	49	0	1	14	36	1	0	130	1660
10:05 AM	0	0	9	0	0	0	8	0	12	40	0	0	12	44	4	0	129	1647
10:10 AM	0	0	12	0	0	0	13	0	15	54	0	0	11	44	1	0	150	1643
10:15 AM	0	0	12	0	0	0	10	0	15	53	1	0	11	53	5	0	160	1661
10:20 AM	0	0	19	0	0	0	11	0	15	45	0	0	13	41	7	0	151	1691
10:25 AM	0	0	9	0	0	0	19	0	14	55	4	0	11	53	2	0	167	1736
10:30 AM	0	0	8	0	0	0	14	0	12	39	0	0	9	59	7	0	148	1757
10:35 AM	0	0	13	0	0	0	14	0	16	53	1	0	7	42	4	0	150	1782
10:40 AM	0	0	12	0	0	0	14	0	9	57	0	0	11	47	6	0	156	1794
10:45 AM	0	0	12	0	0	0	16	0	11	70	0	0	11	43	5	0	168	1815
10:50 AM	0	0	11	0	0	0	16	0	11	55	0	0	15	61	3	0	172	1841
10:55 AM	0	0	14	0	0	0	14	0	9	50	1	0	19	49	7	0	163	1844
11:00 AM	0	0	11	0	0	0	15	0	8	57	0	0	12	53	2	0	158	1872
11:05 AM	0	0	17	0	0	0	20	0	19	77	0	0	9	45	6	0	193	1936
11:10 AM	0	0	10	0	0	0	20	0	12	33	0	0	15	46	4	0	140	1926
11:15 AM	0	0	12	0	0	0	23	0	18	55	1	0	13	50	7	0	179	1945
11:20 AM	0	0	14	0	0	0	16	0	9	42	1	0	12	52	5	0	151	1945
11:25 AM	0	0	11	0	0	0	12	0	17	77	1	0	14	33	2	0	167	1945
11:30 AM	0	0	10	0	0	0	13	0	16	53	1	0	13	55	9	0	170	1967
11:35 AM	0	0	13	0	0	0	19	0	14	61	0	0	15	45	7	0	174	1991
11:40 AM	0	0	13	0	0	0	10	0	20	63	2	0	19	65	5	0	197	2032
11:45 AM	0	0	12	0	0	0	15	0	19	65	1	0	10	65	13	0	200	2064
11:50 AM	0	0	16	0	0	0	24	0	14	55	1	0	18	69	2	0	199	2091
11:55 AM	0	0	19	0	0	0	23	0	12	55	0	0	16	57	8	0	190	2118
12:00 PM	0	0	18	0	0	0	23	0	24	56	2	0	8	54	9	0	194	2154
12:05 PM	0	0	21	0	0	0	20	0	17	81	1	0	9	77	5	0	231	2192
12:10 PM	0	0	11	0	0	0	26	0	8	68	1	0	17	68	11	0	210	2262
12:15 PM	0	0	12	0	0	0	20	0	10	63	1	0	18	70	4	0	198	2281
12:20 PM	0	0	10	0	0	0	14	0	9	50	0	0	14	60	6	0	163	2293
12:25 PM	0	0	14	0	0	0	24	0	18	52	2	0	12	61	7	0	190	2316
12:30 PM	0	0	14	0	0	0	22	0	16	72	1	0	18	63	5	0	211	2357
12:35 PM	0	0	19	0	0	0	23	0	18	68	3	0	18	50	6	0	205	2388
12:40 PM	0	0	15	0	0	0	16	0	13	77	1	0	15	51	12	0	200	2391
12:45 PM	0	0	11	0	0	0	18	0	17	87	1	0	20	52	8	0	214	2405
12:50 PM	0	0	18	0	0	0	23	0	18	70	2	0	6	46	7	0	190	2396
12:55 PM	0	0	17	0	0	0	17	0	13	64	0	0	6	58	7	0	182	2388
1:00 PM	0	0	13	0	0	0	23	0	8	68	1	0	15	65	7	0	200	2394
1:05 PM	0	0	16	0	0	0	14	0	14	64	0	0	13	49	8	0	178	2341
1:10 PM	0	0	9	0	0	0	23	0	14	50	0	0	16	50	7	0	169	2300
1:15 PM	0	0	22	0	0	0	21	0	19	57	0	0	11	57	5	0	192	2294
1:20 PM	0	0	16	0	0	0	11	0	15	59	1	0	7	40	6	0	155	2286
1:25 PM	0	0	15	0	0	0	17	0	11	59	0	0	12	54	9	0	177	2273
1:30 PM	0	0	16	0	0	0	20	0	17	51	0	0	17	50	9	0	180	2242
1:35 PM	0	0	8	0	0	0	21	0	9	38	3	0	12	57	4	0	152	2189
1:40 PM	0	0	13	0	0	0	16	0	17	66	1	0	19	50	3	0	185	2174
1:45 PM	0	0	12	0	0	0	24	0	11	58	2	0	15	53	5	0	180	2140
1:50 PM	0	0	11	0	0	0	16	0	17	64	0	0	10	60	7	1	186	2136
1:55 PM	0	0	10	0	0	0	18	0	14	39	0	0	11	54	9	0	155	2109
2:00 PM	0	0	9	0	0	0	24	0	21	56	0	0	13	60	5	0	188	2097
2:05 PM	0	0	11	0	0	0	20	0	14	45	0	0	12	51	6	0	159	2078
2:10 PM	0	0	9	0	0	0	25	0	17	56	3	0	12	64	15	0	201	2110
2:15 PM	0	0	18	0	0	0	27	0	14	57	1	0	10	65	6	0	198	2116
2:20 PM	0	0	6	0	0	0	13	0	17	56	2	0	10	57	5	0	166	2127
2:25 PM	0	0	14	0	0	0	19	0	16	48	0	0	17	58	7	0	179	2129
2:30 PM	0	0	17	0	0	0	15	0	9	53	1	0	9	47	4	0	155	2104
2:35 PM	0	0	13	0	0	0	23	0	17	54	1	0	10	57	7	0	182	2134
2:40 PM	0	0	20	0	0	0	20	0	15	61	1	0	13	72	8	0	210	2159
2:45 PM	0	0	19	0	0	0	16	0	17	81	2	0	8	64	9	0	216	2195
2:50 PM	0	0	11	0	0	0	20	0	21	58	1	0	14	69	8	0	202	2211
2:55 PM	0	0	14	0	0	0	17	0	18	52	2	0	12	66	11	0	192	2248
3:00 PM	0	0	12	0	0	0	29	0	17	51	2	0	17	54	10	0	192	2252
3:05 PM	0	0	16	0	0	0	24	0	21	62	1	0	11	62	8	0	205	2298
3:10 PM	0	0	14	0	0	0	25	0	17	60	2	0	12	67	13	0	210	2307
3:15 PM	0	0	11	0	0	0	19	0	13	51	1	0	17	101	5	0	218	2327
3:20 PM	0	0	11	0	0	0	21	0	18	52	0	0	21	95	9	0	227	2388
3:25 PM	0	0	10	0	0	0	31	0	13	54	0	0	10	74	7	0	199	2408
3:30 PM	0	0	20	0	0	0	30	0	16	65	1	0	12	74	7	0	225	2478
3:35 PM	0	0	17	0	0	0	25	0	17	66	2	0	14	77	12	0	230	2526
3:40 PM	0	0	15	0	0	0	30	0	14	67	2	0	18	83	10	0	239	2555
3:45 PM	0	0	6	0	0	0	27	0	16	60	1	0	14	99	8	0	231	2570
3:50 PM	0	0	13	0	0	0	23	0	10	79	1	0	9	74	10	0	219	2587
3:55 PM	0	0	15	0	0	0	24	0	13	59	0	0	16	83	15	0	225	2620
4:00 PM	0	0	10	0	0	0	20	0	20	68	4	0	19	91	14	0	246	2674
4:05 PM	0	0	13	0	0	0	30	0	23	60	3	0	18	111	10	0	268	2737
4:10 PM	0	0	19	0	0	0	34	0	22	48	1	0	21	115	9	0	269	2796
4:15 PM	0	0	30	0	0	0	25	0	23	65	2	0	15	97	10	0	267	2845
4:20 PM	0	0	16	0	0	0	20	0	25	62	0	0	16	120	11	0	270	2888
4:25 PM	0	0	8	0	0	0	31	0	20	57	1	0	15	105	8	0	245	2934

5-Min Count Period Beginning At	Yandukin Dr/Old Dairy Rd (Northbound)				Yandukin Dr/Old Dairy Rd (Southbound)				Egan Dr (Hwy 7) (Eastbound)				Egan Dr (Hwy 7) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	19	0	0	0	31	0	18	53	1	0	16	112	5	0	255	2964
4:35 PM	0	0	19	0	0	0	28	0	19	68	1	0	14	118	8	0	275	3009
4:40 PM	0	0	21	0	0	0	32	0	15	53	1	0	20	134	15	0	291	3061
4:45 PM	0	0	20	0	0	0	36	0	26	74	0	0	18	119	18	0	311	3141
4:50 PM	0	0	27	0	0	0	30	0	13	64	1	0	23	130	15	0	303	3225
4:55 PM	0	0	13	0	0	0	35	0	8	59	1	0	8	109	6	0	239	3239
5:00 PM	0	0	14	0	0	0	27	0	14	56	0	0	9	93	12	0	225	3218
5:05 PM	0	0	13	0	0	0	29	0	15	66	2	0	14	105	10	0	254	3204
5:10 PM	0	0	16	0	0	0	27	0	17	73	0	0	13	115	16	0	277	3212
5:15 PM	0	0	14	0	0	0	28	0	17	59	1	0	14	119	14	0	266	3211
5:20 PM	0	0	15	0	0	0	25	0	13	57	1	0	8	93	10	0	222	3163
5:25 PM	0	0	13	0	0	0	22	0	17	42	0	0	13	96	6	0	209	3127
5:30 PM	0	0	14	0	0	0	29	0	18	57	2	0	7	78	5	0	210	3082
5:35 PM	0	0	6	0	0	0	21	0	10	66	0	0	13	84	4	0	204	3011
5:40 PM	0	0	17	0	0	0	26	0	8	59	0	0	5	54	5	0	174	2894
5:45 PM	0	0	15	0	0	0	23	0	13	57	3	0	7	54	4	0	176	2759
5:50 PM	0	0	14	0	0	0	20	0	17	50	0	0	15	73	8	0	197	2653
5:55 PM	0	0	4	0	0	0	20	0	22	49	0	0	5	72	9	0	181	2595
6:00 PM	0	0	14	0	0	0	23	0	13	55	0	0	9	57	6	0	177	2547
6:05 PM	0	0	14	0	0	0	15	0	17	59	0	0	3	45	2	0	155	2448
6:10 PM	0	0	13	0	0	0	22	0	11	65	0	0	10	64	8	0	193	2364
6:15 PM	0	0	12	0	0	0	17	0	12	52	1	0	12	55	1	0	162	2260
6:20 PM	0	0	14	0	0	0	19	0	15	55	0	0	7	56	4	0	170	2208
6:25 PM	0	0	7	0	0	0	17	0	26	51	0	0	10	46	3	0	160	2159
6:30 PM	0	0	7	0	0	0	21	0	10	48	0	0	8	52	9	0	155	2104
6:35 PM	0	0	6	0	0	0	17	0	5	38	0	0	6	41	8	0	121	2021
6:40 PM	0	0	6	0	0	0	15	0	12	49	2	0	5	43	3	0	135	1982
6:45 PM	0	0	12	0	0	0	20	0	14	45	1	0	5	39	4	0	140	1946
6:50 PM	0	0	11	0	0	0	15	0	6	28	0	0	3	39	6	0	108	1857
6:55 PM	0	0	7	0	0	0	14	0	9	29	1	0	8	46	4	0	118	1794
7:00 PM	0	0	8	0	0	0	18	0	8	30	1	0	3	38	7	0	113	1730
7:05 PM	0	0	10	0	0	0	22	0	12	45	1	0	6	55	5	0	156	1731
7:10 PM	0	0	10	0	0	0	19	0	12	29	0	0	7	39	5	0	121	1659
7:15 PM	0	0	5	0	0	0	12	0	4	39	0	0	5	33	0	0	98	1595
7:20 PM	0	0	5	0	0	0	9	0	10	32	0	0	3	38	3	0	100	1525
7:25 PM	0	0	7	0	0	0	17	0	13	40	0	0	8	33	2	0	120	1485
7:30 PM	0	0	3	0	0	0	13	0	7	25	0	1	6	36	5	0	96	1426
7:35 PM	0	0	3	0	0	0	17	0	11	41	0	0	3	24	6	0	105	1410
7:40 PM	0	0	7	0	0	0	13	0	11	27	0	0	7	37	5	0	107	1382
7:45 PM	0	0	5	0	0	0	13	0	7	36	0	0	5	35	2	0	103	1345
7:50 PM	0	0	14	0	0	0	6	0	6	25	2	0	9	42	3	0	107	1344
7:55 PM	0	0	6	0	0	0	11	0	9	50	0	0	1	35	1	0	113	1339
8:00 PM	0	0	2	0	0	0	11	0	10	36	1	0	6	27	3	0	96	1322
8:05 PM	0	0	3	0	0	0	15	0	11	29	0	0	4	36	4	0	102	1268
8:10 PM	0	0	5	0	0	0	15	0	6	43	3	0	4	28	1	0	105	1252
8:15 PM	0	0	3	0	0	0	5	0	10	23	1	0	3	26	1	0	72	1226
8:20 PM	0	0	2	0	0	0	14	0	6	27	1	0	3	26	2	0	81	1207
8:25 PM	0	0	2	0	0	0	14	0	6	45	0	0	5	37	6	0	115	1202
8:30 PM	0	0	4	0	0	0	6	0	11	24	0	0	3	24	4	0	76	1182
8:35 PM	0	0	5	0	0	0	5	0	13	22	1	0	1	22	4	0	73	1150
8:40 PM	0	0	1	0	0	0	10	0	6	19	1	0	2	24	6	0	69	1112
8:45 PM	0	0	3	0	0	0	7	0	7	23	0	0	3	27	2	0	72	1081
8:50 PM	0	0	2	0	0	0	8	0	5	22	1	0	1	34	0	0	73	1047
8:55 PM	0	0	1	0	0	0	10	0	5	16	0	0	2	30	1	0	65	999
9:00 PM	0	0	2	0	0	0	11	0	3	18	0	0	2	27	5	0	68	971
9:05 PM	0	0	1	0	0	0	11	0	3	21	0	1	1	20	1	0	59	928
9:10 PM	0	0	2	0	0	0	7	0	7	31	0	0	2	16	3	0	68	891
9:15 PM	0	0	0	0	0	0	6	0	0	14	0	0	2	39	1	0	62	881
9:20 PM	0	0	2	0	0	0	12	0	4	14	0	0	3	19	1	0	55	855
9:25 PM	0	0	2	0	0	0	6	0	4	19	0	0	5	28	3	0	67	807
9:30 PM	0	0	3	0	0	0	3	0	2	19	0	0	2	19	1	0	49	780
9:35 PM	0	0	0	0	0	0	7	0	2	21	1	0	7	13	1	0	52	759
9:40 PM	0	0	1	0	0	0	3	0	3	15	0	0	2	10	2	0	36	726
9:45 PM	0	0	1	0	0	0	6	0	0	9	1	0	5	15	1	0	38	692
9:50 PM	0	0	0	0	0	0	2	0	3	21	0	0	1	9	0	0	36	655
9:55 PM	0	0	1	0	0	0	5	0	2	9	0	0	2	11	1	0	31	621
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	272	0	0	0	392	0	216	764	8	0	244	1532	192	0	3620	
Heavy Trucks	0	0	8		0	0	8		4	32	0		12	76	0		140	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

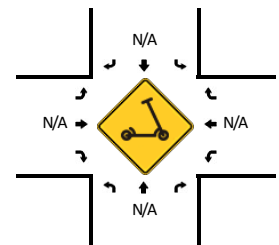
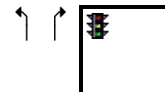
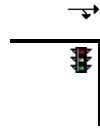
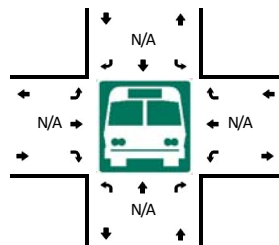
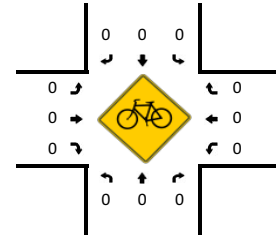
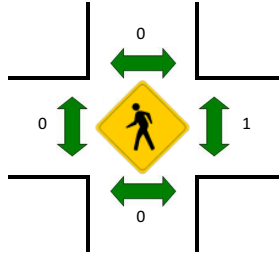
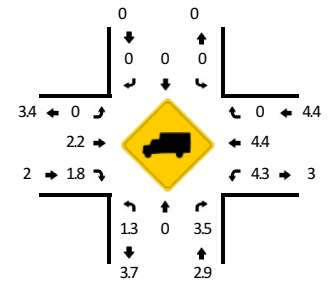
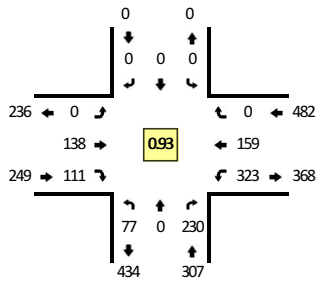
Report generated on 9/21/2022 9:59 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Egan Dr -- Glacier Hwy
CITY/STATE: Juneau, AK

QC JOB #: 15933703
DATE: Thu, Oct 13 2022

Peak-Hour: 4:05 PM -- 5:05 PM
 Peak 15-Min: 4:40 PM -- 4:55 PM



5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	0	6	0	0	0	0	0	0	2	0	0	4	0	0	0	13	
6:05 AM	1	0	7	0	0	0	0	0	0	0	2	0	6	2	0	0	18	
6:10 AM	1	0	2	0	0	0	0	0	0	1	3	0	7	0	0	0	14	
6:15 AM	1	0	8	0	0	0	0	0	0	3	0	0	1	2	0	0	15	
6:20 AM	2	0	6	0	0	0	0	0	0	4	3	0	4	1	0	0	20	
6:25 AM	0	0	4	0	0	0	0	0	0	1	3	0	9	3	0	0	20	
6:30 AM	1	0	4	0	0	0	0	0	0	2	5	0	4	0	0	0	16	
6:35 AM	0	0	6	0	0	0	0	0	0	6	2	0	5	2	0	0	21	
6:40 AM	0	0	12	0	0	0	0	0	0	4	2	0	11	4	0	0	33	
6:45 AM	5	0	13	0	0	0	0	0	0	4	9	0	9	2	0	0	42	
6:50 AM	3	0	15	0	0	0	0	0	0	5	10	0	15	4	0	0	52	
6:55 AM	1	0	9	0	0	0	0	0	0	5	1	0	6	4	0	0	26	290
7:00 AM	2	0	14	0	0	0	0	0	0	2	5	0	5	1	0	0	29	306
7:05 AM	4	0	9	0	0	0	0	0	0	1	2	0	9	4	0	0	29	317
7:10 AM	1	0	6	0	0	0	0	0	0	2	4	0	10	4	0	0	27	330
7:15 AM	4	0	19	0	0	0	0	0	0	4	13	0	4	2	0	0	46	361
7:20 AM	2	0	15	0	0	0	0	0	0	4	5	0	15	4	0	0	45	386
7:25 AM	3	0	12	0	0	0	0	0	0	5	5	0	12	1	0	0	38	404
7:30 AM	2	0	17	0	0	0	0	0	0	3	6	0	10	7	0	0	45	433
7:35 AM	2	0	24	0	0	0	0	0	0	2	5	0	18	2	0	0	53	465
7:40 AM	2	0	14	0	0	0	0	0	0	7	10	0	15	6	0	0	54	486
7:45 AM	3	0	24	0	0	0	0	0	0	2	11	0	24	5	0	0	69	513
7:50 AM	4	0	28	0	0	0	0	0	0	11	10	0	28	5	0	0	86	547
7:55 AM	2	0	21	0	0	0	0	0	0	6	8	0	11	4	0	0	52	573
8:00 AM	5	0	23	0	0	0	0	0	0	3	8	0	18	8	0	0	65	609
8:05 AM	5	0	20	0	0	0	0	0	0	10	4	0	16	4	0	0	59	639
8:10 AM	3	0	30	0	0	0	0	0	0	10	4	0	23	4	0	0	74	686
8:15 AM	3	0	29	0	0	0	0	0	0	8	8	0	38	4	0	0	90	730
8:20 AM	3	0	36	0	0	0	0	0	0	6	3	0	23	6	0	0	77	762
8:25 AM	0	0	21	0	0	0	0	0	0	8	6	0	21	11	0	0	67	791
8:30 AM	4	0	15	0	0	0	0	0	0	3	4	0	13	3	0	0	42	788
8:35 AM	1	0	13	0	0	0	0	0	0	4	8	0	9	7	0	0	42	777
8:40 AM	3	0	8	0	0	0	0	0	0	5	5	0	14	8	0	0	43	766
8:45 AM	2	0	10	0	0	0	0	0	0	7	6	0	7	4	0	0	36	733
8:50 AM	5	0	7	0	0	0	0	0	0	4	7	0	5	3	0	0	31	678
8:55 AM	2	0	7	0	0	0	0	0	0	4	3	0	19	5	0	0	40	666
9:00 AM	1	0	13	0	0	0	0	0	0	7	4	0	8	7	0	0	40	641
9:05 AM	2	0	10	0	0	0	0	0	0	4	8	0	10	11	0	0	45	627
9:10 AM	0	0	11	0	0	0	0	0	0	5	2	0	7	4	0	0	29	582

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	3	0	8	0	0	0	0	0	0	5	5	0	6	6	0	0	33	525
9:20 AM	4	0	6	0	0	0	0	0	0	6	4	0	6	4	0	0	30	478
9:25 AM	1	0	11	0	0	0	0	0	0	3	6	0	10	7	0	0	38	449
9:30 AM	2	0	9	0	0	0	0	0	0	3	3	0	13	5	0	0	35	442
9:35 AM	0	0	8	0	0	0	0	0	0	7	3	0	9	6	0	0	33	433
9:40 AM	4	0	8	0	0	0	0	0	0	2	4	0	11	4	0	0	33	423
9:45 AM	5	0	11	0	0	0	0	0	0	11	1	0	14	2	0	0	44	431
9:50 AM	2	0	12	0	0	0	0	0	0	4	5	0	8	5	0	0	36	436
9:55 AM	3	0	12	0	0	0	0	0	0	7	6	0	10	8	0	0	46	442
10:00 AM	4	0	11	0	0	0	0	0	0	3	7	0	13	4	0	0	42	444
10:05 AM	4	0	11	0	0	0	0	0	0	4	6	0	15	2	0	0	42	441
10:10 AM	4	0	7	0	0	0	0	0	0	8	4	0	9	6	0	0	38	450
10:15 AM	2	0	16	0	0	0	0	0	0	6	9	0	10	8	0	0	51	468
10:20 AM	2	0	16	0	0	0	0	0	0	5	7	0	9	7	0	0	46	484
10:25 AM	2	0	13	0	0	0	0	0	0	6	8	0	20	4	0	0	53	499
10:30 AM	3	0	15	0	0	0	0	0	0	2	1	0	19	6	0	0	46	510
10:35 AM	5	0	12	0	0	0	0	0	0	5	3	0	19	3	0	0	47	524
10:40 AM	3	0	16	0	0	0	0	0	0	5	5	0	6	10	0	0	45	536
10:45 AM	2	0	18	0	0	0	0	0	0	4	5	0	19	6	0	0	54	546
10:50 AM	1	0	12	0	0	0	0	0	0	9	6	0	12	7	0	0	47	557
10:55 AM	4	0	17	0	0	0	0	0	0	7	5	0	11	3	0	0	47	558
11:00 AM	5	0	14	0	0	0	0	0	0	4	4	0	8	7	0	0	42	558
11:05 AM	2	0	15	0	0	0	0	0	0	6	7	0	5	7	0	0	42	558
11:10 AM	1	0	13	0	0	0	0	0	0	7	6	0	15	9	0	0	51	571
11:15 AM	1	0	15	0	0	0	0	0	0	7	7	0	16	11	0	0	57	577
11:20 AM	5	0	15	0	0	0	0	0	0	12	4	0	12	12	0	0	60	591
11:25 AM	4	0	19	0	0	0	0	0	0	7	7	0	12	5	0	0	54	592
11:30 AM	3	0	16	0	0	0	0	0	0	6	7	0	18	9	0	0	59	605
11:35 AM	1	0	13	0	0	0	0	0	0	5	6	0	18	11	0	0	54	612
11:40 AM	4	0	27	0	0	0	0	0	0	12	9	0	19	11	0	0	82	649
11:45 AM	2	0	9	0	0	0	0	0	0	3	8	0	23	9	0	0	54	649
11:50 AM	4	0	15	0	0	0	0	0	0	7	5	0	14	7	0	0	52	654
11:55 AM	5	0	20	0	0	0	0	0	0	13	6	0	18	9	0	0	71	678
12:00 PM	1	0	8	0	0	0	0	0	0	10	5	0	18	7	0	0	49	685
12:05 PM	4	0	12	0	0	0	0	0	0	9	8	0	14	10	0	0	57	700
12:10 PM	2	0	18	0	0	0	0	0	0	4	4	0	12	6	0	0	46	695
12:15 PM	3	0	15	0	0	0	0	0	0	7	1	0	29	6	0	0	61	699
12:20 PM	3	0	19	0	0	0	0	0	0	8	6	0	14	6	0	0	56	695
12:25 PM	5	0	15	0	0	0	0	0	0	10	1	0	17	5	0	0	53	694
12:30 PM	2	0	16	0	0	0	0	0	0	10	7	0	18	10	0	0	63	698
12:35 PM	4	0	15	0	0	0	0	0	0	3	6	0	12	12	0	0	52	696
12:40 PM	4	0	17	0	0	0	0	0	0	8	5	0	18	7	0	0	59	673
12:45 PM	2	0	14	0	0	0	0	0	0	6	14	0	20	9	0	0	65	684
12:50 PM	2	0	10	0	0	0	0	0	0	8	6	0	19	10	0	0	55	687
12:55 PM	2	0	16	0	0	0	0	0	0	15	8	0	10	13	0	0	64	680
1:00 PM	7	0	19	0	0	0	0	0	0	9	1	0	21	11	0	0	68	699
1:05 PM	3	0	5	0	0	0	0	0	0	10	14	0	20	13	0	0	65	707
1:10 PM	4	0	15	0	0	0	0	0	0	2	5	0	10	9	0	0	45	706
1:15 PM	1	0	7	0	0	0	0	0	0	6	7	0	24	13	0	0	58	703
1:20 PM	3	0	21	1	0	0	0	0	0	7	3	0	11	6	0	0	52	699
1:25 PM	3	0	15	0	0	0	0	0	0	5	7	0	15	8	0	0	53	699
1:30 PM	2	0	20	0	0	0	0	0	0	6	11	0	21	9	0	0	69	705
1:35 PM	5	0	14	0	0	0	0	0	0	11	6	0	9	10	0	0	55	708
1:40 PM	3	0	12	0	0	0	0	0	0	11	11	0	16	13	0	0	66	715
1:45 PM	4	0	21	0	0	0	0	0	0	4	3	0	19	7	0	0	58	708
1:50 PM	5	0	15	0	0	0	0	0	0	5	9	0	17	6	0	0	57	710
1:55 PM	3	0	8	0	0	0	0	0	0	4	9	0	16	11	0	0	51	697
2:00 PM	6	0	14	0	0	0	0	0	0	4	4	0	14	9	0	0	51	680
2:05 PM	2	0	13	0	0	0	0	0	0	6	9	0	9	9	0	0	48	663
2:10 PM	5	0	12	0	0	0	0	0	0	4	7	0	20	5	0	0	53	671
2:15 PM	2	0	12	0	0	0	0	0	0	3	10	0	17	12	0	0	56	669
2:20 PM	5	0	12	0	0	0	0	0	0	11	6	0	8	8	0	0	50	667
2:25 PM	2	0	23	0	0	0	0	0	0	6	12	0	20	8	0	0	71	685
2:30 PM	5	0	15	0	0	0	0	0	0	5	6	0	15	11	0	0	57	673
2:35 PM	0	0	20	0	0	0	0	0	0	10	9	0	19	14	0	0	72	690
2:40 PM	3	0	20	0	0	0	0	0	0	6	4	0	12	7	0	0	52	676
2:45 PM	8	0	22	0	0	0	0	0	0	13	8	0	18	8	0	0	77	695
2:50 PM	8	0	26	0	0	0	0	0	0	11	6	0	11	6	0	0	68	706
2:55 PM	4	0	21	0	0	0	0	0	0	9	7	0	17	12	0	0	70	725
3:00 PM	3	0	18	0	0	0	0	0	0	5	9	0	17	18	0	0	70	744
3:05 PM	2	0	22	0	0	0	0	0	0	6	9	0	23	13	0	0	75	771
3:10 PM	3	0	19	0	0	0	0	0	0	10	5	0	23	10	0	0	70	788
3:15 PM	1	0	30	0	0	0	0	0	0	11	7	0	26	9	0	0	84	816
3:20 PM	6	0	19	0	0	0	0	0	0	11	11	0	23	15	0	0	85	851
3:25 PM	2	0	13	0	0	0	0	0	0	10	6	0	15	10	0	0	56	836
3:30 PM	4	0	14	0	0	0	0	0	0	11	12	0	14	11	0	0	66	845
3:35 PM	8	0	22	0	0	0	0	0	0	9	12	0	23	10	0	0	84	857
3:40 PM	6	0	12	0	0	0	0	0	0	4	9	0	21	14	0	0	66	871
3:45 PM	3	0	26	0	0	0	0	0	0	7	10	0	17	9	0	0	72	866
3:50 PM	4	0	11	0	0	0	0	0	0	9	7	0	23	10	0	0	64	862
3:55 PM	5	0	14	0	0	0	0	0	0	2	10	0	12	13	0	0	56	848
4:00 PM	7	0	17	0	0	0	0	0	0	5	6	0	18	5	0	0	58	836
4:05 PM	10	0	15	0	0	0	0	0	0	13	14	0	28	13	0	0	93	854
4:10 PM	10	0	16	0	0	0	0	0	0	15	10	0	30	18	0	0	99	883
4:15 PM	6	0	25	0	0	0	0	0	0	14	3	0	21	8	0	0	77	876
4:20 PM	2	0	26	0	0	0	0	0	0	10	9	0	18	9	0	0	74	865
4:25 PM	2	0	15	0	0	0	0	0	0	9	9	0	34	14	0	0	83	892

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Glacier Hwy (Eastbound)				Glacier Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	4	0	18	0	0	0	0	0	0	13	12	0	19	11	0	0	77	903
4:35 PM	6	0	23	0	0	0	0	0	0	7	8	0	29	16	0	0	89	908
4:40 PM	3	0	24	0	0	0	0	0	0	6	9	0	33	16	0	0	91	933
4:45 PM	13	0	16	0	0	0	0	0	0	8	13	0	28	13	0	0	91	952
4:50 PM	7	0	22	0	0	0	0	0	0	10	9	0	36	13	0	0	97	985
4:55 PM	8	0	16	0	0	0	0	0	0	23	8	0	17	9	0	0	81	1010
5:00 PM	6	0	14	0	0	0	0	0	0	10	7	0	30	19	0	0	86	1038
5:05 PM	7	0	18	0	0	0	0	0	0	11	10	0	14	13	0	0	73	1018
5:10 PM	4	0	17	0	0	0	0	0	0	9	11	0	28	10	0	0	79	998
5:15 PM	7	0	22	0	0	0	0	0	0	12	10	0	20	9	0	0	80	1001
5:20 PM	4	0	20	0	0	0	0	0	0	9	9	0	24	10	0	0	76	1003
5:25 PM	1	0	14	0	0	0	0	0	0	9	8	0	23	13	0	0	68	988
5:30 PM	2	0	18	0	0	0	0	0	0	8	4	0	22	7	0	0	61	972
5:35 PM	5	0	17	0	0	0	0	0	0	8	7	0	27	8	0	0	72	955
5:40 PM	2	0	11	0	0	0	0	0	0	6	2	0	8	21	0	0	50	914
5:45 PM	1	0	18	0	0	0	0	0	0	6	9	0	22	5	0	0	61	884
5:50 PM	7	0	21	0	0	0	0	0	0	8	10	0	24	7	0	0	77	864
5:55 PM	3	0	21	0	0	0	0	0	0	5	7	0	13	8	0	0	57	840
6:00 PM	1	0	20	0	0	0	0	0	0	8	7	0	15	10	0	0	61	815
6:05 PM	3	0	23	0	0	0	0	0	0	9	8	0	14	5	0	0	62	804
6:10 PM	5	0	12	0	0	0	0	0	0	3	7	0	13	11	0	0	51	776
6:15 PM	3	0	21	0	0	0	0	0	0	5	6	0	15	14	0	0	64	760
6:20 PM	4	0	19	0	0	0	0	0	0	3	4	0	14	6	0	0	50	734
6:25 PM	3	0	16	0	0	0	0	0	0	6	6	0	11	3	0	0	45	711
6:30 PM	2	0	14	0	0	0	0	0	0	8	6	0	15	6	0	0	51	701
6:35 PM	2	0	11	0	0	0	0	0	0	3	5	0	8	9	0	0	38	667
6:40 PM	2	0	14	0	0	0	0	0	0	8	8	0	16	8	0	0	56	673
6:45 PM	0	0	10	0	0	0	0	0	0	5	2	0	12	10	0	0	39	651
6:50 PM	4	0	12	0	0	0	0	0	0	6	5	0	16	7	0	0	50	624
6:55 PM	2	0	12	0	0	0	0	0	0	3	5	0	19	9	0	0	50	617
7:00 PM	4	0	11	0	0	0	0	0	0	4	7	0	18	6	0	0	50	606
7:05 PM	4	0	7	0	0	0	0	0	0	10	3	0	12	3	0	0	39	583
7:10 PM	0	0	11	0	0	0	0	0	0	3	2	0	15	6	0	0	37	569
7:15 PM	5	0	7	0	0	0	0	0	0	3	6	0	14	1	0	0	36	541
7:20 PM	2	0	16	0	0	0	0	0	0	4	3	0	6	8	0	0	39	530
7:25 PM	2	0	6	0	0	0	0	0	0	4	5	0	8	9	0	0	34	519
7:30 PM	9	0	4	0	0	0	0	0	0	2	8	0	7	9	0	0	39	507
7:35 PM	0	0	8	0	0	0	0	0	0	0	2	0	16	7	0	0	33	502
7:40 PM	5	0	10	0	0	0	0	0	0	0	3	0	16	1	0	0	35	481
7:45 PM	3	0	5	0	0	0	0	0	0	1	6	0	15	5	0	0	35	477
7:50 PM	4	0	7	0	0	0	0	0	0	5	5	0	14	2	0	0	37	464
7:55 PM	2	0	12	0	0	0	0	0	0	2	2	0	12	6	0	0	36	450
8:00 PM	3	0	12	0	0	0	0	0	0	4	3	0	5	1	0	0	28	428
8:05 PM	2	0	17	0	0	0	0	0	0	3	8	0	7	7	0	0	44	433
8:10 PM	3	0	9	0	0	0	0	0	0	5	4	0	8	5	0	0	34	430
8:15 PM	3	0	9	0	0	0	0	0	0	4	3	0	6	3	0	0	28	422
8:20 PM	1	0	3	0	0	0	0	0	0	8	2	0	6	2	0	0	22	405
8:25 PM	0	0	9	0	0	0	0	0	0	3	1	0	8	0	0	0	21	392
8:30 PM	4	0	9	0	0	0	0	0	0	3	1	0	4	2	0	0	23	376
8:35 PM	1	0	9	0	0	0	0	0	0	3	2	0	8	6	0	0	29	372
8:40 PM	2	0	9	0	0	0	0	0	0	4	2	0	12	5	0	0	34	371
8:45 PM	1	0	8	0	0	0	0	0	0	4	4	0	12	3	0	0	32	368
8:50 PM	1	0	5	0	0	0	0	0	0	7	0	0	24	5	0	0	42	373
8:55 PM	0	0	8	0	0	0	0	0	0	4	2	0	5	6	0	0	25	362
9:00 PM	0	0	4	0	0	0	0	0	0	4	2	0	13	2	0	0	25	359
9:05 PM	1	0	2	0	0	0	0	0	0	3	2	0	5	6	0	0	19	334
9:10 PM	4	0	8	0	0	0	0	0	0	2	2	0	7	5	0	0	28	328
9:15 PM	1	0	5	0	0	0	0	0	0	2	1	0	6	3	0	0	18	318
9:20 PM	4	0	3	0	0	0	0	0	0	2	2	0	4	1	0	0	16	312
9:25 PM	0	0	7	0	0	0	0	0	0	3	2	0	3	1	0	0	16	307
9:30 PM	3	0	7	0	0	0	0	0	0	1	4	0	4	4	0	0	23	307
9:35 PM	1	0	9	0	0	0	0	0	0	1	4	0	6	2	0	0	23	301
9:40 PM	0	0	7	0	0	0	0	0	0	2	1	0	1	2	0	0	13	280
9:45 PM	6	0	5	0	0	0	0	0	0	1	0	0	2	0	0	0	14	262
9:50 PM	3	0	1	0	0	0	0	0	0	0	1	0	6	3	0	0	14	234
9:55 PM	0	0	2	0	0	0	0	0	0	3	2	0	3	0	0	0	10	219
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	92	0	248	0	0	0	0	0	0	96	124	0	388	168	0	0	1116	
Heavy Trucks	0	0	12		0	0	0		0	0	0		16	0	0		28	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 10/4/2022 8:15 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

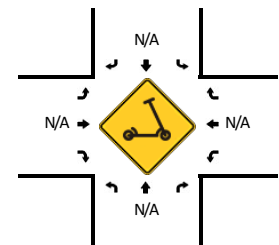
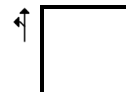
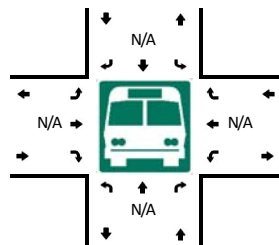
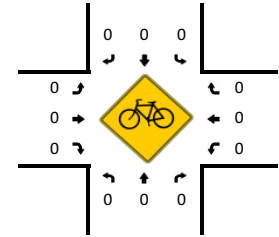
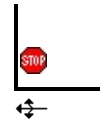
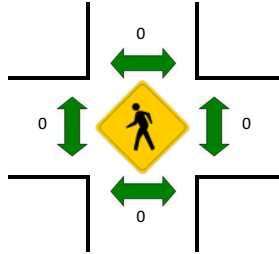
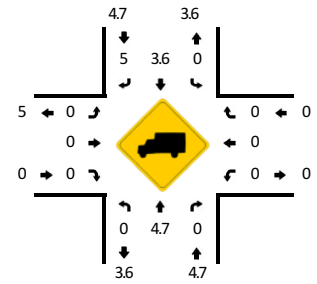
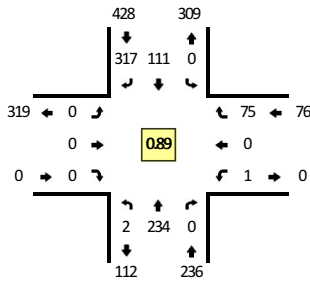
LOCATION: Egan Dr -- Hwy 7 WB Ramps

QC JOB #: 15933704

CITY/STATE: Juneau, AK

DATE: Tue, Sep 13 2022

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:40 PM -- 4:55 PM



5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 WB Ramps (Eastbound)				Hwy 7 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	6	0	0	0	0	4	0	0	0	0	0	0	0	1	0	11	
6:05 AM	0	5	0	0	0	5	3	0	0	0	0	0	0	0	2	0	15	
6:10 AM	0	3	0	0	0	3	7	0	0	0	0	0	0	0	0	0	13	
6:15 AM	1	10	0	0	0	0	8	0	0	0	0	0	0	0	0	0	19	
6:20 AM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	14	
6:25 AM	0	4	0	0	0	3	9	0	0	0	0	0	0	0	0	0	16	
6:30 AM	0	5	0	0	0	5	4	0	0	0	0	0	0	0	0	0	14	
6:35 AM	0	6	0	0	0	1	5	0	0	0	0	0	0	0	1	0	13	
6:40 AM	0	11	0	0	0	2	12	0	0	0	0	0	0	0	1	0	26	
6:45 AM	0	15	0	0	0	7	11	0	0	0	0	0	0	0	2	0	35	
6:50 AM	0	17	0	0	0	8	16	0	0	0	0	0	0	0	1	0	42	
6:55 AM	0	11	0	0	0	2	6	0	0	0	0	0	0	0	0	0	19	237
7:00 AM	0	14	0	0	0	6	4	0	0	0	0	0	0	0	1	0	25	251
7:05 AM	0	8	0	0	0	5	6	0	0	0	0	0	0	0	5	0	24	260
7:10 AM	0	8	0	0	0	3	11	0	0	0	0	0	0	0	0	0	22	269
7:15 AM	1	18	0	0	0	13	3	0	0	0	0	0	0	0	3	0	38	288
7:20 AM	0	16	0	0	0	8	11	0	0	0	0	0	0	0	1	0	36	310
7:25 AM	0	14	0	0	0	7	10	0	0	0	0	0	0	0	3	0	34	328
7:30 AM	0	16	0	0	0	7	10	0	0	0	0	0	0	0	1	0	34	348
7:35 AM	0	22	0	0	0	8	15	0	0	0	0	0	0	0	4	0	49	384
7:40 AM	0	13	0	0	0	11	13	0	0	0	0	0	0	0	2	0	39	397
7:45 AM	0	25	0	0	0	18	16	0	0	0	0	0	0	0	4	0	63	425
7:50 AM	0	25	0	0	0	10	27	0	0	0	0	0	1	0	4	0	67	450
7:55 AM	1	24	0	0	0	6	14	0	0	0	0	0	0	0	2	0	47	478
8:00 AM	0	16	0	0	0	13	13	0	0	0	0	0	0	0	9	0	51	504
8:05 AM	0	19	0	0	0	7	11	0	0	0	0	0	0	0	5	0	42	522
8:10 AM	0	19	0	0	0	8	19	0	0	0	0	0	0	0	14	0	60	560
8:15 AM	0	23	0	0	0	22	24	0	0	0	0	0	0	0	9	0	78	600
8:20 AM	0	32	0	0	0	10	17	0	0	0	0	0	0	0	10	0	69	633
8:25 AM	1	16	0	0	0	8	19	0	0	0	0	0	0	0	4	0	48	647
8:30 AM	0	18	0	0	0	10	7	0	0	0	0	0	0	0	1	0	36	649
8:35 AM	0	10	0	0	0	9	8	0	0	0	0	0	0	0	2	0	29	629
8:40 AM	0	8	0	0	0	4	14	0	0	0	0	0	0	0	2	0	28	618
8:45 AM	0	14	0	0	0	4	9	0	0	0	0	0	0	0	2	0	29	584
8:50 AM	0	5	0	0	0	7	4	0	0	0	0	0	0	0	3	0	19	536
8:55 AM	0	8	0	0	0	12	8	0	0	0	0	0	0	0	1	0	29	518
9:00 AM	0	14	0	0	0	7	7	0	0	0	0	0	0	1	2	0	31	498
9:05 AM	0	9	0	0	0	5	13	0	0	0	0	0	0	0	2	0	29	485
9:10 AM	0	10	0	0	0	2	7	0	0	0	0	0	2	0	0	0	21	446

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 WB Ramps (Eastbound)				Hwy 7 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	0	7	0	0	0	3	8	0	0	0	0	0	0	0	4	0	22	390
9:20 AM	0	5	0	0	0	5	5	0	0	0	0	0	0	0	4	0	19	340
9:25 AM	0	12	0	0	0	8	7	0	0	0	0	0	1	0	0	0	28	320
9:30 AM	1	11	0	0	0	4	13	0	0	0	0	0	0	0	1	0	30	314
9:35 AM	0	7	0	0	0	2	8	0	0	0	0	0	0	0	1	0	18	303
9:40 AM	0	7	0	0	0	3	12	0	0	0	0	0	0	0	4	0	26	301
9:45 AM	0	13	0	0	0	2	14	0	0	0	0	0	0	0	3	0	32	304
9:50 AM	0	13	0	0	0	5	8	0	0	0	0	0	1	0	1	0	28	313
9:55 AM	0	12	0	0	0	8	8	0	0	0	0	0	0	0	2	0	30	314
10:00 AM	1	9	0	0	0	6	13	0	0	0	0	0	0	0	5	0	34	317
10:05 AM	0	10	0	0	0	8	12	0	0	0	0	0	0	0	4	0	34	322
10:10 AM	0	6	0	0	0	3	10	0	0	0	0	0	0	0	5	0	24	325
10:15 AM	0	14	0	0	0	10	11	0	0	0	0	0	0	0	3	0	38	341
10:20 AM	0	13	0	0	0	7	7	0	0	0	0	0	0	0	4	0	31	353
10:25 AM	0	14	0	0	0	8	16	0	0	0	0	0	1	0	9	0	48	373
10:30 AM	0	13	0	0	0	3	20	0	0	0	0	0	0	0	4	0	40	383
10:35 AM	0	12	0	0	0	4	17	0	0	0	0	0	0	0	5	0	38	403
10:40 AM	0	11	0	0	0	3	8	0	0	0	0	0	0	0	5	0	27	404
10:45 AM	0	19	0	0	0	8	16	0	0	0	0	0	0	0	4	0	47	419
10:50 AM	2	11	0	0	0	4	14	0	0	0	0	0	0	0	2	0	33	424
10:55 AM	0	13	0	0	0	1	14	0	0	0	0	0	0	0	4	0	32	426
11:00 AM	0	15	0	0	0	2	10	0	0	0	0	0	0	0	4	0	31	423
11:05 AM	2	16	0	0	0	8	4	0	0	0	0	0	0	0	1	0	31	420
11:10 AM	0	12	0	0	0	5	14	0	0	0	0	0	0	0	2	0	33	429
11:15 AM	0	16	0	0	0	7	18	0	0	0	0	0	0	0	3	0	44	435
11:20 AM	0	16	0	0	0	6	7	0	0	0	0	0	0	0	5	0	34	438
11:25 AM	0	16	0	0	0	6	14	0	0	0	0	0	0	0	1	0	37	427
11:30 AM	0	17	0	0	0	8	15	0	0	0	0	0	0	0	1	0	41	428
11:35 AM	1	14	0	0	0	11	14	0	0	0	0	0	1	0	2	0	43	433
11:40 AM	0	26	0	0	0	8	21	0	0	0	0	0	0	0	4	0	59	465
11:45 AM	0	7	0	0	0	10	20	0	0	0	0	0	0	0	3	0	40	458
11:50 AM	0	17	0	0	0	4	15	0	0	0	0	0	0	0	4	0	40	465
11:55 AM	0	20	0	0	0	8	19	0	0	0	0	0	0	0	3	0	50	483
12:00 PM	0	9	0	0	0	9	14	0	0	0	0	0	0	0	1	0	33	485
12:05 PM	0	14	0	0	0	8	14	0	0	0	0	0	1	0	4	0	41	495
12:10 PM	0	19	0	0	0	3	12	0	0	0	0	0	0	0	0	0	34	496
12:15 PM	0	17	0	0	0	2	29	0	0	0	0	0	0	0	6	0	54	506
12:20 PM	1	14	0	0	0	6	14	0	0	0	0	0	0	0	3	0	38	510
12:25 PM	0	14	0	0	0	1	17	0	0	0	0	0	0	0	6	0	38	511
12:30 PM	0	14	0	0	0	8	16	0	0	0	0	0	0	0	4	0	42	512
12:35 PM	0	16	0	0	0	7	10	0	0	0	0	0	0	0	6	0	39	508
12:40 PM	0	16	0	0	0	7	15	0	0	0	0	0	0	0	2	0	40	489
12:45 PM	0	15	0	0	0	16	19	0	0	0	0	0	0	0	0	0	50	499
12:50 PM	0	9	0	0	0	10	14	0	0	0	0	0	0	0	3	0	36	495
12:55 PM	0	17	0	0	0	8	10	0	0	0	0	0	0	0	3	0	38	483
1:00 PM	1	22	0	0	0	5	11	0	0	0	0	0	0	0	2	0	41	491
1:05 PM	0	6	0	0	0	13	20	0	0	0	0	0	0	0	2	0	41	491
1:10 PM	2	14	0	0	0	3	12	0	0	0	0	0	0	0	4	0	35	492
1:15 PM	1	7	0	0	0	6	25	0	0	0	0	0	1	1	3	0	44	482
1:20 PM	0	19	0	0	0	4	8	0	0	0	0	0	0	0	5	0	36	480
1:25 PM	0	16	0	0	0	7	14	0	0	0	0	0	1	0	3	0	41	483
1:30 PM	0	21	0	0	0	10	22	0	0	0	0	0	0	0	0	0	53	494
1:35 PM	0	16	0	0	0	5	9	0	0	0	0	0	1	0	3	0	34	489
1:40 PM	0	15	0	0	0	10	16	0	0	0	0	0	0	0	0	0	41	490
1:45 PM	0	24	0	0	0	3	19	0	0	0	0	0	0	0	1	0	47	487
1:50 PM	0	13	0	0	0	7	20	0	0	0	0	0	0	0	5	0	45	496
1:55 PM	0	7	0	0	0	9	16	0	0	0	0	0	0	0	4	0	36	494
2:00 PM	1	17	0	0	0	3	15	0	0	0	0	0	0	0	7	0	43	496
2:05 PM	0	11	0	0	0	7	10	0	0	0	0	0	0	0	1	0	29	484
2:10 PM	0	12	0	0	0	5	20	0	0	0	0	0	0	1	4	0	42	491
2:15 PM	0	9	0	0	0	12	15	0	0	0	0	0	0	0	3	0	39	486
2:20 PM	0	16	0	0	0	6	8	0	0	0	0	0	0	0	4	0	34	484
2:25 PM	0	19	0	0	0	10	22	0	0	0	0	0	0	0	4	0	55	498
2:30 PM	1	17	0	0	0	5	15	0	0	0	0	0	0	0	3	0	41	486
2:35 PM	0	17	0	0	0	9	18	0	0	0	0	0	0	0	5	0	49	501
2:40 PM	1	20	0	0	0	4	14	0	0	0	0	0	0	0	2	0	41	501
2:45 PM	2	21	0	0	0	3	21	0	0	0	0	0	0	0	9	0	56	510
2:50 PM	0	24	0	0	0	7	12	0	0	0	0	0	0	0	10	0	53	518
2:55 PM	0	21	0	0	0	8	15	0	0	0	0	0	1	0	5	0	50	532
3:00 PM	2	16	0	0	0	9	17	0	0	0	0	0	1	0	5	0	50	539
3:05 PM	0	21	0	0	0	13	19	0	0	0	0	0	0	0	0	0	53	563
3:10 PM	0	16	0	0	0	8	20	0	0	0	0	0	0	0	6	0	50	571
3:15 PM	0	23	0	0	0	11	22	0	0	0	0	0	0	0	7	0	63	595
3:20 PM	0	19	0	0	0	11	23	0	0	0	0	0	0	0	6	0	59	620
3:25 PM	0	11	0	0	0	7	14	0	0	0	0	0	0	0	4	0	36	601
3:30 PM	0	15	0	0	0	9	16	0	0	0	0	0	0	0	3	0	43	603
3:35 PM	0	21	0	0	0	14	23	0	0	0	0	0	0	0	10	0	68	622
3:40 PM	0	14	0	0	0	12	18	0	0	0	0	0	0	0	4	0	48	629
3:45 PM	0	21	0	0	0	11	16	0	0	0	0	0	0	0	7	0	55	628
3:50 PM	0	14	0	0	0	7	23	0	0	0	0	0	0	0	1	0	45	620
3:55 PM	1	16	0	0	0	9	12	0	0	0	0	0	0	0	2	0	40	610
4:00 PM	0	16	0	0	0	3	21	0	0	0	0	0	0	0	12	0	52	612
4:05 PM	0	23	0	0	0	12	30	0	0	0	0	0	0	0	9	0	74	633
4:10 PM	1	12	0	0	0	10	30	0	0	0	0	0	0	0	9	0	62	645
4:15 PM	0	23	0	0	0	5	20	0	0	0	0	0	0	0	7	0	55	637
4:20 PM	0	21	0	0	0	8	17	0	0	0	0	0	0	0	9	0	55	633
4:25 PM	0	11	0	0	0	9	33	0	0	0	0	0	0	0	4	0	57	654

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 WB Ramps (Eastbound)				Hwy 7 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	21	0	0	0	14	17	0	0	0	0	0	0	0	4	0	56	667
4:35 PM	0	24	0	0	0	9	29	0	0	0	0	0	1	0	2	0	65	664
4:40 PM	0	22	0	0	0	7	33	0	0	0	0	0	0	0	4	0	66	682
4:45 PM	0	19	0	0	0	14	27	0	0	0	0	0	0	0	12	0	72	699
4:50 PM	0	26	0	0	0	10	33	0	0	0	0	0	0	0	2	0	71	725
4:55 PM	0	17	0	0	0	7	19	0	0	0	0	0	0	0	6	0	49	734
5:00 PM	1	15	0	0	0	6	29	0	0	0	0	0	0	0	7	0	58	740
5:05 PM	1	18	0	0	0	8	18	0	0	0	0	0	0	0	6	0	51	717
5:10 PM	0	20	0	0	0	12	25	0	0	0	0	0	0	0	3	0	60	715
5:15 PM	0	22	0	0	0	12	20	0	0	0	0	0	0	0	6	0	60	720
5:20 PM	0	22	0	0	0	6	27	0	0	0	0	0	0	0	3	0	58	723
5:25 PM	1	13	0	0	0	5	25	0	0	0	0	0	0	0	3	0	47	713
5:30 PM	0	19	0	0	0	5	22	0	0	0	0	0	0	0	2	0	48	705
5:35 PM	0	18	0	0	0	8	25	0	0	0	0	0	0	0	4	0	55	695
5:40 PM	0	13	0	0	0	3	8	0	0	0	0	0	0	0	1	0	25	654
5:45 PM	0	15	0	0	0	9	20	0	0	0	0	0	0	0	3	0	47	629
5:50 PM	0	22	0	0	0	5	29	0	0	0	0	0	0	0	6	0	62	620
5:55 PM	0	19	0	0	0	5	14	0	0	0	0	0	0	0	5	0	43	614
6:00 PM	1	17	0	0	0	7	16	0	0	0	0	0	0	0	3	0	44	600
6:05 PM	0	25	0	0	0	8	15	0	0	0	0	0	1	0	1	0	50	599
6:10 PM	0	15	0	0	0	4	15	0	0	0	0	0	0	0	3	0	37	576
6:15 PM	0	21	0	0	0	7	15	0	0	0	0	0	0	0	2	0	45	561
6:20 PM	0	21	0	0	0	4	14	0	0	0	0	0	0	0	3	0	42	545
6:25 PM	0	17	0	0	0	5	12	0	0	0	0	0	0	0	1	0	35	533
6:30 PM	1	17	0	0	0	5	15	0	0	0	0	0	0	0	0	0	38	523
6:35 PM	0	12	0	0	0	6	9	0	0	0	0	0	0	0	0	0	27	495
6:40 PM	0	11	0	0	0	10	14	0	0	0	0	0	0	0	5	0	40	510
6:45 PM	0	10	0	0	0	1	11	0	0	0	0	0	0	0	1	0	23	486
6:50 PM	0	11	0	0	0	8	15	0	0	0	0	0	0	0	4	0	38	462
6:55 PM	0	12	0	0	0	2	22	0	0	0	0	0	0	0	3	0	39	458
7:00 PM	0	12	0	0	0	4	20	0	0	0	0	0	0	0	4	0	40	454
7:05 PM	0	8	0	0	0	0	13	0	0	0	0	0	0	0	1	0	22	426
7:10 PM	0	11	0	0	0	2	17	0	0	0	0	0	0	0	0	0	30	419
7:15 PM	0	11	0	0	0	9	12	0	0	0	0	0	0	0	2	0	34	408
7:20 PM	0	17	0	0	0	3	6	0	0	0	0	0	0	0	0	0	26	392
7:25 PM	0	9	0	0	0	4	9	0	0	0	0	0	0	0	1	0	23	380
7:30 PM	0	12	0	0	0	8	7	0	0	0	0	0	0	0	3	0	30	372
7:35 PM	1	11	0	0	0	1	13	0	0	0	0	0	0	0	0	0	26	371
7:40 PM	0	11	0	0	0	2	19	0	0	0	0	0	0	0	3	0	35	366
7:45 PM	0	9	0	0	0	4	18	0	0	0	0	0	0	0	2	0	33	376
7:50 PM	0	7	0	0	0	5	14	0	0	0	0	0	0	0	2	0	28	366
7:55 PM	0	16	0	0	0	1	12	0	0	0	0	0	0	0	1	0	30	357
8:00 PM	0	11	0	0	0	2	7	0	0	0	0	0	0	0	2	0	22	339
8:05 PM	2	19	0	0	0	6	9	0	0	0	0	0	0	0	3	0	39	356
8:10 PM	0	9	0	0	0	5	7	0	0	0	0	0	0	0	2	0	23	349
8:15 PM	0	9	0	0	0	3	5	0	0	0	0	0	0	0	3	0	20	335
8:20 PM	0	4	0	0	0	3	6	0	0	0	0	0	0	0	0	0	13	322
8:25 PM	1	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	19	318
8:30 PM	1	11	0	0	0	1	4	0	0	0	0	0	0	1	2	0	20	308
8:35 PM	0	8	0	0	0	2	8	0	0	0	0	0	0	0	1	0	19	301
8:40 PM	0	10	0	0	0	2	12	0	0	0	0	0	0	0	3	0	27	293
8:45 PM	0	8	0	0	0	2	14	0	0	0	0	0	0	0	0	0	24	284
8:50 PM	0	4	0	0	0	10	13	0	0	0	0	0	0	0	2	0	29	285
8:55 PM	0	6	0	0	0	2	4	0	0	0	0	0	0	0	2	0	14	269
9:00 PM	0	2	0	0	0	2	13	0	0	0	0	0	0	0	2	0	19	266
9:05 PM	0	4	0	0	0	4	3	0	0	0	0	0	0	0	0	0	11	238
9:10 PM	0	10	0	0	0	2	7	0	0	0	0	0	0	0	1	0	20	235
9:15 PM	0	6	0	0	0	3	4	0	0	0	0	0	0	0	2	0	15	230
9:20 PM	0	3	0	0	0	2	4	0	0	0	0	0	0	0	1	0	10	227
9:25 PM	0	5	0	0	0	2	3	0	0	0	0	0	0	0	3	0	13	221
9:30 PM	1	8	0	0	0	2	6	0	0	0	0	0	0	0	2	0	19	220
9:35 PM	0	8	0	0	0	3	7	0	0	0	0	0	0	0	1	0	19	220
9:40 PM	0	7	0	0	0	1	1	0	0	0	0	0	0	0	0	0	9	202
9:45 PM	0	9	0	0	0	1	1	0	0	0	0	0	0	0	1	0	12	190
9:50 PM	0	4	0	0	0	1	6	0	0	0	0	0	0	0	0	0	11	172
9:55 PM	0	1	0	0	0	3	2	0	0	0	0	0	0	0	1	0	7	165
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	268	0	0	0	124	372	0	0	0	0	0	0	0	72	0	836	
Heavy Trucks	0	16	0	0	0	0	20	0	0	0	0	0	0	0	0	0	36	
Buses																	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		
Comments:																		

Report generated on 9/21/2022 9:59 AM

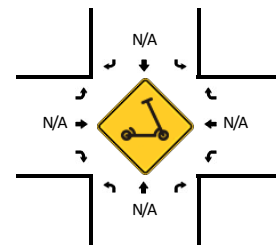
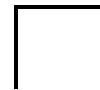
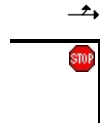
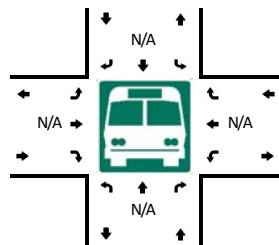
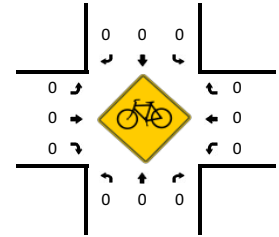
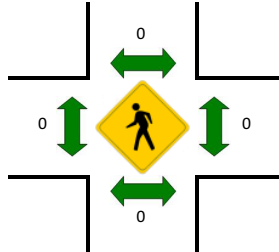
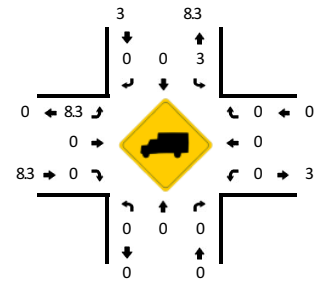
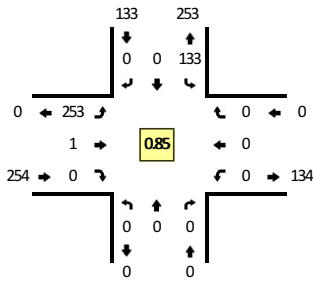
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Egan Dr -- Hwy 7 EB Ramps

CITY/STATE: Juneau, AK

QC JOB #: 15933705

DATE: Tue, Sep 13 2022

Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 EB Ramps (Eastbound)				Hwy 7 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	
6:05 AM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9	
6:10 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	6	
6:15 AM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	
6:20 AM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	
6:25 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7	
6:30 AM	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	10	
6:35 AM	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	7	
6:40 AM	0	0	0	0	2	0	0	0	11	0	0	0	0	0	0	0	13	
6:45 AM	0	0	0	0	7	0	0	0	15	0	0	0	0	0	0	0	22	
6:50 AM	0	0	0	0	8	0	0	0	17	0	0	0	0	0	0	0	25	
6:55 AM	0	0	0	0	2	0	0	0	12	0	0	0	0	0	0	0	14	138
7:00 AM	0	0	0	0	6	0	0	0	13	0	0	0	0	0	0	0	19	150
7:05 AM	0	0	0	0	5	0	0	0	8	0	0	0	0	0	0	0	13	154
7:10 AM	0	0	0	0	3	0	0	0	8	0	0	0	0	0	0	0	11	159
7:15 AM	0	0	0	0	12	0	0	0	20	0	0	0	0	0	0	0	32	180
7:20 AM	0	0	0	0	9	0	0	0	15	0	0	0	0	0	0	0	24	197
7:25 AM	0	0	0	0	7	0	0	0	14	0	0	0	0	0	0	0	21	211
7:30 AM	0	0	0	0	6	0	0	0	16	0	0	0	0	0	0	0	22	223
7:35 AM	0	0	0	0	9	0	0	0	23	0	0	0	0	0	0	0	32	248
7:40 AM	0	0	0	0	11	0	0	0	12	0	0	0	0	0	0	0	23	258
7:45 AM	0	0	0	0	18	0	0	0	27	0	0	0	0	0	0	0	45	281
7:50 AM	0	0	0	0	11	0	0	0	22	0	0	0	0	0	0	0	33	289
7:55 AM	0	0	0	0	6	0	0	0	25	0	0	0	0	0	0	0	31	306
8:00 AM	0	0	0	0	13	0	0	0	16	0	0	0	0	0	0	0	29	316
8:05 AM	0	0	0	0	7	0	0	0	20	0	0	0	0	0	0	0	27	330
8:10 AM	0	0	0	0	8	0	0	0	18	0	0	0	0	0	0	0	26	345
8:15 AM	0	0	0	0	22	0	0	0	24	1	0	0	0	0	0	0	47	360
8:20 AM	0	0	0	0	10	0	0	0	31	0	0	0	0	0	0	0	41	377
8:25 AM	0	0	0	0	8	0	0	0	17	0	0	0	0	0	0	0	25	381
8:30 AM	0	0	0	0	10	0	0	0	18	0	0	0	0	0	0	0	28	387
8:35 AM	0	0	0	0	9	0	0	0	10	0	0	0	0	0	0	0	19	374
8:40 AM	0	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	12	363
8:45 AM	0	0	0	0	4	0	0	0	13	0	0	0	0	0	0	0	17	335
8:50 AM	0	0	0	0	7	0	0	0	6	0	0	0	0	0	0	0	13	315
8:55 AM	0	0	0	0	12	0	0	0	7	0	0	0	0	0	0	0	19	303
9:00 AM	0	0	0	0	7	0	0	0	15	0	0	0	0	0	0	0	22	296
9:05 AM	0	0	0	0	5	0	0	0	8	0	0	0	0	0	0	0	13	282

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 EB Ramps (Eastbound)				Hwy 7 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	16	272
9:15 AM	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	9	234
9:20 AM	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	9	202
9:25 AM	0	0	0	0	9	0	0	0	12	0	0	0	0	0	0	0	21	198
9:30 AM	0	0	0	0	5	0	0	0	12	0	0	0	0	0	0	0	17	187
9:35 AM	0	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	9	177
9:40 AM	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	10	175
9:45 AM	0	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	16	174
9:50 AM	0	0	0	0	6	0	0	0	12	0	0	0	0	0	0	0	18	179
9:55 AM	0	0	0	0	8	0	0	0	12	0	0	0	0	0	0	0	20	180
10:00 AM	0	0	0	0	6	0	0	0	13	0	0	0	0	0	0	0	19	177
10:05 AM	0	0	0	0	8	0	0	0	6	0	0	0	0	0	0	0	14	178
10:10 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	6	168
10:15 AM	0	0	0	0	10	0	0	0	14	0	0	0	0	0	0	0	24	183
10:20 AM	0	0	0	0	7	0	0	0	13	0	0	0	0	0	0	0	20	194
10:25 AM	0	0	0	0	9	0	0	0	14	0	0	0	0	0	0	0	23	196
10:30 AM	0	0	0	0	3	0	0	0	14	0	0	0	0	0	0	0	17	196
10:35 AM	0	0	0	0	4	0	0	0	11	0	0	0	0	0	0	0	15	202
10:40 AM	0	0	0	0	3	0	0	0	11	0	0	0	0	0	0	0	14	206
10:45 AM	0	0	0	0	8	0	0	0	19	0	0	0	0	0	0	0	27	217
10:50 AM	0	0	0	0	3	0	0	0	13	0	0	0	0	0	0	0	16	215
10:55 AM	0	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	14	209
11:00 AM	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	16	206
11:05 AM	0	0	0	0	8	0	0	0	18	0	0	0	0	0	0	0	26	218
11:10 AM	0	0	0	0	7	0	0	0	12	0	0	0	0	0	0	0	19	231
11:15 AM	0	0	0	0	7	0	0	0	16	0	0	0	0	0	0	0	23	230
11:20 AM	0	0	0	0	6	0	0	0	16	0	0	0	0	0	0	0	22	232
11:25 AM	0	0	0	0	6	0	0	0	16	1	0	0	0	0	0	0	23	232
11:30 AM	0	0	0	0	8	0	0	0	17	1	0	0	0	0	0	0	26	241
11:35 AM	0	0	0	0	12	0	0	0	15	0	0	0	0	0	0	0	27	253
11:40 AM	0	0	0	0	8	0	0	0	29	0	0	0	0	0	0	0	37	276
11:45 AM	0	0	0	0	9	0	0	0	4	0	0	0	0	0	0	0	13	262
11:50 AM	0	0	0	0	5	0	0	0	19	1	0	0	0	0	0	0	25	271
11:55 AM	0	0	0	0	7	0	0	0	18	0	0	0	0	0	0	0	25	282
12:00 PM	0	0	0	0	10	0	0	0	9	1	0	0	0	0	0	0	20	286
12:05 PM	0	0	0	0	9	0	0	0	14	0	0	0	0	0	0	0	23	283
12:10 PM	0	0	0	0	3	0	0	0	17	0	0	0	0	0	0	0	20	284
12:15 PM	0	0	0	0	2	0	0	0	17	0	0	0	0	0	0	0	19	280
12:20 PM	0	0	0	0	6	0	0	0	16	0	0	0	0	0	0	0	22	280
12:25 PM	0	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	14	271
12:30 PM	0	0	0	0	8	0	0	0	14	1	0	0	0	0	0	0	23	268
12:35 PM	0	0	0	0	7	0	0	0	16	1	0	0	0	0	0	0	24	265
12:40 PM	0	0	0	0	7	0	0	0	15	1	0	0	0	0	0	0	23	251
12:45 PM	0	0	0	0	16	0	0	0	13	2	0	0	0	0	0	0	31	269
12:50 PM	0	0	0	0	9	0	0	0	11	0	0	0	0	0	0	0	20	264
12:55 PM	0	0	0	0	9	0	0	0	15	0	0	0	0	0	0	0	24	263
1:00 PM	0	0	0	0	5	0	0	0	23	0	0	0	0	0	0	0	28	271
1:05 PM	0	0	0	0	13	0	0	0	6	0	0	0	0	0	0	0	19	267
1:10 PM	0	0	0	0	3	0	0	0	16	0	0	0	0	0	0	0	19	266
1:15 PM	0	0	0	0	7	0	0	0	8	0	0	0	0	0	0	0	15	262
1:20 PM	0	0	0	0	3	0	0	0	20	0	0	0	0	0	0	0	23	263
1:25 PM	0	0	0	0	9	0	0	0	15	0	0	0	0	0	0	0	24	273
1:30 PM	0	0	0	0	10	0	0	0	21	0	0	0	0	0	0	0	31	281
1:35 PM	0	0	0	0	6	0	0	0	16	0	0	0	0	0	0	0	22	279
1:40 PM	0	0	0	0	10	0	0	0	16	0	0	0	0	0	0	0	26	282
1:45 PM	0	0	0	0	2	0	0	0	23	0	0	0	0	0	0	0	25	276
1:50 PM	0	0	0	0	8	0	0	0	13	0	0	0	0	0	0	0	21	277
1:55 PM	0	0	0	0	8	0	0	0	7	0	0	0	0	0	0	0	15	268
2:00 PM	0	0	0	0	4	0	0	0	18	0	0	0	0	0	0	0	22	262
2:05 PM	0	0	0	0	8	0	0	0	11	0	0	0	0	0	0	0	19	262
2:10 PM	0	0	0	0	5	0	0	0	12	0	0	0	0	0	0	0	17	260
2:15 PM	0	0	0	0	12	0	0	0	9	0	0	0	0	0	0	0	21	266
2:20 PM	0	0	0	0	6	0	0	0	18	0	0	0	0	0	0	0	24	267
2:25 PM	0	0	0	0	10	0	0	0	17	0	0	0	0	0	0	0	27	270
2:30 PM	0	0	0	0	5	0	0	0	19	0	0	0	0	0	0	0	24	263
2:35 PM	0	0	0	0	8	0	0	0	18	0	0	0	0	0	0	0	26	267
2:40 PM	0	0	0	0	5	0	0	0	20	0	0	0	0	0	0	0	25	266
2:45 PM	0	0	0	0	2	0	0	0	24	0	0	0	0	0	0	0	26	267
2:50 PM	0	0	0	0	8	0	0	0	22	0	0	0	0	0	0	0	30	276
2:55 PM	0	0	0	0	7	0	0	1	20	0	0	0	0	0	0	0	28	289
3:00 PM	0	0	0	0	11	0	0	0	18	0	0	0	0	0	0	0	29	296
3:05 PM	0	0	0	0	13	0	0	0	21	0	0	0	0	0	0	0	34	311
3:10 PM	0	0	0	0	8	0	0	0	18	0	0	0	0	0	0	0	26	320
3:15 PM	0	0	0	0	11	0	0	0	21	0	0	0	0	0	0	0	32	331
3:20 PM	0	0	0	0	11	0	0	0	19	0	0	0	0	0	0	0	30	337
3:25 PM	0	0	0	0	6	0	0	0	11	0	0	0	0	0	0	0	17	327
3:30 PM	0	0	0	0	10	0	0	0	15	0	0	0	0	0	0	0	25	328
3:35 PM	0	0	0	0	14	0	0	0	23	1	0	0	0	0	0	0	38	340
3:40 PM	0	0	0	0	12	0	0	0	14	0	0	0	0	0	0	0	26	341
3:45 PM	0	0	0	0	11	0	0	0	20	0	0	0	0	0	0	0	31	346
3:50 PM	0	0	0	0	7	0	0	0	16	0	0	0	0	0	0	0	23	339
3:55 PM	0	0	0	0	8	0	0	0	16	1	0	0	0	0	0	0	25	336
4:00 PM	0	0	0	0	3	0	0	0	15	0	0	0	0	0	0	0	18	325
4:05 PM	0	0	0	0	13	0	0	0	24	0	0	0	0	0	0	0	37	328
4:10 PM	0	0	0	0	10	0	0	0	12	0	0	0	0	0	0	0	22	324
4:15 PM	0	0	0	0	5	0	0	0	24	0	0	0	0	0	0	0	29	321
4:20 PM	0	0	0	0	7	0	0	0	20	0	0	0	0	0	0	0	27	318
4:25 PM	0	0	0	0	9	0	0	0	12	0	0	0	0	0	0	0	21	322
4:30 PM	0	0	0	0	15	0	0	0	20	0	0	0	0	0	0	0	35	332

5-Min Count Period Beginning At	Egan Dr (Northbound)				Egan Dr (Southbound)				Hwy 7 EB Ramps (Eastbound)				Hwy 7 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:35 PM	0	0	0	0	10	0	0	0	25	0	0	0	0	0	0	0	35	329
4:40 PM	0	0	0	0	7	0	0	0	21	0	0	0	0	0	0	0	28	331
4:45 PM	0	0	0	0	14	0	0	0	19	0	0	0	0	0	0	0	33	333
4:50 PM	0	0	0	0	10	0	0	0	26	0	0	0	0	0	0	0	36	346
4:55 PM	0	0	0	0	7	0	0	0	17	0	0	0	0	0	0	0	24	345
5:00 PM	0	0	0	0	6	0	0	0	16	0	0	0	0	0	0	0	22	349
5:05 PM	0	0	0	0	8	0	0	0	19	0	0	0	0	0	0	0	27	339
5:10 PM	0	0	0	0	11	0	0	0	20	0	0	0	0	0	0	0	31	348
5:15 PM	0	0	0	0	13	0	0	0	22	0	0	0	0	0	0	0	35	354
5:20 PM	0	0	0	0	6	0	0	0	22	0	0	0	0	0	0	0	28	355
5:25 PM	0	0	0	0	5	0	0	0	15	0	0	0	0	0	0	0	20	354
5:30 PM	0	0	0	0	5	0	0	0	18	0	0	0	0	0	0	0	23	342
5:35 PM	0	0	0	0	8	0	0	0	18	0	0	0	0	0	0	0	26	333
5:40 PM	0	0	0	0	3	0	0	0	13	0	0	0	0	0	0	0	16	321
5:45 PM	0	0	0	0	9	0	0	0	15	0	0	0	0	0	0	0	24	312
5:50 PM	0	0	0	0	5	0	0	0	22	0	0	0	0	0	0	0	27	303
5:55 PM	0	0	0	0	5	0	0	0	19	0	0	0	0	0	0	0	24	303
6:00 PM	0	0	0	0	7	0	0	0	18	0	0	0	0	0	0	0	25	306
6:05 PM	0	0	0	0	9	0	0	0	25	0	0	0	0	0	0	0	34	313
6:10 PM	0	0	0	0	4	0	0	0	17	0	0	0	0	0	0	0	21	303
6:15 PM	0	0	0	0	7	0	0	0	19	0	0	0	0	0	0	0	26	294
6:20 PM	0	0	0	0	4	0	0	0	21	0	0	0	0	0	0	0	25	291
6:25 PM	0	0	0	0	5	0	0	0	17	0	0	0	0	0	0	0	22	293
6:30 PM	0	0	0	0	5	0	0	0	18	0	0	0	0	0	0	0	23	293
6:35 PM	0	0	0	0	6	0	0	0	13	0	0	0	0	0	0	0	19	286
6:40 PM	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	20	290
6:45 PM	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	12	278
6:50 PM	0	0	0	0	8	0	0	0	10	0	0	0	0	0	0	0	18	269
6:55 PM	0	0	0	0	2	0	0	0	13	0	0	0	0	0	0	0	15	260
7:00 PM	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	16	251
7:05 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	224
7:10 PM	0	0	0	0	2	0	0	0	12	0	0	0	0	0	0	0	14	217
7:15 PM	0	0	0	0	8	0	0	0	10	0	0	0	0	0	0	0	18	209
7:20 PM	0	0	0	0	3	0	0	0	11	0	0	0	0	0	0	0	14	198
7:25 PM	0	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	12	188
7:30 PM	0	0	0	0	8	0	0	0	12	0	0	0	0	0	0	0	20	185
7:35 PM	0	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	13	179
7:40 PM	0	0	0	0	2	0	0	0	11	0	0	0	0	0	0	0	13	172
7:45 PM	0	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	13	173
7:50 PM	0	0	0	0	5	0	0	0	8	0	0	0	0	0	0	0	13	168
7:55 PM	0	0	0	0	1	0	0	0	16	0	0	0	0	0	0	0	17	170
8:00 PM	0	0	0	0	2	0	0	0	12	0	0	0	0	0	0	0	14	168
8:05 PM	0	0	0	0	5	0	0	0	19	0	0	0	0	0	0	0	24	185
8:10 PM	0	0	0	0	6	0	0	0	11	0	0	0	0	0	0	0	17	188
8:15 PM	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	10	180
8:20 PM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	7	173
8:25 PM	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	171
8:30 PM	0	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	13	164
8:35 PM	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	11	162
8:40 PM	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	11	160
8:45 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0	10	157
8:50 PM	0	0	0	0	10	0	0	0	5	0	0	0	0	0	0	0	15	159
8:55 PM	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	7	149
9:00 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	139
9:05 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	8	123
9:10 PM	0	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	12	118
9:15 PM	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	9	117
9:20 PM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	6	116
9:25 PM	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	7	113
9:30 PM	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	11	111
9:35 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0	10	110
9:40 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0	10	109
9:45 PM	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	108
9:50 PM	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	5	98
9:55 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	5	96
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	160	0	0	0	292	4	0	0	0	0	0	0	456	
Heavy Trucks	0	0	0	0	4	0	0	0	32	0	0	0	0	0	0	0	36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Type of report: Tube Count - Volume Data

LOCATION: Glacier Hwy east of Vista Del Sol Dr										QC JOB #: 15933706	
SPECIFIC LOCATION:										DIRECTION: EB, WB	
CITY/STATE: Juneau, AK										DATE: Sep 13 2022 - Sep 13 2022	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		13 Sep 22				Hourly Traffic			Hourly Traffic		
12:00 AM		7				7			7	<div></div>	
01:00 AM		11				11			11	<div></div>	
02:00 AM		6				6			6	<div></div>	
03:00 AM		11				11			11	<div></div>	
04:00 AM		7				7			7	<div></div>	
05:00 AM		29				29			29	<div></div>	
06:00 AM		81				81			81	<div></div>	
07:00 AM		174				174			174	<div></div>	
08:00 AM		192				192			192	<div></div>	
09:00 AM		172				172			172	<div></div>	
10:00 AM		168				168			168	<div></div>	
11:00 AM		272				272			272	<div></div>	
12:00 PM		289				289			289	<div></div>	
01:00 PM		273				273			273	<div></div>	
02:00 PM		288				288			288	<div></div>	
03:00 PM		350				350			350	<div></div>	
04:00 PM		429				429			429	<div></div>	
05:00 PM		362				362			362	<div></div>	
06:00 PM		246				246			246	<div></div>	
07:00 PM		159				159			159	<div></div>	
08:00 PM		140				140			140	<div></div>	
09:00 PM		82				82			82	<div></div>	
10:00 PM		32				32			32	<div></div>	
11:00 PM		19				19			19	<div></div>	
Day Total		3799				3799			3799		
% Weekday Average		100%									
% Week Average		100%				100%					
AM Peak Volume		11:00 AM 272				11:00 AM 272			11:00 AM 272		
PM Peak Volume		4:00 PM 429				4:00 PM 429			4:00 PM 429		
Comments:											

Report generated on 9/16/2022 9:24 AM

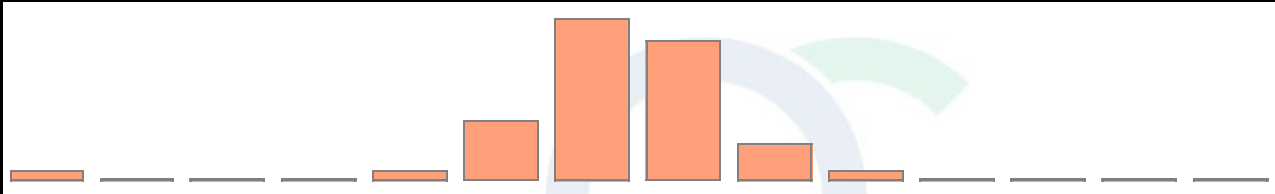
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Glacier Hwy east of Vista Del Sol Dr SPECIFIC LOCATION: CITY/STATE: Juneau, AK															QC JOB #: 15933706 DIRECTION: EB, WB DATE: Sep 13 2022		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	2	1	3	1	0	0	0	0	0	7	43-52	4
01:00 AM	0	0	0	0	0	1	3	4	2	1	0	0	0	0	11	41-50	7
02:00 AM	0	0	0	0	0	1	1	2	1	1	0	0	0	0	6	46-55	3
03:00 AM	0	0	0	0	0	1	6	2	2	0	0	0	0	0	11	41-50	8
04:00 AM	1	0	0	0	0	2	1	3	0	0	0	0	0	0	7	41-50	4
05:00 AM	0	0	0	0	0	6	14	9	0	0	0	0	0	0	29	41-50	23
06:00 AM	0	0	1	0	1	10	33	30	3	3	0	0	0	0	81	41-50	63
07:00 AM	9	0	0	5	9	14	48	71	18	0	0	0	0	0	174	41-50	119
08:00 AM	0	0	1	0	6	19	77	63	18	7	0	1	0	0	192	41-50	140
09:00 AM	5	0	1	0	2	21	58	58	20	7	0	0	0	0	172	41-50	116
10:00 AM	1	1	0	2	4	30	60	52	14	4	0	0	0	0	168	41-50	112
11:00 AM	12	0	1	1	6	36	91	91	27	7	0	0	0	0	272	41-50	182
12:00 PM	6	0	0	0	0	35	91	114	30	12	1	0	0	0	289	41-50	205
01:00 PM	3	0	0	0	3	28	115	99	22	3	0	0	0	0	273	41-50	214
02:00 PM	6	0	2	4	5	46	107	91	20	6	1	0	0	0	288	41-50	198
03:00 PM	8	0	0	1	4	58	159	89	28	2	0	1	0	0	350	41-50	248
04:00 PM	12	0	0	1	8	59	162	148	33	3	2	1	0	0	429	41-50	310
05:00 PM	9	1	0	0	6	45	143	121	31	6	0	0	0	0	362	41-50	264
06:00 PM	1	0	1	0	5	37	89	82	22	8	1	0	0	0	246	41-50	171
07:00 PM	1	0	0	0	5	30	64	44	9	4	2	0	0	0	159	41-50	108
08:00 PM	1	0	0	0	8	34	58	25	10	2	0	2	0	0	140	36-45	92
09:00 PM	0	0	0	0	0	11	40	24	4	2	0	1	0	0	82	41-50	64
10:00 PM	0	0	0	0	2	4	11	10	3	2	0	0	0	0	32	41-50	21
11:00 PM	0	0	0	0	0	3	9	5	2	0	0	0	0	0	19	41-50	14
Day Total	75	2	7	14	74	533	1441	1240	320	80	7	6	0	0	3799	41-50	2681
Percent	2%	0.1%	0.2%	0.4%	1.9%	14%	37.9%	32.6%	8.4%	2.1%	0.2%	0.2%	0%	0%			
AM Peak Volume	11:00 AM 12	10:00 AM 1	9:00 AM 1	8:00 AM 5	7:00 AM 9	6:00 AM 36	5:00 AM 91	4:00 AM 91	3:00 AM 27	2:00 AM 7	1:00 AM 0	12:00 AM 1	11:00 AM 0	10:00 AM 0	11:00 AM 272		
PM Peak Volume	4:00 PM 12	5:00 PM 1	2:00 PM 2	3:00 PM 4	4:00 PM 8	4:00 PM 59	4:00 PM 162	4:00 PM 148	4:00 PM 33	12:00 PM 12	4:00 PM 2	8:00 PM 2	12:00 PM 0	12:00 PM 0	4:00 PM 429		
Comments:																	

Report generated on 9/16/2022 9:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Glacier Hwy east of Vista Del Sol Dr															QC JOB #: 15933706		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Juneau, AK															DATE: Sep 13 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	75	2	7	14	74	533	1441	1240	320	80	7	6	0	0	3799	41-50	2681
Percent	2%	0.1%	0.2%	0.4%	1.9%	14%	37.9%	32.6%	8.4%	2.1%	0.2%	0.2%	0%	0%			
Cumulative Percent	2%	2%	2.2%	2.6%	4.5%	18.6%	56.5%	89.1%	97.6%	99.7%	99.8%	100%	100%	100%			
ADT 3799															85th Percentile: 49 MPH Mean Speed(Average): 44 MPH Median: 44 MPH Mode: 43 MPH		
Comments:																	

LOCATION: Glacier Hwy east of Vista Del Sol Dr

SPECIFIC LOCATION:

CITY/STATE: Juneau, AK

QC JOB #: 15933706

DIRECTION: EB, WB

DATE: Sep 13 2022

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
01:00 AM	1	9	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
03:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	1	7
05:00 AM	0	15	6	2	5	0	0	0	1	0	0	0	0	0	29
06:00 AM	0	41	27	0	13	0	0	0	0	0	0	0	0	0	81
07:00 AM	0	100	42	1	22	0	0	0	0	0	0	0	0	9	174
08:00 AM	0	117	53	6	14	2	0	0	0	0	0	0	0	0	192
09:00 AM	0	86	53	4	21	0	0	3	0	0	0	0	0	5	172
10:00 AM	0	93	52	2	20	0	0	0	0	0	0	0	0	1	168
11:00 AM	1	157	68	2	26	3	0	1	2	0	0	0	0	12	272
12:00 PM	0	165	77	4	30	3	0	1	1	2	0	0	0	6	289
01:00 PM	0	173	68	2	22	2	0	3	0	0	0	0	0	3	273
02:00 PM	1	167	85	4	21	1	0	3	0	0	0	0	0	6	288
03:00 PM	0	230	76	3	34	1	0	0	0	0	0	0	0	6	350
04:00 PM	0	275	107	6	28	0	0	1	0	0	0	0	0	12	429
05:00 PM	1	217	105	1	28	1	0	0	0	0	0	0	0	9	362
06:00 PM	0	178	42	2	22	1	0	0	0	0	0	0	0	1	246
07:00 PM	0	109	42	0	7	0	0	0	0	0	0	0	0	1	159
08:00 PM	0	95	33	0	11	0	0	0	0	0	0	0	0	1	140
09:00 PM	0	58	17	0	7	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	19	10	0	3	0	0	0	0	0	0	0	0	0	32
11:00 PM	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
Day Total	4	2335	977	40	338	14	0	12	4	2	0	0	0	73	3799
Percent	0.1%	61.5%	25.7%	1.1%	8.9%	0.4%	0%	0.3%	0.1%	0.1%	0%	0%	0%	1.9%	
ADT 3799															
AM Peak Volume	1:00 AM	11:00 AM	11:00 AM	8:00 AM	11:00 AM	11:00 AM	12:00 AM	9:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
PM Peak Volume	2:00 PM	4:00 PM	4:00 PM	4:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	4:00 PM

Comments:

LOCATION: Glacier Hwy east of Vista Del Sol Dr**QC JOB #:** 15933706**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Juneau, AK**DATE:** Sep 13 2022

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	4	2335	977	40	338	14	0	12	4	2	0	0	0	73	3799
Percent	0.1%	61.5%	25.7%	1.1%	8.9%	0.4%	0%	0.3%	0.1%	0.1%	0%	0%	0%	1.9%	
ADT 3799															

Comments:



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/community-development
155 S. Seward Street • Juneau, AK 99801

December 9, 2022

MEMO

To: Mike Levine, Chair

From: Irene Gallion, Senior Planner

Through: Jill Maclean, AICP, Director

Parcel No.: 5B1401010010

Legal Description: USS 1568 TR B1

Case Number: ARF2022 0001: Final Alternative Residential Subdivision Plan for Phase 1, to develop 96 dwelling units on approximately three acres at 7400 Glacier Highway in a D18 Zone.

RE: Revised Documents

Attached are the revised documents for the Ridgeview Development (ARF2022-0001). The attachment sequence is the same as that in the original application, but says, "Rev. 1" in the upper right corner. These revised documents include:

- A – Phasing Plan
- B – Parking Analysis
- C – Open Space Analysis
- D1 – Final Plan in Color
- D2 – Final Plan showing uses
- D3 – Final Plan in black and white
- E – HOA Declaration

To summarize changes:

Parking: All maps and show the revised parking outlined in Attachment B Revision 1, the parking analysis. Parking spaces proposed meet minimums required by code. Some extra parking capacity proposed in previous iterations has been eliminated to accommodate trash receptacles.

Trash: The Applicant's planner recommended 2-3 buildings per dumpster.

The location of trash receptacles is conceptual, for on-going discussions with Waste Management (WM). Three trash receptacles conflict with snow storage areas, including the dumpster location for Phase 1. One debate is if there should be a series of three-yard dumpsters (as presented) or one 10-yard dumpster. WM would prefer the latter. The Applicant is concerned that it might be too far for reasonable access for some residents. The discussions are on-going. WM and the Applicant are also considering access during inclement weather, which is especially important in steep terrain. Depending on these discussions, snow storage may be moved or modified.

If the Plan is approved, staff recommends the Commission condition the approval similarly to that proposed for the mail box location, rather than requiring the applicant to seek a modification to the Plan:

Condition: The developer will submit written documentation of approval of the trash location and volume by Waste Management to the Director for approval.

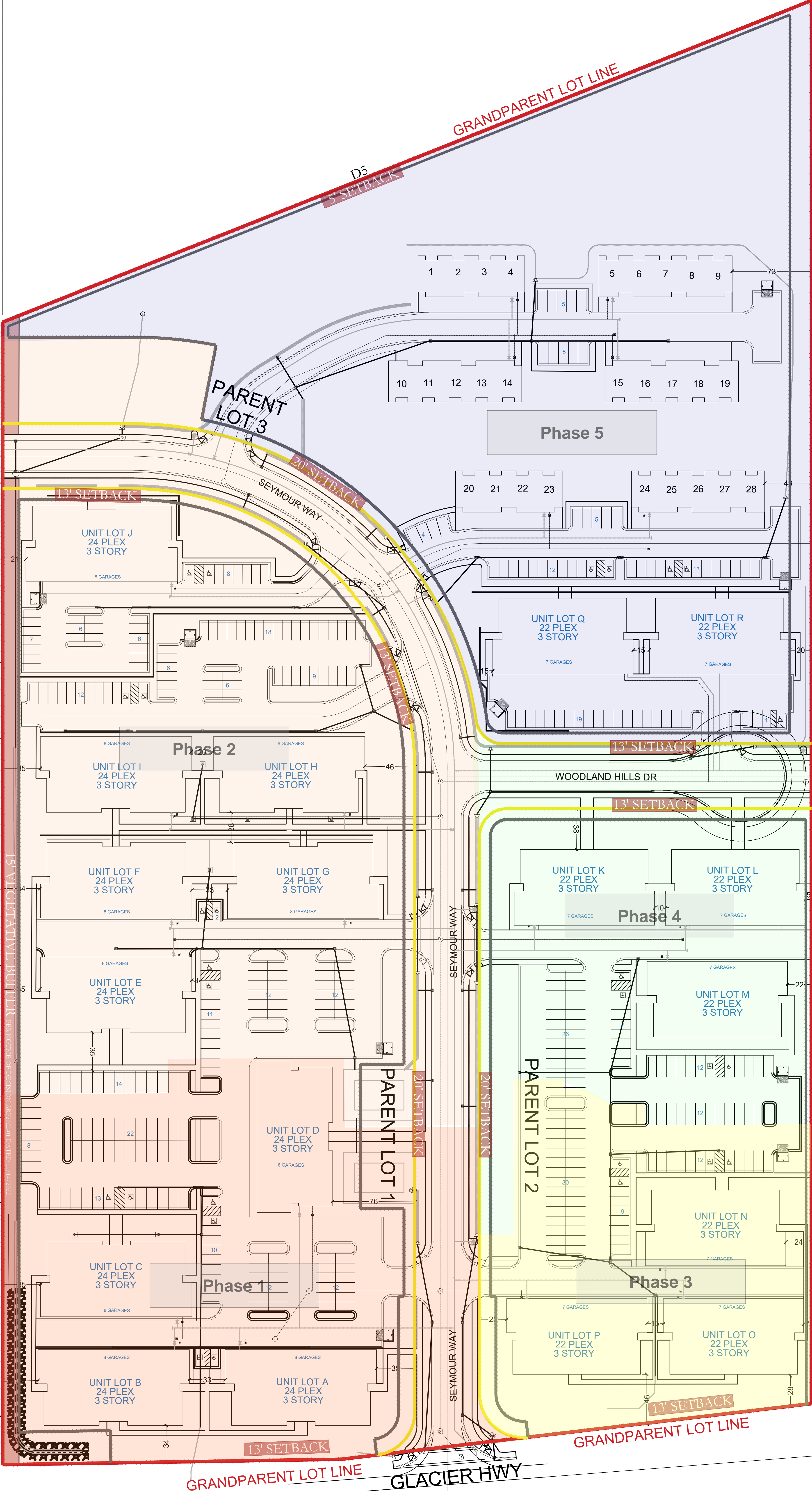
Condition: Snow storage may be modified and approved by the Director if the area of snow storage provided per lot remains the same.

Mail Boxes: The Applicant continues to engage with the Post Office, but has had no resolution on mail boxes at this time. The United States Post Office (USPO) have had delays in responding to queries, and today responded to the query. The USPO proposes one mail box location for the entire development. The Applicant is concerned that cueing will be excessive at rush hour, and that distances may be difficult for some residents. The Applicant's proposal is to have one mail box cluster at the entry to Parent Lot 2 and 3. The Applicant proposes a cluster at either entrance of Parent Lot 1, for a total of two mail box clusters on parent lot one.

Staff recommends the condition in the staff report:

Condition: The developer will submit documentation of approval of the mail box location by the United States Post Office.

Homeowners Association Documents: Requirements of 49.15.950(b) are met. When the document is finalized, there will be a schedule of percent responsibility for each lot. For instance, when Phase 1 is completed the Parent Lot 1 obligations will be shared across four unit lots. When Phase 2 is completed the Parent Lot 1 obligations will be shared across 10 unit lots.



12/6/2022

AK21001

ISSUE DATE PROJECT NUMBER PLAN INFORMATION

PROJECT INFORMATION

DEVELOPER / PROPERTY OWNER / CLIENT

LANDSCAPE ARCHITECT PLANNER

LICENSE STAMP

NO. REVISION DATE

1 XXXX
2 XXXX
3 XXXX
4 XXXX
5 XXXX
6 XXXX
7 XXXX

811
1-800-662-4111
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ALASKA 20 ACRE
JUNEAU, ALASKA

PCI
ATT: BRANDON GRAY
801-358-5381
BRANDON@PCI1980.COM

DESIGN GROUP
Landscape Architecture / Planning & Visualization
3450 N. TRIUMPH BLVD. SUITE 102
LEHI, UTAH 84043 (801) 753-5644
www.pki.designgroup.com

LANDSCAPE PLAN COLOR
PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-COLOR

0 20' 40' 80' 160'

GRAPHIC SCALE: 1" = 40'

Parking Analysis by Phase

ARF Attachment B.R1

Number of...																
	Units	One Bedroom	Two Bedroom	Total Parking Required	Garage Parking	Surface Parking Needed	Surface Parking Provided	Cumulative Parent Lot 1	Cumulative Parent Lot 2	Cumulative Parent Lot 3	Phase ADA Required Parent Lot 1	Phase ADA Provided Parent Lot 1	Phase ADA Rquired Parent Lot 2	Phase ADA Provided Parent Lot 2	Phase ADA Required Parent Lot 3	Phase ADA Provided Parent Lot 3
Phase 1																
A	24	16	8	28	8	20										
B	24	16	8	28	8	20										
C	24	16	8	28	8	20										
D	24	16	8	28	8	20										
	96	64	32	112	32	80	81	113			5	5				
Phase 2																
E	24	16	8	28	8	20										
F	24	16	8	28	8	20										
G	24	16	8	28	8	20										
H	24	16	8	28	8	20										
I	24	16	8	28	8	20										
J	24	16	8	28	8	20										
	144	96	48	168	48	120	127	288	0	0	7	13				
Phase 3																
N	22	16	6	25	7	18										
O	22	16	6	25	7	18										
P	22	16	6	25	7	18										
	66	48	18	75	21	54	55	288	76	0	7	13	4	4		
Phase 4																
K	22	16	6	25	7	18										
L	22	16	6	25	7	18										
M	22	16	6	25	7	18										
	66	48	18	75	21	54	55	288	152	0	7	13	6	8		
Phase 5																
Townhomes	28			56	28	28	10									
Note: Townhomes require 2 parking spaces each. Townhomes not included in surface calculations below.																
Q	22	16	6	25	7	18										
R	22	16	6	25	7	18										
	44	32	12	50	14	36	67	288	152	81	7	13	6	8	2*	5*
Total All	444	288	128	536	164	372	395	288	152	81	7	13	6	8	2	5

Open Space Analysis

ARF Attachment C.Rev 1

Parent Lot, Phase	11/14/22 Submittal			12/06/22 R1 Submittal			% Change
	Total Area	Open Space Area	% Open	Total Area	Open Space Area	% Open	
Parent Lot 1	327,598 SF	100,170 SF	30.6%	327,580 SF	101,378 SF	30.9%	1.2%
Parent Lot 2	173,667 SF	52,237 SF	30.1%	173,667 SF	52,611 SF	30.3%	0.7%
Parent Lot 3	294,101 SF	184,201 SF	62.6%	294,101 SF	182,899 SF	62.2%	-0.7%
Total	795,366 SF	336,608 SF	42.3%	795,347 SF	336,889 SF	42.4%	0.1%
Public 60' Right of Ways*	63,202 SF			63,221 SF			
Total All	858,568 SF			858,568 SF			
19.71 Acres							

12/6/2022

AK21001

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UTILITY NOTIFICATION CENTER, INC.
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www.bluestakes.org

0' 20' 40' 80' 160'

GRAPHIC SCALE: 1" = 40'

NO. REVISION DATE

1 XXXX XX-XX-XX

PROJECT INFORMATION

PROJECT INFORMATION

PROJECT INFORMATION

DEVELOPER / PROPERTY OWNER / CLIENT

LANDSCAPE ARCHITECT / PLANNER

LICENSE STAMP

ATT: BRANDON GRAY
801-358-5381
BRANDON@PCI1980.COM

PCI
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DESIGN GROUP
Landscape Architecture / Planning & Visualization
3450 N. TRIUMPH BLVD. SUITE 102
LEHI, UTAH 84043 (801) 753-5644
www.pki-designgroup.com

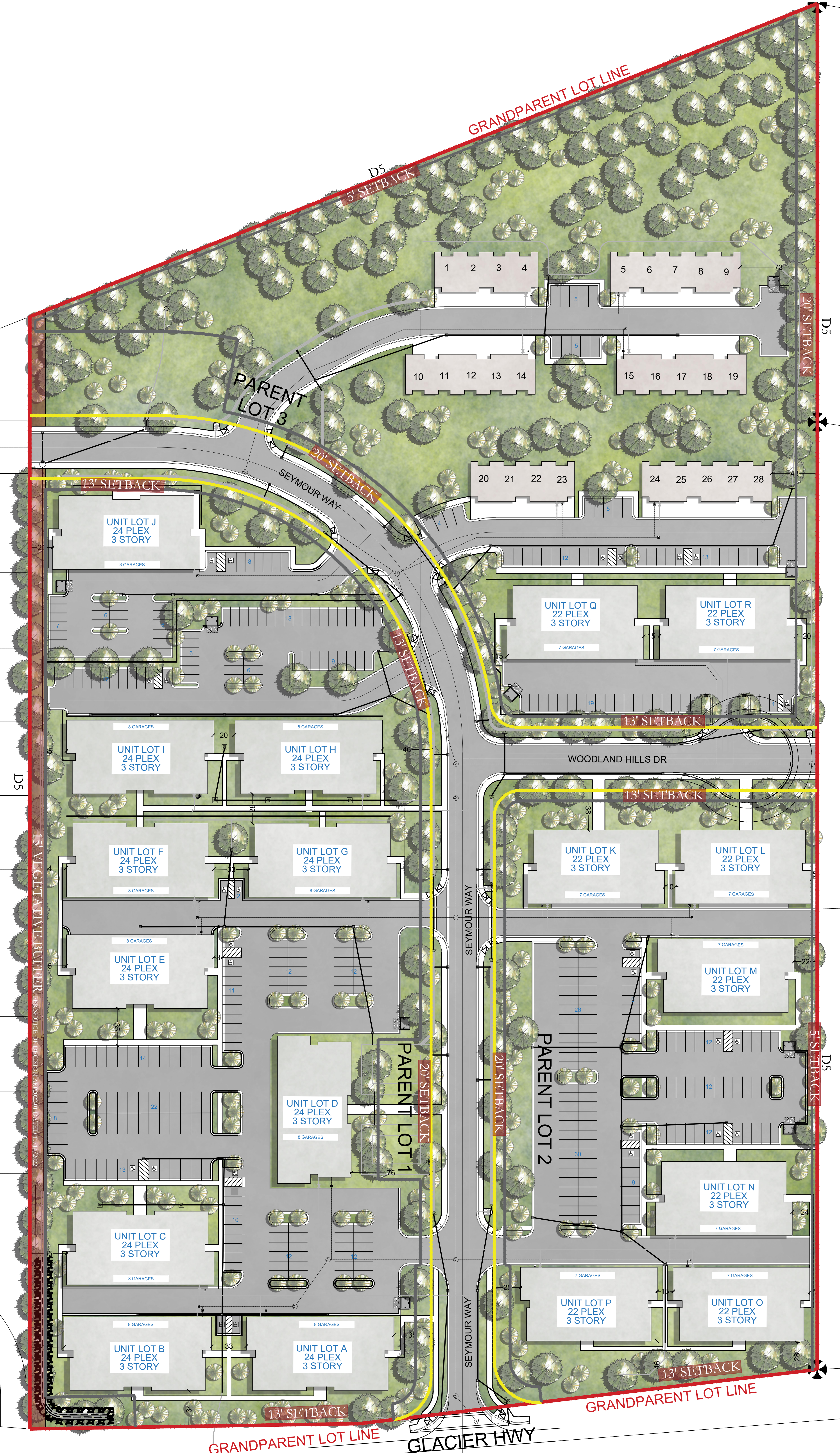
LANDSCAPE PLAN COLOR
PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-COLOR

DRAWING INFO

DRAWN: JTA

CHECKED: JMA

PLOT DATE: 12/6/2022



12/6/2022

AK21001

811

BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
1-800-662-4111
www.bluestakes.org

0' 20' 40' 80' 160'

GRAPHIC SCALE: 1" = 40'

NO. 1
REVISION XXXX
DATE XX-XX-XX

PROJECT INFORMATION

PROJECT INFORMATION

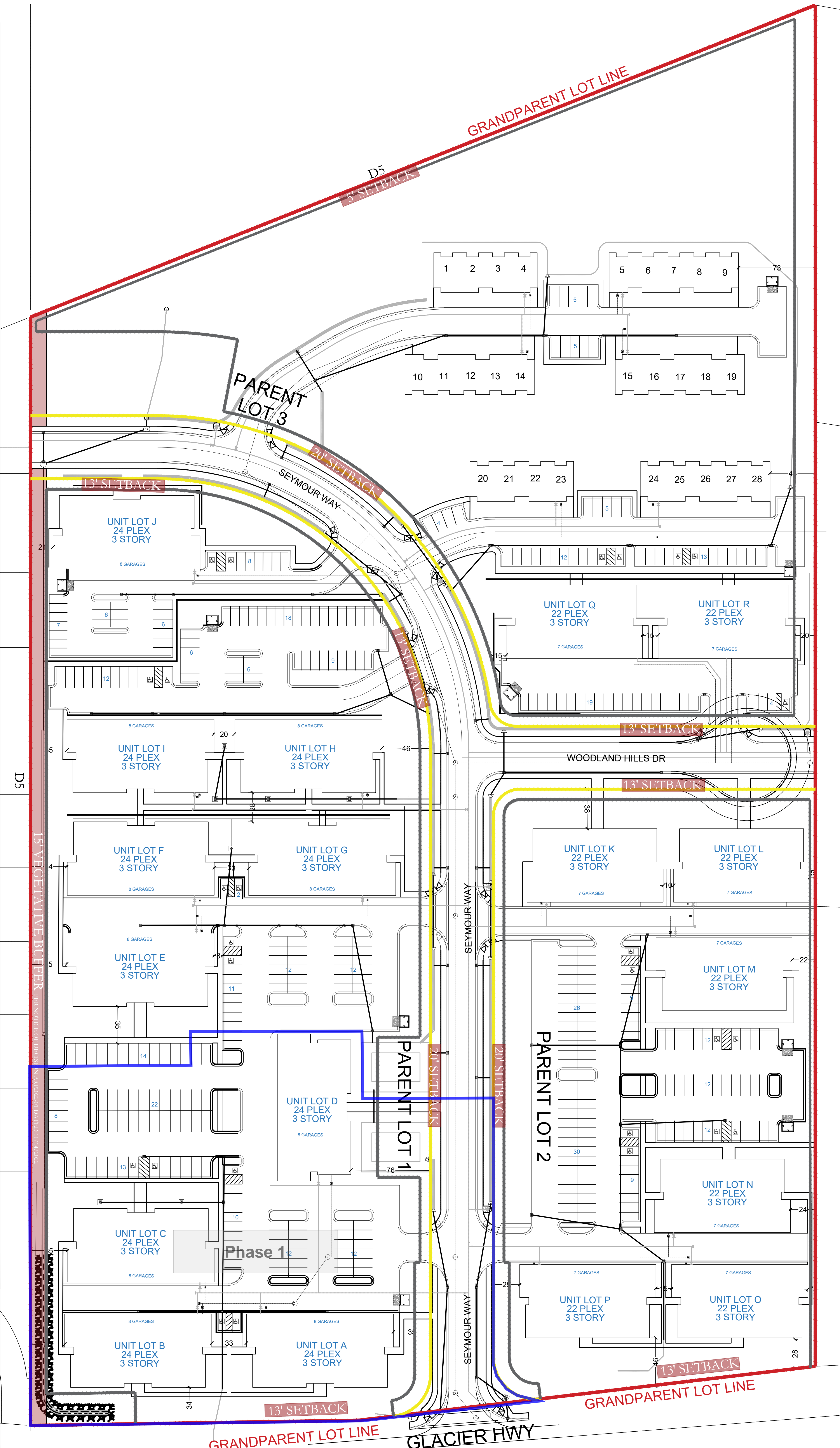
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www.pki设计group.com

DRAWING INFO
PLOT: JTA
DRAWN: ACP
CHECKED: JMA
PLOT DATE: 12/6/2022

ALASKA 20 ACRE
JUNEAU, ALASKA

PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-COLOR



49.15.950 Final alternative residential subdivision plan approval.

- (a) *Application.* Upon completion of all conditions of the preliminary plan, the developer shall submit an application, fee, and a final plan for commission approval.
- (b) *Homeowners' association.* The formation of a homeowners' association, or similar entity, is required.
- (1) The articles of incorporation and bylaws of the homeowners' association, required under A.S. 34.08 or this chapter, shall be prepared by a lawyer licensed to practice in the state. *Joe Geldhoff. Bar # 8111097.*
 - (2) The homeowners' association shall be responsible for:
 - the maintenance of open space, *Met, 5.1(g)*
 - water and sewer utilities, *Met, section 5.1(b)*
 - and stormwater control features and drainages. *Met, 5.1(h)*
 - The association documents shall specify how any other common facilities shall be operated and maintained. *Met 23.2, h-i*
 - The association documents shall require homeowners to pay periodic assessments for the operation, maintenance and repair of common facilities. *Met, Sections 13.8, 17.4-17.13*
 - The documents shall require that the governing body of the association adequately maintain common facilities. *Met, section 6.4*
 - (3) If the alternative residential subdivision is phased, the association documents shall specify how the cost to build, operate, and maintain improved open space and common facilities shall be apportioned among homeowners of the initial phase and homeowners of later phases. *Section 8.3, And Article XVII (when Exhibit 1 is created for the bylaws).*
 - (4) The homeowners' association documents shall be recorded with the approved final plat.
- (c) *Commission action.* The commission may approve the final plan if it substantially conforms to the approved preliminary plan and all requirements of this article.
- (d) *Expiration.* An approved final plan shall expire 18 months after recording if the applicant fails to obtain an associated building permit and make substantial construction progress. An application for extension of a final plan shall be according to section 49.15.250, development permit extension.

(Serial No. 2018-41(c), § 2, 12-17-2018, eff. 1-17-2019)

**DECLARATION OF
RIDGEVIEW CONDOMINIUMS**

Juneau, Alaska

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**INTRODUCTION, DECLARATION & LEGAL DESCRIPTION FOR
RIDGEVIEW CONDOMINIUMS**

Declarant, Rooftop Properties, LLC, a Utah limited liability company with an office at, and a mailing address of 445 N 2000 W, Suite 7, Springville, Utah 84663, does hereby submit real property in Alaska, to the provisions of the *Uniform Common Interest Ownership Act* ("UCIOA"), Title 34, Chapter 8, of the Alaska Statutes, for the purpose of creating Ridgeview Condominiums, and making the Improvements shown in the Plat and Plans. Ridgeview Condominiums is located entirely within the Juneau Recording District. The property being submitted is described as:

Rooftop Properties, LLC., declares that the Units created by this Declaration and shown on the unit survey map filed under Plat No. [REDACTED] shall be held and conveyed subject to the following terms, covenants, conditions, and restrictions. Ridgeview Condominiums is a site condominium development. Homes may be built within the Units in Ridgeview Condominiums, and, as a result, no floor plans for condominium units are being filed with the Plans.

The legal description of the real property subject to this declaration is as follows:

Ridgeview Subdivision, a subdivision within Record Document No.: 2022-001111-0, withing U.S. Survey 1568, Juneau Recording District, First Judicial District of Alaska

**ARTICLE I
Definitions**

In the Documents, the following words and phrases shall have the following meanings:

Section 1.1. Act. The Uniform Common Interest Ownership Act, AS 34.08 of the Alaska Statutes, as it may be amended from time to time.

Section 1.2. Allocated Interests. The undivided interest in the Common Elements, the Common Expense liability, and votes in the Association allocated to Units in the Common Interest Community. The Allocated Interests are described in Article VIII of this Declaration and shown on Exhibit I.

Section 1.3. Association. Ridgeview Condominium Association, a non-profit corporation organized under Title 10, Chapter 20, of the statutes of the State of Alaska. It is the Association of Unit Owners pursuant to Section 34.08.310 of the Act.

Section 1.4. Bylaws. The Bylaws of the Association, as they may be amended from time to time. Neither such Bylaws nor any amendments to such Bylaws need be recorded in the property records.

Section 1.5. Common Elements. Each portion of the Common Interest Community other than a Unit.

Section 1.6. Common Expenses. The expenses or financial liabilities for the operation of the Common Interest Community. These include:

- (a) Expenses of administration, maintenance, repair, or replacement of the Common Elements;
- (b) Expenses declared to be Common Expenses by the Documents or by the Act;
- (c) Expenses agreed upon as Common Expenses by the Association; and
- (d) Such reasonable reserves as may be established by the Association, whether held in trust or by the Association, for repair, replacement, or addition to the Common Elements or any other real or personal property acquired or held by the Association.

Section 1.7. Common Interest Community. The real property described in the Introduction, subject to the Declaration of Ridgeview Condominiums.

Section 1.8. Condominium. A Common Interest Community in which portions of the real estate are designated for separate ownership, the remainder of the real estate is designated for common ownership solely by the owners of those portions, and the undivided interests in the Common Elements are vested in the Unit Owners.

Section 1.9. Declarant. A person or a group of persons acting in concert who, as part of a common promotional plan, offer to dispose of its interest in a unit not previously disposed of, or who reserves or succeeds to a special declarant right; in this case, Rooftop Properties, LLC.

Section 1.10. Declaration. This document, including any amendments.

Section 1.11. Development Rights. The rights reserved by the Declarant under Article VII of this Declaration to create Units, Common Elements, and Limited Common Elements within the Common Interest Community, and to withdraw property from the Common Interest Community.

Section 1.12. Director. A member of the Executive Board.

Section 1.13. Documents. The Declaration, Plat and Plans recorded and filed pursuant to the provisions of the Act, the Bylaws, and the Rules as they may be amended from time to time. Any exhibit, schedule, or certification accompanying a Document is a part of that Document.

Section 1.14. Eligible Insurer. An insurer or guarantor of a first Security Interest in a Unit which has notified the Association in writing of its name and address and that it has insured or guaranteed a first Security Interest in a Unit. Such notice shall be deemed to include a request that the eligible insurer be given the notices and rights described in Article XVI.

Section 1.15. Eligible Mortgagee. The holder of a first Security Interest in a Unit which has notified the Association, in writing, of its name and address, and that it holds a first Security Interest in a Unit. Such notice shall be deemed to include a request that the Eligible Mortgagee be given the notices and other rights described in Article XVI.

Section 1.16. Executive Board. The board of directors of the Association.

Section 1.17. Improvements. Any construction, structure, fixture or facilities existing or to be constructed on the land included in the Common Interest Community, including but not limited to, buildings, trees and shrubbery planted by the Declarant, a Unit Owner or the Association, paving, utility wires, pipes, and light poles.

Section 1.18. Majority or Majority of Unit Owners. The owners of more than 50% of the votes in the Association.

Section 1.19. Manager. A person, firm, or corporation employed or engaged to perform management services for the Common Interest Community and the Association.

Section 1.20. Notice and Comment. The right of a Unit Owner to receive notice of an action proposed to be taken by or on the behalf of the Association, and the right to comment thereon. The procedures for Notice, Comment, and Hearing are set forth in Article XXII of this Declaration.

Section 1.21. Notice and Hearing. The right of a Unit Owner to receive notice of an action proposed to be taken by the Association, and the right to be heard thereon. The procedures for Notice, Comment, and Hearing are set forth in Article XXII of this Declaration.

Section 1.22. Party Wall. The wall or walls separating two homes abutting each other on the side of the Unit where there is no side yard setback required. The rights and responsibilities regarding party walls are described in Article XXVI.

Section 1.23. Person. An individual, corporation, business trust, estate, trust, partnership, association, joint venture, government, government subdivision or agency, or other legal or commercial entity.

Section 1.24. Plans. The survey map filed under Plat No. [REDACTED], Records of the Juneau Recording District, First Judicial District, State of Alaska, as it may be amended from time to time.

Section 1.25. Plat. The plat of Ridgeview Condominium Subdivision, according to Plat No. [REDACTED], filed in the Juneau Recording District, First Judicial District, State of Alaska, as it may be amended.

Section 1.26. Property. The land, all Improvements, easements, rights, and appurtenances, which have been submitted to the provisions of the Act by this Declaration.

Section 1.27. Public Offering Statement. The current document prepared pursuant to Section 34.08.530 of the Act as it may be amended from time to time, and provided to purchasers prior to the time of execution of a purchase agreement.

Section 1.28. Rules. Rules for the use and occupancy of Units and Common Elements and for the conduct of persons within the Common Interest Community, adopted by the Executive Board pursuant to this Declaration.

Section 1.29. Security Interest. An interest in real estate or personal property created by contract or conveyance, which secures payment or performance of an obligation. The term includes a lien created by a mortgage, deed of trust, trust deed, security deed, contract for deed, land sales contract, lease intended as security, assignment of lease or rents intended as security, pledge of an ownership interest in an Association and any other consensual lien or title retention contract intended as security for an obligation.

Section 1.30. Special Declarant Rights. The rights as defined in AS 34.08.990(30), reserved for the benefit of a Declarant to:

- (a) complete Improvements indicated on plats and Plans filed with the Declaration;
- (b) exercise any Development Right;
- (c) maintain sales offices, management offices, signs advertising the Common Interest Community, and models;
- (d) use easements through the Common Elements for the purpose of making Improvements within the Common Interest Community;
- (e) appoint or remove an officer of the Association or any Executive Board member during any period of Declarant control;
- (f) make the Common Interest Community subject to a master association, and;
- (g) merge or consolidate the Common Interest Community with another Common Interest Community of the same form of ownership.

NOTE: Special Declarant Rights are Detailed Further in Article VII.

Section 1.31. Trustee. The entity which may be designated by the Executive Board as the Trustee for the receipt, administration, and disbursement of funds derived from insured losses, condemnation awards, special assessments for uninsured losses, and other like sources as defined in the Bylaws. If no Trustee has been designated, the Trustee will be the Executive Board from time-to-time constituted, acting by majority vote, as executed by the President and attested by the Secretary.

Section 1.32. Unit. A physical portion of the Common Interest Community designated for separate ownership or occupancy as shown on the Plans, the boundaries of which are described in Section 4.2 of this Declaration.

Section 1.33. Unit Owner. The Declarant or other Person who owns a Unit. Unit Owner does not include a Person having an interest in a Unit solely as security for an obligation. The Declarant is the initial owner of any Unit created by this Declaration.

ARTICLE II

Name and Type of Common Interest Community and Association

Section 2.1. Common Interest Community. The name of the Common Interest Community is Ridgeview Condominiums. Ridgeview Condominiums is a condominium form of common interest community.

Section 2.2. Association Name. The name of the Association is Ridgeview Condominium Association.

ARTICLE III

Description of Land

The entire Common Interest Community is situated in the Juneau Recording District, First Judicial District, State of Alaska, and is located on land described in the Introduction.

ARTICLE IV

Units and Boundaries

Section 4.1. Maximum Number of Units. The Common Interest Community upon creation contains Ninty-Six (96) Units. The Declarant reserves the right to create up to a total of Four Hundred Forty Four (444) Units, as shown on the unit survey filed under Plat No. [REDACTED].

Section 4.2. Boundaries. Boundaries of each Unit created by the Declaration are shown graphically on Exhibit 2 and on the unit survey filed under Plat No. [REDACTED]. At the time of sale, a Unit may include an existing building. The boundaries of the Units are described as follows:

(a) Upper Boundary: The horizontal plane [REDACTED] (____) feet above and parallel to the lower boundary and extending to the vertical perimeter boundaries.

(b) Lower Boundary: The horizontal plane extending to the vertical perimeter boundaries at an elevation [REDACTED] (____) feet below the average elevation of the common access drive fronting the Unit at the boundary between the Unit and the common access drive.

(c) Vertical Perimeter Boundaries: The vertical planes extending between the upper and lower boundaries and located by reference to the measurements to the property line shown on the survey map filed under Plat No. [REDACTED].

(d) Inclusions: Each Unit will include the spaces and Improvements lying within

the boundaries described in Sections 4.2(a), 4.2(b), and 4.2(c) above, and any man-made improvements serving only the Unit.

(e) Exclusions: The land lying directly beneath the lower boundary of the Unit, and man-made improvements, if any, below the lower boundary of the Unit that serve more than one Unit.

(f) Inconsistency with Plans: If this definition is inconsistent with the Plans, then this definition will control.

Section 4.3. Unit Areas. Unit areas are listed in Exhibit 2.

Section 4.4. Unit Numbers. The Unit numbers are listed in Exhibits 1 and 2.

ARTICLE V

Common Elements

Section 5.1. Common Elements. The Common Elements include all of the area within the Common Interest Community other than the Units. In Ridgeview Condominiums, the Common Elements include, among other things, (but are not limited to):

(a) All common access drives within the boundaries of the Common Interest Community;

(b) all water and sewer lines serving Units in the Common Interest Community from the point of connection to municipal facilities;

(c) the vacant land as shown on the Plat;

(d) any fencing or berms constructed by Declarant or the Association at the perimeter of the Common Interest Community;

(e) any space for community mailboxes in the Common Interest Community;

(f) designated guest parking areas;

(g) maintenance of open areas, or areas of land or water essentially unimproved and set aside, dedicated, designated or reserved for use and enjoyment of owners and occupants. Open space may include fencing, barbeques, picnic tables, and other features for outdoor leisure,

(h) stormwater control features and drainages, and;

(i) the access easement for the Common Interest Community (described as a part of the property description in the Introduction to this Declaration).

ARTICLE VI

Maintenance, Repair, and Replacement

Section 6.1. Common Elements. The Association shall maintain, repair, and replace all of the Common Elements of Ridgeview Condominiums. It should be noted that the obligation to maintain the Common Elements includes asphalt maintenance, snow maintenance, and snow hauling from all common access drives in Ridgeview Condominiums.

Section 6.2. Units. Each Unit Owner shall maintain, repair, and replace, at his or her own expense, all portions of his or her Unit, including any windows, window sills and casements and any other structure built within the Unit, driveways within the Unit and any fences built by Unit Owners. Rights and responsibilities regarding the maintenance and repair of Party Walls, roofs, and fences are contained in Article XXVI. If a Unit Owner fails to maintain and repair his or her own Unit, including the yard, fences, pavement, windows or structures, to the standards established by the Association's Rules, the Association may, after Notice and Hearing, repair or maintain the Unit as needed to bring it up to Association standards and assess the Unit Owner for the expenses of such repairs or maintenance as provided in Section 6.4.

Section 6.3. Access. Any person authorized by the Executive Board has the right to access all portions of the Property for the purpose of carrying out Section 6.2 of this Declaration, or to correct any condition threatening a Unit or the Common Elements. Such persons may also access all portions of the Property to read, repair, or replace utility meters and related pipes, valves, wires, and equipment, provided that requests for entry are made in advance and that any such entry is at a time reasonably convenient to the affected Unit Owner. In case of emergency, no such request or notice is required and such right of entry shall be immediate, whether or not the Unit Owner is present at the time.

Section 6.4. Allocation of Costs of Repairs and Maintenance. Each Unit Owner will reimburse the Association for any costs incurred for repairs and maintenance performed by the Association under the provisions of Section 6.2. In addition, each Unit Owner will reimburse the Association for any costs, including insurance deductibles, incurred by the Association due to damage to any Unit or to the Common Elements, to the extent that such damages or costs were caused intentionally, negligently, or by the Unit Owner's failure to properly maintain, repair, or make replacements to his or her Unit. Such expense will be assessed following Notice and Hearing. The Association will be responsible for damage to Units caused intentionally, negligently, or by its failure to maintain, repair, or make replacements to the Common Elements.

ARTICLE VII

Development Rights and Other Special Declarant Rights

Section 7.1. Reservation of Development Rights. The Declarant reserves the following Development Rights:

- (a) The right by amendment to add Units and Common Elements in the location shown as "Development Rights Reserved" on the Plans, and which is identified

in Exhibit 2.

(b) The right to construct underground utility lines, pipes, wires, ducts, conduits, and other facilities across the land not designated "Development Rights Reserved" on the Plat for the purpose of furnishing utility and other services to buildings and Improvements to be constructed on the land designated "Development Rights Reserved" on the Plat. The Declarant also reserves the right to grant easements to public utility companies and to convey Improvements within those easements anywhere in the Common Interest Community for the above-mentioned purposes. If the Declarant grants any such easements, Exhibits 2 and 3 will be amended to include reference to the recorded easement.

(c) The right to withdraw property identified as "Developer Rights Reserved" on the Plans.

Section 7.2. Limitations on Development Rights. The Development Rights reserved in Section 7.1 are limited as follows:

The Development Rights may be exercised at any time, but not more than seven (7) years after the recording of the initial Declaration. If exercised more than five (5) years after recording of the original Declaration, consent of fifty-one percent (51%) of the Eligible Mortgagees shall be required pursuant to Section 16.4.

(a) The quality of construction of any buildings and improvements to be created on the property shall be consistent with the quality of those constructed pursuant to this Declaration as initially recorded.

(b) All Units and Common Elements created pursuant to the Development Rights will be restricted to residential use in the same manner and to the same extent as the Units created under this Declaration as initially recorded.

(c) No Development Rights may be exercised unless approved pursuant to Section 16.5 of this Declaration.

Section 7.3. Phasing of Development Rights. No assurances are made by the Declarant regarding the portions of the areas shown as "Development Rights Reserved" on the Plans and Plat as to the portions where the Declarant will exercise its Development Rights or the order in which such portions, or all of the areas, will be developed. The exercise of Development Rights as to some portions will not obligate the Declarant to exercise them as to other portions.

Section 7.4. Special Declarant Rights. The Declarant reserves the following Special Declarant Rights to the maximum extent permitted by law which may be exercised, where applicable, anywhere within the Common Interest Community:

- (a) To complete Improvements indicated on Plats and Plans filed with this Declaration;
- (b) To exercise a Development Right reserved in the Declaration;
- (c) To maintain sales offices, management offices, signs advertising the Common Interest Community, and models;
- (d) To use easements through the Common Elements for the purpose of making Improvements within the Common Interest Community; and,
- (e) To appoint or remove an officer of the Association or an Executive Board member during a period of Declarant control subject to the provisions of Section 7.9 of this Declaration.

Section 7.5. Models, Sales Offices, and Management Offices. As long as the Declarant is a Unit Owner, the Declarant and its duly authorized agents, representatives, and employees may maintain Units owned by the Declarant or any portion of the Common Elements as model Units or as a sales office or management office. Declarant may delegate this authority to dealers who purchase Units for resale.

Section 7.6. Construction; Declarant's Easement. The Declarant reserves the right to perform warranty work, repair and construction work, and to store materials in secure areas in Units and Common Elements, and the further right to control all such work and repairs, and the right of access thereto, until its completion. All work may be performed by the Declarant without the consent or approval of the Executive Board. The Declarant has such an easement through Common Elements as may be reasonably necessary for the purpose of discharging the Declarant's obligations or exercising Special Declarant Rights, whether arising under the Act or reserved in the Declaration. Such easement includes the right to convey utility and drainage easements to public utilities, municipalities, the State, or upland owners to fulfill the plan of development.

Section 7.7. Signs and Marketing. The Declarant reserves the right to post signs and displays in the Units or Common Elements to promote sales of Units, and to conduct general sales activities, in a manner as will not unreasonably disturb the rights of Unit Owners.

Section 7.8. Declarant's Personal Property. The Declarant reserves the right to retain all personal property and equipment used in the sales, management, construction, and maintenance of the premises that has not been represented as property of the Association. The Declarant reserves the right to remove from the Property, promptly after the sale of the last Unit, any and all goods and Improvements used in development, marketing, and construction, whether or not they have become fixtures.

Section 7.9. Declarant Control of the Association.

- (a) Subject to Subsection 7.9(b): There shall be a period of Declarant control of the Association, during which the Declarant, or persons designated by the Declarant,

may appoint and remove the officers and members of the Executive Board. The period of Declarant control terminates no later than the earlier of:

(i) Sixty (60) days after conveyance of seventy-five percent (75%) of the Units that may be created to Unit Owners other than the Declarant; or

(ii) Two (2) years after the Declarant has ceased to offer Units for sale in the ordinary course of business; or

(iii) Two (2) years after any right to add new Units was last exercised; or

(iv) Five (5) years after the first Unit is conveyed to a Unit Owner other than the Declarant.

(b) The Declarant may voluntarily surrender the right to appoint and remove officers and members of the Executive Board before termination of that period, but in that event, the Declarant may require, for the duration of the period of Declarant control, that specified actions of the Association or Executive Board, as described in a recorded instrument executed by Declarant, be approved by the Declarant before they become effective.

(c) Not later than sixty (60) days after conveyance of twenty-five percent (25%) of the Units that may be created to Unit Owners other than the Declarant, at least one (1) member and not less than twenty-five percent (25%) of the members of the Executive Board shall be elected by Unit Owners other than the Declarant. Not later than sixty (60) days after conveyance of fifty percent (50%) of the Units that may be created to Unit Owners other than the Declarant, not less than thirty-three and one-third percent (33 1/3%) of the members of the Executive Board must be elected by Unit Owners other than the Declarant.

(d) Not later than the termination of any period of Declarant control, the Unit Owners shall elect an Executive Board of at least three (3) members, all of whom shall be Unit Owners. The Executive Board shall elect the officers. The Executive Board members and officers take office upon election.

(e) Notwithstanding any provision of this Declaration or the Bylaws to the contrary, following notice under Section 34.08.390 of the Act, the Unit Owners, by a two-thirds (2/3) vote of all persons present and entitled to vote at a meeting of the Unit Owners at which a quorum is present, may remove a member of the Executive Board with or without cause, other than a member appointed by the Declarant.

Section 7.10. Limitations on Special Declarant Rights. Unless sooner terminated by an amendment to this Declaration executed and recorded by the Declarant, any Special Declarant Right (except for Development Rights) may be exercised by the Declarant so long as:

(a) Declarant is obligated under any warranty or obligation; or

(b) Declarant holds a Development Right to create additional Units or Common Elements, or

(c) Declarant owns any Unit or any Security Interest in any Units; or

(d) Declarant's Special Declarant Rights expire upon the earliest date on which one of the conditions described in (a)-(c) is no longer operative, or for ten (10) years after recording the original Declaration, whichever is sooner. Earlier termination of certain rights may occur by statute.

Section 7.11. Interference with Special Declarant Rights. Neither the Association nor any Unit Owner may take any action or adopt any rule that will interfere with or diminish any Special Declarant Right without the prior written consent of the Declarant.

ARTICLE VIII

Allocated Interests

Section 8.1. Allocation of Interests. The table showing Unit numbers, addresses, and their Allocated Interests is attached as Exhibit 1. These interests have been allocated in accordance with the formulas set out in this Article VIII. These formulas are to be used in reallocating interests if Units are added to or deleted from the Common Interest Community. The percentage of undivided interest in the Common Elements assigned to each Unit for all purposes voting and the assessment of liability for Common Expenses shall be in accordance with Exhibit 1.

Section 8.2. Formulas for the Allocation of Interests. The Interests allocated to each Unit have been calculated on the following formulas:

(a) Undivided Interest in the Common Elements. Each Unit in the Common Interest Community shall have an equal percentage of the undivided interest in the Common Elements.

(b) Liability for the Common Expenses. Each Unit in the Common Interest Community shall have an equal percentage of liability for Common Expenses. As a result, the percentage of liability for Common Expenses for each unit is determined by dividing the total number of Units into 100. Nothing contained in this Subsection shall prohibit certain Common Expenses from being apportioned to particular Units under Article XVII of this Declaration.

(c) Votes. Each Unit in the Common Interest Community shall have one equal Vote. Any specified percentage, portion, or fraction of Unit Owners, unless otherwise stated in the Documents, means the specified percentage, portion, or fraction of all of the votes as allocated in Exhibit 1.

Section 8.3. Assignment of Allocated Interests Upon Creation of Units Pursuant to Exercise of Development Rights. The effective date for assigning Allocated Interests to

Units created pursuant to Section 8.1 of this Declaration shall be the date on which the amendment creating the Units is recorded in the records of the Juneau Recording District.

ARTICLE IX

Restrictions on Use, Alienation, and Occupancy

Section 9.1. Use and Occupancy Restrictions. Subject to the Special Declarant Rights reserved under Article VII, the following use restrictions apply to all Units and to the Common Elements:

(a) Each Unit is restricted to residential use as a single-family residential structure, including home professional pursuits not requiring regular visits from the public or unreasonable levels of mail, shipping, trash, or storage. No sign indicating commercial or professional uses may be displayed outside a Unit. A single-family residence is defined as a single housekeeping unit, operating on a non-profit, non-commercial basis between its occupants, cooking and eating with a common kitchen and dining area. Units must be used and occupied at all times in accordance with all applicable local, state, and federal laws and with the Plat and Plans for Ridgeview Condominiums.

(b) Unit garages are to be used primarily for the storage of vehicles and may not be used as living space. The intent of this paragraph is that Unit Owners use their garages to store their vehicles, and that any vehicles not fully stored in garages or driveways (including boats, campers, ATVs, snowmachines, RVs, boat and other trailers, etc.) be regularly stored by Unit Owners somewhere other than their Unit or the Common Elements. Commercial vehicles exceeding 10,000 Gross Vehicle Weight ("GVW"), RVs, and campers which do not fit inside a Unit garage may not be parked anywhere on the Property for more than six (6) hours in any twenty-four (24) hour period. Commercial vehicles may be parked on the Property for more than six (6) hours in any twenty-four (24) hour period if necessary to make a delivery or complete construction. There is no parking permitted on the common access drives within Ridgeview.

(c) All Unit Owners will maintain their Units in a clean and well-maintained condition. Trash may not be stored outdoors. Nothing shall be stored on balconies or patios other than tables and chairs typically used for outdoor dining. No grills or fire pits powered by wood or gas may be used on balconies. The Executive Board has the power to regulate the exterior storage of any type of material in order to preserve the appearance of the Property.

(d) No automotive or boat repairs or maintenance other than casual automotive maintenance (e.g., changing the windshield wipers on a vehicle), may be conducted outdoors anywhere on the Property.

(e) No animals, livestock, or poultry can be kept in any Unit, except that domestic dogs, cats, fish, and birds may be kept as household pets within the Unit, provided they are not kept, bred, or raised for commercial purposes or in unreasonable quantities. As used in this Declaration, "unreasonable quantities" shall limit the total number of pets to four (4), no more than two (2) of which shall be dogs or cats. The

Executive Board may, after Notice and Hearing, limit the sizes and types of dogs, if sizes and types of dogs become a problem for the Association, and may make exceptions as to the types of pets permitted on a case-by-case basis. Further, the Executive Board may prohibit the ownership of any animal that constitutes a nuisance to any other Unit Owner. Dogs and cats belonging to Unit Owners, occupants of Units, or their licensees or invitees, must be kept within the Unit except that they may be taken out of the Unit on a leash held by a person capable of controlling the animal. Should any dog or cat be found outside of the Unit, other than on a leash being held by a person capable of controlling the animal, the animal may be removed by Declarant or any person authorized by the Executive Board to remove the dog or cat from the Property. The dog or cat removed shall be taken to the municipal animal shelter and, if its owner is known, the Association shall notify the owner of the animal's location. The owner of any pet visiting or residing on the Property shall be absolutely liable to all other Unit Owners, their families, guests, and invitees for any damage to persons or property caused by the pet. Owners of pets are responsible for removing their pets' waste from the Units and the Common Elements of the Project.

(f) No nuisances shall be allowed on the Property, nor shall any use be made or practice be maintained by any Unit Owner or tenant of a Unit Owner that shall interfere with the quiet enjoyment of the Property by other Unit Owners and residents. The Executive Board may further define what constitutes a nuisance in the rules of the Association.

(g) The use of Units and Common Elements is further subject to the Bylaws and the Rules of the Association.

Section 9.2. Restrictions on Alienation. A Unit may not be conveyed pursuant to a time-sharing plan. A Unit may not be leased or rented for a term of less than thirty (30) days. All leases and rental agreements shall be in writing and subject to the requirements of the Documents. A copy of all leases or rental agreements must be given to the Association by the Unit Owner. All leases and rental agreements must contain a provision that gives the Association the power to enforce a violation of the Documents against tenant so long as the Association first gives notice to the Unit Owner of its intent to do so and gives Unit Owner a reasonable opportunity to remedy the violation. The Association's right to enforce violations of the Documents against a tenant does not limit the Association's right to take action against the Unit Owner for the tenant's violations of provisions of the Documents. This Declaration does not impose any right of first refusal or similar restriction on a Unit Owner's right to sell or convey a Unit.

Section 9.3. Structure Setbacks from Unit Perimeter Boundaries. Houses constructed within the Units may be attached to each other along one Unit boundary. No structure, except a fence, may be constructed within a setback area defined on the Plat. With the exception of the provision contained in the second sentence of this section, the structure setbacks along the side and rear Unit boundaries shall be as shown on the Plan. Ground level decks may be located in the rear setback area as long as they do not encroach into utility easements in the rear yards. If a conflict arises in determining the setback area, the provisions of Title 21 of the Municipal Land Use Code pertaining to "yards" shall be used as a guide.

Section 9.4. Fences. Unit Owners may not construct fences until after the final certificate of occupancy has been issued by the Municipality for the Unit. Any fences built by Unit Owners must comply with applicable local, state, and federal laws. Unit Owners must obtain the permission of the Executive Board to construct a fence. If built, fences must be maintained as an attractive addition to the Unit. No fence is permitted in the front yard unless the Executive Board finds it will become an attractive addition to the neighborhood. Metal or chain-link fences are not permitted. Declarant makes no guarantees that the Municipality will allow Unit Owners to construct fences. At a minimum, the Executive Board must require Unit Owners prior to constructing fences to:

- (a) prove to the satisfaction of the Executive Board that the fence will not encroach on neighboring units or Common Elements;
- (b) obtain utility locations to avoid damaging utilities during construction;
- (c) obtain any permission necessary from utilities; and
- (d) submit drawings, photographs, plans, or other descriptions that will allow the Executive Board to determine that the fence will be an attractive addition to the Unit.

Section 9.5. House Colors. Houses built within the Units may be painted or stained but the colors are limited to earth tones and pastels. Trim colors may be of a slightly darker contrasting color. All colors must be approved by the Executive Board as provided in Article XI. Both sides of a structure must be painted the same color.

ARTICLE X

Easements and Licenses

Section 10.1. Easement for Ingress and Egress Through Common Elements. Each Unit Owner has an easement in common with each other Unit Owner for ingress and egress through all Common Elements, subject to such reasonable rules and regulations as may be imposed by the Association. Each Unit is hereby burdened with an easement for ingress and egress through all Common Elements by persons lawfully using or entitled to the same.

Section 10.2. Easements for Support. Each Unit and Common Element has an easement for lateral and subjacent support from every other Unit and Common Element.

Section 10.3. Easements for Encroachments. In the event any portion of the Common Elements encroaches on any Unit or any Unit encroaches on the Common Elements or another Unit as a result of the construction, reconstruction, repair, shifting, settlement, or movement of any portion of the Improvements, a valid easement for the encroachment and for the maintenance of the same shall exist so long as the encroachment exists.

Section 10.4. Temporary Blanket Utility Easements. Each Unit and the Common Elements will be subject to a blanket easement for the installation and maintenance of utilities. The location of utilities installed under this blanket easement will be shown in the final as-built as Units are completed.

Section 10.5. Recorded Easements and Licenses. All recorded easements or licenses to which the Common Interest Community is presently subject are recited in Exhibit 3 to this Declaration or are shown on the Plats and Plans. In addition, the Common Interest Community may be subject to other easements or licenses granted by the Declarant pursuant to its powers under Article VII of this Declaration.

ARTICLE XI

Additions, Alterations, and Improvements

Section 11.1. Additions, Alterations, and Improvements by Unit Owners.

(a) No Unit Owner will make any structural addition, structural alteration, or structural improvement in or to the Common Interest Community without the prior written consent thereto of the Executive Board in accordance with Subsection 11.1(c).

(b) Subject to Subsection 11.1(a), a Unit Owner:

(i) May make any other improvements or alterations to the interior of his Unit not requiring approval so long as the alterations or Improvements do not impair the support of any portion of the Common Interest Community, another Unit, or structures thereon; and

(ii) May not change the appearance of the Common Elements without permission of the Association;

(c) A Unit Owner may submit a written request to the Executive Board for approval to do anything that he or she is forbidden to do under Subsection 11.1(a) or 11.1(b)(ii). The Executive Board shall answer any written request for such approval, after Notice and Hearing, within thirty (30) days after the request thereof. Failure to do so within such time shall not constitute a consent by the Executive Board to the proposed action. The Executive Board shall review requests in accordance with the provisions of its Rules. The approval of a written request may be withheld not only because of noncompliance with any of the specific conditions, covenants and restrictions contained in this Declaration, but also by reason of reasonable dissatisfaction of the Board with the location of the proposed structure, the elevation, color scheme, finish, design, proportions, architecture, shape, height, style and appropriateness of the proposed structure or alteration, the material used therein, or because of its reasonable dissatisfaction with any or all other matters or things which in the reasonable judgment of the Board will render the proposed alteration or improvement inharmonious or out of keeping with the general plan of improvement of the Common Interest Community. Improvements erected or maintained, otherwise than as approved by the Board, shall be deemed to have been undertaken without the approval of the Board as required by the Declaration. The approval of the Board of any plans or specifications submitted for approval as herein specified shall not be deemed to be a waiver by the Board of its right to object to any of the features or elements embodied in such plans and specifications, if or when the same features or elements are embodied in any subsequent plans and

specifications. No member of the Board shall be liable to any person for his or her decisions or failure to act in making decisions as a member of said Board. Upon approval of the Board, it shall be conclusively presumed that the location and height of any improvement does not violate the provisions of this Declaration.

(d) Any applications to any department or to any governmental authority for a permit to make any addition, alteration, or Improvement in or to any Unit must be approved in writing by the Association. Such execution will not, however, create any liability on the part of the Association or any of its members to any contractor, subcontractor, or materialman on account of such addition, alteration, or Improvement or to any person having any claim for injury to person or damage to property arising therefrom.

(e) The provisions of this Article shall not apply to the Declarant in the exercise of any Special Declarant Right.

Section 11.2. Additions, Alterations and Improvements by Executive Board. Subject to the limitations of Sections 17.5 and 17.6 of this Declaration, the Executive Board may make any additions, alterations, or Improvements to the Common Elements which in its judgment it deems necessary.

ARTICLE XII

Relocation of Boundaries Between Adjoining Units

Section 12.1. Application and Amendment. Subject to approval of any structural changes and required permits pursuant to Article XI, the boundaries between adjoining Units may be relocated by an amendment to the Declaration upon application to the Association by the owners of the Units affected by the relocation. If the owners of the adjoining Units have specified a reallocation between their Units of their Allocated Interests, the application shall state the proposed reallocation. Unless the Executive Board determines, within thirty (30) days after receipt of the application, that the reallocation is unreasonable, the Association shall consent to the reallocation and prepare an amendment that identifies the Units involved, states the amendment must be executed by those Unit Owners, and contain words of conveyance between them, and the approval of all holders of Security Interests in the affected Units shall be endorsed thereon. On recordation, the amendment shall be indexed in the name of the grantor and the grantee, and in the grantee's index in the name of the Association.

Section 12.2. Recording Amendments. The Association shall prepare and record Plats or Plans necessary to show the altered boundaries between adjoining Units, and their dimensions and identifying numbers. The applicants will pay for the cost of preparation, recording, and filing of the amendment, Plat and Plans, and the reasonable consultant fees of the Association if it is deemed necessary to employ a consultant by the Executive Board.

ARTICLE XIII

Amendments to Declaration

Section 13.1. General. Except in cases of amendments that may be executed by the Declarant in the exercise of its Development Rights or by Section 34.08.740 of the Act, or by and

Section 12.1 of this Declaration and 34.08.260 of the Act, and except as limited by Section 13.4 and Article XVI of this Declaration, this Declaration, including the Plat and Plans, may be amended only by vote or agreement of Unit Owners of Units to which at least sixty-seven percent (67%) of the votes in the Association are allocated.

Section 13.2. Limitation of Challenges. An action to challenge the validity of an amendment adopted by the Association pursuant to this Article may not be brought more than one year after the amendment is recorded.

Section 13.3. Recordation of Amendments. Each amendment to the Declaration must be recorded in each district in which a portion of the Common Interest Community is located and the amendment is effective only upon recording. An amendment, except an amendment pursuant to Article XI of this Declaration, must be indexed in the grantee's index in the name of the Common Interest Community and the Association and in the name of the parties executing the amendment.

Section 13.4. When Unanimous Consent Required. Except to the extent expressly permitted or required by other provisions of the Act and this Declaration, an amendment may not create or increase Special Declarant Rights, create or change the number of Units, change the boundaries of a Unit, change the Allocated Interests of a Unit, or change the uses to which a Unit is restricted, in the absence of unanimous consent of the Unit Owners.

Section 13.5. Execution of Amendments. An amendment to the Declaration required by the Act to be recorded by the Association, which has been adopted in accordance with this Declaration and the Act, must be prepared, executed, recorded, and certified on behalf of the Association by an officer of the Association designated for that purpose or, in the absence of designation, by the President of the Association.

Section 13.6. Special Declarant Rights. Provisions in this Declaration creating Special Declarant Rights may not be amended without the consent of the Declarant.

Section 13.7. Consent of Holders of Security Interests. Amendments are subject to the consent requirements of Article XVI.

Section 13.8. Amendments to Create Units. To exercise any Development Right reserved under Section 7.1 of this Declaration, the Declarant shall prepare, execute, and record an amendment to the Declaration. The Declarant shall also record either new Plats and Plans necessary to conform to the requirements of Subsections (a), (b), and (d) of Section 170 of the Act or new certifications of Exhibit 2 previously recorded if the Exhibits otherwise conform to the requirements of those Subsections. The amendment to the Declaration shall assign an identifying number to each new Unit created and reallocate the Allocated Interests among all Units. The amendment shall describe any Common Elements and any Limited Common Elements created thereby and designate the Unit to which each Limited Common Element is allocated to the extent required by Subsection 160(a) of the Act.

ARTICLE XIV Amendments to Bylaws

The Bylaws may be amended only by vote of two-thirds (2/3) of the members of the Executive Board, following Notice and Comment to all Unit Owners, at any meeting duly called for such purpose.

ARTICLE XV Termination

Termination of the Common Interest Community may be accomplished only in accordance with Section 34.08.260 of the Act.

ARTICLE XVI Mortgagee Protection

Section 16.1. Introduction. This Article establishes certain standards and covenants which are for the benefit of the holders, insurers, and guarantors of certain Security Interests. This Article is supplemental to, and not in substitution for, any other provisions of the Documents, but in the case of conflict, this Article shall control.

Section 16.2. Percentage of Eligible Mortgagees. Wherever in this Declaration the approval or consent of a specified percentage of Eligible Mortgagees is required, it shall mean the approval or consent of Eligible Mortgagees holding Security Interests in Units which in the aggregate have allocated to them such specified percentage of votes in the Association when compared to the total allocated to all Units then subject to Security Interests held by Eligible Mortgagees.

Section 16.3. Notice of Action. The Association shall give prompt written notice to each Eligible Mortgagee and Eligible Insurer of:

(a) Any condemnation loss or casualty loss exceeding \$10,000 which affects a portion of the Common Interest Community or any Unit in which there is a first Security Interest held, insured, or guaranteed by such Eligible Mortgagee or Eligible Insurer, as applicable;

(b) Any delinquency in the payment of Common Expense assessments owed by an Owner whose Unit is subject to a first Security Interest held, insured, or guaranteed by such Eligible Mortgagee or Eligible Insurer, which remains uncured for a period of sixty (60) days;

(c) Any lapse, cancellation, or material modification of any insurance policy or fidelity bond maintained by the Association;

(d) Any proposed action which would require a consent of a specified percentage of Eligible Mortgagees as specified in Section 16.4;

(e) Any judgment rendered against the Association; and

(f) Any default in performance by the individual Unit borrower of any obligation under the Documents which is not cured within sixty (60) days.
Section 16.4. Consent Required.

(a) Document Changes. Notwithstanding any lower requirement permitted by this Declaration or the Act, no amendment of any material provision of the Documents by the Association or Unit Owners described in this Subsection 16.4(a) may be effective until approved in writing by at least fifty-one percent (51%) of the Eligible Mortgagees (or any greater Eligible Mortgagee approval required by this Declaration), except as provided in Section 16.12. The foregoing approval requirements do not apply to amendments effected by the exercise of any Special Declarant Right. Material includes, but is not limited to, any provision affecting:

(i) Assessments, assessment liens, or subordination of assessment liens;

(ii) Voting rights;

(iii) Reserves for maintenance, repair, and replacement of Common Elements;

(iv) Responsibility for maintenance and repairs;

(v) Reallocation of interests in the Common Elements, including any change in the pro rata interest or obligations of any Unit Owner for the purpose of levying assessments or charges or allocating distributions of hazard insurance proceeds or condemnation awards;

(vi) Rights to use Common Elements and Limited Common Elements;

(vii) Boundaries of Units after conveyance of those Units by Declarant or a dealer to a purchaser;

(viii) Convertibility of Units into Common Elements or Common Elements into Units;

(ix) Abandonment, partition, subdivision, expansion, or contraction of the Common Interest Community, or the addition, annexation, partition, subdivision, or withdrawal of property to or from the Common Interest Community;

(x) Insurance or fidelity bonds;

(xi) Leasing of Units;

(xii) Imposition of restrictions on a Unit Owner's right to sell or transfer his or her Unit;

(xiii) Establishment of self-management when professional management had been required previously by any Eligible Mortgagee;

(xiv) Restoration or repair of the project after a hazard damage or partial condemnation in a manner other than that specified in the Documents;

(xv) Termination of the Common Interest Community for reasons other than the substantial destruction or condemnation, as to which a sixty-seven percent (67'1o) Eligible Mortgagee approval is required;

(xvi) The benefits of mortgage holders, insurers, or guarantors; and

(xvii) The purposes to which any Unit or the Common Elements are restricted.

(b) Actions. Notwithstanding any lower requirement permitted by the Declaration or the Act, the Association may not take any of the following actions other than rights reserved to the Declarant as Special Declarant Rights without the approval of at least fifty- one percent (51%) of the Eligible Mortgagees:

(i) Convey or encumber the Common Elements or any portion thereof (as to which an eighty percent (80%) Eligible Mortgagee approval is required). (The granting of easements for public utilities or for other public purposes consistent with the intended use of the Common Elements by the Common Interest Community will not be deemed a transfer within the meaning of this clause);

(ii) The establishment of self-management when professional management had been required previously by any Eligible Mortgagee;

(iii) The restoration or repair of the Property (after a hazard damage or partial condemnation) in a manner other than that specified in the Documents;

(iv) The termination of the Common Interest Community for reasons other than substantial destruction or condemnation, as to which a sixty-seven percent (67%) Eligible Mortgagee approval is required;

(v) The alteration of any partition or creation of any aperture between adjoining Units (when Unit boundaries are not otherwise being affected), in which case only the owners of Units affected and Eligible Mortgagees of those Units need approve the action;

(vi) The merger of this Common Interest Community with any other common interest community;

(vii) The granting of any easements, leases, licenses and concessions through or over the Common Elements (excluding, however, any utility easements

serving or to serve the Common Interest Community and excluding any leases, licenses, or concessions for no more than one (1) year);

(viii) The assignment of the future income of the Association, including its right to receive Common Expense assessments; and

(ix) Any action taken not to repair or replace the Property.

(c) The Association may not change the period for collection of regularly budgeted Common Expense assessments to other than monthly without the consent of all Eligible Mortgagees.

(d) The failure of an Eligible Mortgagee to respond within thirty (30) days to any written request of the Association for approval of an addition or amendment to the Declaration shall constitute an implied approval provided that notice was delivered by certified or registered mail with return receipt requested.

Section 16.5. Development Rights. No Development Rights may be exercised or voluntarily abandoned or terminated by the Declarant unless all persons holding Security Interests in the Development Rights consent to the exercise, abandonment, or termination. No Development Rights may be exercised later than five (5) years after the date of recording of this Declaration unless fifty-one percent (51%) of the Eligible Mortgagees consent to the exercise of the Development Right.

Section 16.6. Inspection of Books. The Association shall maintain current copies of the Declaration, Bylaws, Rules, bookkeeping records, and financial statements. The Association shall permit any Eligible Mortgagee or Eligible Insurer to inspect the documents of the Association during normal business hours.

Section 16.7. Financial Statements. The Association shall provide any Eligible Mortgagee or Eligible Insurer which submits a written request, with a copy of an annual financial statement within ninety (90) days following the end of each fiscal year of the Association. Such financial statement shall be audited by an independent certified public accountant if any Eligible Mortgagee or Eligible Insurer requests it, in which case the Eligible Mortgagee or Eligible Insurer shall bear the cost of the audit.

Section 16.8. Enforcement. The provisions of this Article are for the benefit of Eligible Mortgagees and Eligible Insurers and their successors, and may be enforced by any of them by any available means, at law or in equity.

Section 16.9. Attendance at Meetings. Any representative of an Eligible Mortgagee or Eligible Insurer may attend any meeting which a Unit Owner may attend.

Section 16.10. Appointment of Trustee. In the event of damage or destruction under Article XX or XXI or condemnation of all or a portion of the community, any Eligible Mortgagee may require that such proceeds be payable to a Trustee established pursuant to Section 1.32. Such Trustee may be required to be a corporate trustee licensed by the State of Alaska.

Proceeds will thereafter be distributed pursuant to Article XX or pursuant to a condemnation award. Unless otherwise required, the members of the Executive Board acting by majority vote through the president may act as Trustee.

Section 16.11. Priority on Insurance and Condemnation Proceeds. No provision of the Documents of the Association shall be deemed to give priority to an Owner or any other party over any rights of an Eligible Mortgagee pursuant to the terms of its Security Interest in the case of distribution of insurance proceeds or condemnation proceeds, whether such proceeds pertain to a Unit or Common Elements.

Section 16.12. Exception to Consent Requirements for Pre-Sale Boundary Relocations. In the event that Declarant or a Dealer changes the boundaries between two or more Units pursuant to Article XII, no consent is required from any Eligible Mortgagee so long as none of the Units having their boundaries changed have been conveyed to a purchaser. If a Unit having its boundaries changed has been conveyed to a purchaser, then the Eligible Mortgagee consent provisions of Section 16.4 apply.

ARTICLE XVII

Assessment and Collection of Common Expenses

Section 17.1. Apportionment of Common Expenses. Except as provided in Section 17.2, all Common Expenses shall be assessed against all Units in accordance with their percentage interest in the Common Expenses as shown on Exhibit 1 to this Declaration.

Section 17.2. Common Expenses Attributable to Fewer Than All Units.

(a) Any Common Expense for services provided by the Association to an individual Unit at the request of the Unit Owner shall be assessed against the Unit that benefits from such service.

(b) Any insurance premium increase attributable to a particular Unit by virtue of activities in or construction of the Unit shall be assessed against that Unit.

(c) An assessment to pay a judgment against the Association may be made only against the Units in the Common Interest Community at the time the judgment was entered, in proportion to their Common Expense liabilities.

(d) If Common Expense is caused by the misconduct of a Unit Owner, the Association may assess that expense exclusively against the Unit.

(e) Fees, charges, late charges, fines, collection costs, and interest charged against a Unit Owner pursuant to the Documents and the Act are enforceable as Common Expense assessments.

Section 17.3. Lien.

(a) The Association has a lien on a Unit for an assessment levied against the Unit or fines imposed against its Unit Owner from the time the assessment or

fine becomes due. Fees, charges, late charges, fines, and interest charged pursuant to the Act and the Documents are enforceable as assessments under this Section. If an assessment is payable in installments, the full amount of the assessment is a lien from the time the first installment thereof becomes due.

(b) A lien under this Section is prior to all other liens and encumbrances on a Unit except: (i) a lien and encumbrances recorded before the recordation of the Declaration; (ii) a first Security Interest on the Unit recorded before the date on which the assessment sought to be enforced became delinquent; and (iii) liens for real estate taxes and other governmental assessments charged against the Unit. A lien under this Section is also prior to all Security Interests described in Subsection (ii) of this Subsection if the Common Expense assessments based on the periodic budget adopted by the Association pursuant to Section 17.4 of this Article which would have become due in the absence of acceleration during the six (6) months immediately preceding institution of an action to enforce either the Association's lien or a Security Interest described in Subsection (ii) of this Subsection. This Subsection does not affect the priority of mechanics' or materialmen's liens, or the priority of a lien for other assessments made by the Association. A lien under this Section is not subject to the provisions of AS 09.38.10.

(c) Recording of the Declaration constitutes record notice and perfection of the lien. No further recordation of any claim of lien for assessment under this Section is required.

(d) A lien for an unpaid assessment is extinguished unless proceedings to enforce the lien are instituted within three (3) years after the full amount of the assessment becomes due; provided, that if an Owner of a Unit subject to a lien under this Section files a petition for relief under the United States Bankruptcy Code, the period of time for instituting proceedings to enforce the Association's liens shall be tolled until thirty (30) days after the automatic stay of proceedings under Section 362 of the Bankruptcy Code is lifted.

(e) This Section does not prohibit an action to recover sums for which Subsection 17.3(a) creates a lien or prohibit an Association from taking a deed in lieu of foreclosure.

(f) A judgment or decree in any action brought under this Section shall include costs and reasonable attorneys' fees for the prevailing party.

(g) A judgment or decree in an action brought under this Section is enforceable by execution under AS 09.35.010.

(h) The Association's lien must be foreclosed as a mortgage or deed of trust on real estate is foreclosed, or as a lien is foreclosed under AS 34.35.005. In any action by the Association to collect assessments or to foreclose a lien for unpaid assessments, the court may appoint a receiver of the Unit Owner to collect all sums alleged to be due from that Unit Owner prior to or during the pendency of the action. The

court may order the receiver to pay any sums held by the receiver to the Association during the pendency of the action to the extent of the Association's Common Expense assessments based on a periodic budget adopted by the Association pursuant to Section 17.5 of this Declaration.

(i) If a holder of a first or second Security Interest in a Unit forecloses that Security Interest, the purchaser at the foreclosure sale is not liable for any unpaid assessments against that Unit which became due before the sale, other than the assessments which are prior to that Security Interest under Subsection 17.3(b). Any unpaid assessments not satisfied from the proceeds of sale become Common Expenses collectible from all the Unit Owners, including the purchaser.

(k) In the case of foreclosure, the Association shall give reasonable notice of its action to each lienholder of a Unit whose interest would be affected.

(l) Any payments received by the Association in the discharge of a Unit Owner's obligation may be applied to the oldest balance due.

(m) The Association may acquire, hold, lease, mortgage, and convey a Unit foreclosed on under this Section.

(n) Except as provided in (j) above, a lien under this Section is not affected by the sale or transfer of a Unit.

Section 17.4. Budget Adoption and Ratification. Within thirty (30) days after adoption of a proposed budget for the Common Interest Community, the Executive Board shall provide a summary of the budget to each Unit Owner, and shall set a date for a meeting of the Unit Owners to consider ratification of the budget not less than fourteen (14) nor more than thirty (30) days after mailing of the summary. Unless at that meeting a majority of all Unit Owners reject the budget, the budget is ratified, whether or not a quorum is present. If the proposed budget is rejected, the periodic budget last ratified by the Unit Owners continues until the Unit Owners ratify a budget proposed by the Executive Board.

Section 17.5. Ratification of Non-budgeted Common Expense Assessments. If the Executive Board votes to levy a Common Expense assessment not included in the current budget, other than one enumerated in Section 17.2 of this Declaration, in an amount greater than fifteen percent (15%) of the current annual operating budget, the Executive Board shall submit such Common Expense to the Unit Owners for ratification in the same manner as a budget under Section 17.4, except that such assessment can be considered at a special meeting as long as the notice required for annual meetings is provided to the Unit Owners.

Section 17.6. Certification of Payment of Common Expense Assessments. The Association upon written request shall furnish to a Unit Owner a statement in recordable form setting out the amount of unpaid assessments against the Unit. The statement must be furnished within ten (10) business days after receipt of the request and is binding on the Association, the Executive Board, and each Unit Owner.

Section 17.7. Monthly Payment of Common Expenses. All Common Expenses assessed under this Article shall be due and payable monthly.

Section 17.8. Acceleration of Common Expense Assessments. In the event of default for a period of ten (10) days by any Unit Owner in the payment of any Common Expense assessment levied against his or her Unit, the Executive Board shall have the right, after Notice and Hearing, to declare all unpaid assessments for the pertinent fiscal year to be immediately due and payable. The holder of a first Security Interest in a Unit which has acquired title to any Unit as a result of a foreclosure of its Security Interest shall be exempt from the application of this Subsection.

Section 17.9. Commencement of Common Expense Assessments. Common Expense assessments shall begin on the first day of the month in which conveyance of the first Unit to a Unit Owner other than the Declarant occurs.

Section 17.10. No Waiver of Liability for Common Expenses. No Unit Owner may exempt himself or herself from liability for payment of the Common Expenses by waiver of the use or enjoyment of the Common Elements or by abandonment of the Unit against which the assessments are made.

Section 17.11. Personal Liability of Unit Owners. The Owner of a Unit at the time a Common Expense assessment or portion thereof is due and payable is personally liable for the assessment. Personal liability for the assessment shall not pass to a successor in title to the Unit unless he or she agrees to assume the obligation.

Section 17.12. Reserves. As part of the adoption of the regular budget pursuant to Sections 17.4 and 17.5, the Executive Board shall include an amount which, in its reasonable business judgment, will establish and maintain an adequate reserve fund for the replacement of improvements to the Common Elements based upon the project's age, remaining life, and the quantity and replacement cost.

Section 17.13. Working Capital. Unit Owners will be required to make a payment equal to two (2) months' assessments at closing. This payment will be used for working capital for the Association. In addition, a prepayment of the first month's assessment will also be due at closing.

ARTICLE XVIII

Right to Assign Future Income

The Association may assign its future income, including its right to receive Common Expense assessments, only by the affirmative vote of Unit Owners of Units to which at least fifty-one percent (51%) of the votes in the Association are allocated, at a meeting called for that purpose.

ARTICLE XIX

Persons and Units Subject to Documents

Section 19.1. Compliance with Documents. All Unit Owners, tenants, mortgagees, and occupants of Units shall comply with the Documents. The acceptance of a deed or the exercise of any incident of ownership or the entering into of a lease or the entering into occupancy of a Unit constitutes agreement that the provisions of the Documents are accepted and ratified by such Unit Owner, tenant, mortgagee, or occupant, and all such provisions recorded in the records of the Juneau Recording District of the First Judicial District are covenants running with the land and shall bind any persons having at any time any interest or estate in such Unit.

Section 19.2. Adoption of Rules. The Executive Board may adopt Rules regarding the use and occupancy of Units, Common Elements, and Limited Common Elements and the activities of occupants, subject to Notice and Comment.

ARTICLE XX

Insurance

Section 20.1. Coverage. To the extent reasonably available, the Executive Board shall obtain and maintain insurance coverage as set forth in this Article. If such insurance is not reasonably available, and the Executive Board determines that any insurance described herein will not be maintained, the Executive Board shall cause notice of that fact to be hand-delivered or sent prepaid by the United States mail to all Unit Owners and Eligible Mortgagees at their respective last known addresses.

Section 20.2. Property Insurance.

(a) Property insurance shall be maintained for all common property of the Association. **The Units, and internal structures within the Units, and any personal property stored in the Units ARE NOT common property of the Association and must be insured by the individual Unit Owners.**

(b) Amounts. The common property shall be insured for an amount (after application of any deductions) equal to one hundred percent (100%) of its replacement cost at the time the insurance is purchased and at each renewal date and the personal property owned by the Association for an amount equal to its actual cash value. The Executive Board is authorized to obtain appraisals periodically for the purpose of establishing said replacement cost of the project facilities and the actual cash value of the personal property, and the cost of such appraisal shall be a Common Expense. The maximum deductible for insurance policies shall be the lesser of \$10,000 or one percent (1%) of the policy face amount.

(c) Risks Insured Against. The insurance shall afford protection against "all risks" of direct physical loss commonly insured against.

(d) Other Provisions. Insurance policies required by this Section shall provide that:

(i) The insurer waives the right to subrogation under the policy against a Unit Owner or member of the household of a Unit Owner;

(ii) An act or omission by a Unit Owner, unless acting within the scope of the Unit Owner's authority on behalf of the Association, will not void the policy or be a condition of recovery under the policy.

(iii) If, at the time of a loss under the policy, there is other insurance in the name of a Unit Owner covering the same risk covered by the policy, the policy of the Association provides primary insurance.

(iv) Loss must be adjusted with the Association.

(v) Insurance proceeds shall be paid to any insurance trustee designated in the policy for that purpose, and, in the absence of such designation, to the Association, in either case to be held in trust for each Unit Owner and such Unit Owner's mortgagee.

(vi) The insurer may not cancel or refuse to renew the policy until thirty (30) days after notice of the proposed cancellation or non-renewal has been mailed to the Association, each Unit Owner, and each holder of a Security Interest to whom a certificate or memorandum of insurance has been issued, at their respective last known addresses.

(vii) The name of the insured shall be substantially as follows: "Ridgeview Condominium Association for the use and benefit of the individual Owners."

Section 20.3. Liability Insurance. Liability insurance, including medical payments insurance, in an amount determined by the Executive Board but in no event less than \$1,000,000, covering all occurrences commonly insured against for death, bodily injury, and property damage arising out of or in connection with the use, ownership, or maintenance of the Common Elements and the activities of the Association.

(a) Other Provisions. Insurance policies carried pursuant to this Section shall provide that:

(i) Each Unit Owner is an insured person under the policy with respect to liability arising out of interest of the Unit Owner in the Common Elements or membership in the Association.

(ii) The insurer waives the right to subrogation under the policy against a Unit Owner or member of the household of a Unit Owner.

(iii) An act or omission by a Unit Owner, unless acting within the scope of the Unit Owner's authority on behalf of the Association, will not void

the policy or be a condition to recovery under the policy.

(iv) If, at the time of a loss under the policy, there is other insurance in the name of a Unit Owner covering the same risk covered by the policy, the policy of the Association provides primary insurance.

(v) The insurer issuing the policy may not cancel or refuse to renew it until thirty (30) days after notice of the proposed cancellation or non-renewal has been mailed to the Association, each Unit Owner, and each holder of a Security Interest to whom a certificate-or memorandum of insurance has been issued at their last known addresses.

Section 20.4. Fidelity Bonds. A blanket fidelity bond shall be provided for anyone who either handles or is responsible for funds held or administered by the Association, whether or not they receive compensation for their services. The bond shall name the Association as obligee and shall cover the maximum funds that will be in the custody of the Association or the manager at any time while the bond is in force, and in no event less than the sum of three months' assessments plus reserve funds. The bond shall include a provision that calls for ten (10) days' written notice to the Association, to each holder of a Security Interest in a Unit, to each Eligible Mortgagee, and Eligible Insurer that serves an AHFC-owned, FNMA-owned, or FHLMC-owned mortgage on a Unit, and to the insurance trustee, if any, before the bond can be cancelled or substantially modified for any reason.

Section 20.5. Unit Owner Policies. An insurance policy issued to the Association does not prevent a Unit Owner from obtaining insurance for his or her own benefit. **Units, structures within the Units, and personal property of Unit Owners ARE NOT common property of the Association and must be insured, if at all, by the Unit Owner.**

Section 20.6. Workers' Compensation Insurance. The Executive Board shall obtain and maintain Workers' Compensation Insurance to meet the requirements of the laws of the State of Alaska.

Section 20.7. Directors' and Officers' Liability Insurance. The Executive Board shall obtain and maintain Directors' and officers' liability insurance, if available, covering all of the Directors and officers of the Association in such limits as the Executive Board may, from time to time, determine.

Section 20.8. Other Insurance. The Association may carry other insurance which the Executive Board considers appropriate to protect the Association or the Unit Owners.

Section 20.9. Premiums. Insurance premiums shall be a Common Expense.

ARTICLE XXI

Damage to or Destruction of Property

Section 21.1. Duty to Restore. A portion of the Common Interest Community for

which insurance is required under Section 34.08.440 of the Act or for which insurance carried by the Association is in effect, whichever is more extensive, that is damaged or destroyed must be repaired or replaced promptly by the Association unless:

- (a) The Common Interest Community is terminated;
- (b) Repair or replacement would be illegal under a state statute or municipal ordinance governing health or safety; or
- (c) Eighty percent (80%) of the Unit Owners, including each owner of a Unit or assigned Limited Common Element that will not be rebuilt, vote not to rebuild.

Section 21.2. Cost. The cost of repair or replacement in excess of insurance proceeds and reserves is a Common Expense.

Section 21.3. Plans. The Property must be repaired and restored in accordance with either the original plans and specifications or other plans and specifications which have been approved by the Executive Board, a majority of Unit Owners, and fifty-one percent (51%) of Eligible Mortgagees. Any repair or restoration must meet existing local, state, and federal laws.

Section 21.4. Replacement of Less Than Entire Property.

(a) The insurance proceeds attributable to the damaged Common Elements shall be used to restore the damaged area to a condition compatible with the remainder of the Common Interest Community;

(b) Except to the extent that other persons will be distributees:

(i) The insurance proceeds attributable to a Unit and Limited Common Elements that are not rebuilt must be distributed to the owner of the Unit to which the Limited Common Elements were allocated, or to lien holders, as their interests may appear; and

(ii) The remainder of the proceeds must be distributed to each Unit Owner or lien holder, as their interests may appear, in proportion to the Common Element interests of all the Units.

(c) If the Unit Owners vote not to rebuild a Unit, the Allocated Interests of the Unit are reallocated upon the vote as if the Unit had been condemned under Subsection 34.08.860(a) of the Act, and the Association promptly shall prepare, execute, and record an amendment to the Declaration reflecting the reallocations.

Section 21.5. Insurance Proceeds. The insurance trustee, or if there is no insurance trustee, then the Executive Board of the Association, acting by the President, shall

hold any insurance proceeds in trust for the Association, Unit Owners, and lien holders as their interests may appear. Subject to the provisions of Subsection 21.1(a) through Subsection 21.1(c), the proceeds shall be disbursed first for the repair or restoration of the damaged Property, and the Association, Unit Owners, and lien holders are not entitled to receive payment of any portion of the proceeds unless there is a surplus of proceeds after the Property has been completely repaired or restored, or the Common Interest Community is terminated.

Section 21.6. Certificates by the Executive Board. The Trustee, if any, may rely on the following certifications in writing made by the Executive Board:

(a) Whether or not damaged or destroyed Property is to be repaired or restored; and

(b) The amount or amounts to be paid for repairs or restoration and the names and addresses of the parties to whom such amounts are to be paid.

Section 21.7. Title Insurance Policies. If payments are to be made to Unit Owners or mortgagees, the Executive Board, and the Trustee, if any, shall obtain and may rely on a title insurance company or attorney's title certificate or a title insurance policy based on a search of the records of the Juneau Recording District of the First Judicial District from the date of the recording of the original Declaration stating the names of the Unit Owners and the mortgagees.

ARTICLE XXII

Rights to Notice and Comment; Notice and Hearing

Section 22.1. Right to Notice and Comment. Before the Executive Board amends the Bylaws or the Rules, whenever the Documents require that an action be taken after "Notice and Comment," and at any other time the Executive Board determines, the Unit Owners have the right to receive notice of the proposed action and the right to comment orally or in writing. Notice of the proposed action shall be given to each Unit Owner in writing and shall be delivered personally or by mail to all Unit Owners at such address as appears in the records of the Association, or published in a newsletter or similar publication which is routinely circulated to all Unit Owners. The notice shall be given not less than ten (10) days before the proposed action is to be taken. It shall invite comment to the Executive Board orally or in writing before the scheduled time of the meeting. The right to Notice and Comment does not entitle a Unit Owner to be heard at a formally constituted meeting.

Section 22.2. Right to Notice and Hearing. Whenever the Documents require that an action be taken after "Notice and Hearing," the following procedure shall be observed: The party proposing to take the action (e.g., the Executive Board, a committee, an officer, the manager, etc.) shall give written notice of the proposed action to all Unit Owners or occupants of Units whose interest would be significantly affected by the proposed action. The notice shall include a general statement of the proposed action and the date, time, and place of the hearing. At the hearing, the

affected person shall have the right, personally or by a representative, to give testimony orally, in writing, or both (as specified in the notice), subject to reasonable rules of procedure established by the party conducting the meeting to assure a prompt and orderly resolution of the issues. Such evidence shall be considered in making the decision but shall not bind the decision makers. The affected person shall be notified of the decision in the same manner in which notice of the meeting was given.

Section 22.3. Appeals. Any person having a right to Notice and Hearing shall have the right to appeal to the Executive Board from a decision of persons other than the Executive Board by filing a written notice of appeal with the Executive Board within ten (10) days after being notified of the decision. The Executive Board shall conduct a hearing within thirty (30) days, giving the same notice and observing the same procedures as were required for the original meeting.

Section 22.4. Association Records. The Association shall maintain current copies of the Declaration, Bylaws, Rules, bookkeeping records, and financial statements. The Association shall permit any Unit Owner to inspect the documents of the Association during normal business hours.

ARTICLE XXIII

Executive Board

Section 23.1. Minutes of Executive Board Meetings. The Executive Board shall permit any Unit Owner to inspect the minutes of Executive Board meetings during normal business hours. The minutes shall be available for inspection within fifteen (15) days after any such meeting.

Section 23.2. Powers and Duties. The Executive Board may act in all instances on behalf of the Association, except as provided in this Declaration, the Bylaws, or the Act. The Executive Board shall have, subject to the limitations contained in this Declaration and the Act, the powers and duties necessary for the administration of the affairs of the Association and of the Common Interest Community, which shall include, but not be limited to, the following:

- (a) Adopt and amend Bylaws, Rules, and regulations;
- (b) Adopt and amend budgets for revenues, expenditures, and reserves;
- (c) Collect assessments for Common Expenses from Unit Owners;
- (d) Hire and discharge managing agents;
- (e) Hire and discharge employees and agents, other than managing agents, and independent contractors;
- (f) Institute, defend, or intervene in litigation or administrative

proceedings or seek injunctive relief for violation of the Association's Declaration, Bylaws, or Rules in the Association's name on behalf of the Association or two (2) or more Unit Owners on matters affecting the Common Interest Community;

(g) Make contracts and incur liabilities;

(h) Regulate the use, maintenance, repair, replacement, and modification of the Common Elements;

(i) Cause additional Improvements to be made as a part of the Common Elements;

(j) Acquire, hold, encumber, and convey in the Association's name any right, title, or interest to real property or personal property, but Common Elements may be conveyed-or subjected to a Security Interest only pursuant to Section 34.08.430 of the Act;

(k) Grant easements for any period of time including permanent easements, and leases, licenses, and concessions for no more than one (1) year, through or over the Common Elements;

(l) Impose and receive a payment, fee, or charge for services provided to Unit Owners;

(m) Impose a reasonable charge for late payment of assessments and, after Notice and Hearing, levy a reasonable fine for violations of this Declaration, Bylaws, Rules, and regulations of the Association; Impose a reasonable charge for the preparation and recordation of amendments to this Declaration, resale certificates required by Section 34.08.590 of the Act, or a statement of unpaid assessments;

(n) Provide for the indemnification of the Association's officers and Executive Board and maintain Directors' and officers' liability insurance;

(o) Assign the Association's right to future income, including the right to receive Common Expense assessments;

(p) Exercise any other powers conferred by this Declaration or the Bylaws;

(q) Exercise any other power that may be exercised in this state by legal entities of the same type as the Association;

(r) Exercise any other power necessary and proper for the governance and operation of the Association, including, but not limited to adopting a policy regulating use of Units rented on a nightly basis, including adoption of a

surcharge to be paid by Unit owners using their Units as VRBO or other forms of short-term rentals, and;

(s) By resolution, establish committees of Directors, permanent and standing, to perform any of the above functions under specifically delegated administrative standards, as designated in the resolution establishing the committee. All committees must maintain and publish notice of their actions to Unit Owners and the Executive Board. However, actions taken by a committee may be appealed to the Executive Board by any Unit Owner within forty-five (45) days of publication of such notice, and such committee action must be ratified, modified, or rejected by the Executive Board at its next regular meeting.

Section 23.3. Executive Board Limitations. The Executive Board may not act on behalf of the Association to amend this Declaration, to terminate the Common Interest Community, or to elect members of the Executive Board or determine the qualifications, powers and duties, or terms of office of Executive Board members, but the Executive Board may fill vacancies in its membership for the unexpired portion of any term.

ARTICLE XXIV

Open Meetings

Section 24.1. Access. All meetings of the Executive Board at which action is to be taken by vote at such meeting will be open to the Unit Owners, except as hereafter provided.

Section 24.2. Notice. Notice of every such meeting will be given not less than twenty-four (24) hours prior to the time set for such meeting, by posting such notice in a conspicuous location in the Common Interest Community, except that such notice will not be required if an emergency situation requires that the meeting be held without delay.

Section 24.3. Executive Sessions. Meetings of the Executive Board may be held in executive session, without giving notice and without the requirement that they be open to Unit Owners, in either of the following situations only:

(a) No action is taken at the executive session requiring the affirmative vote of Directors; or

(b) The action taken at the executive session involves personnel, pending litigation, contract negotiations, or enforcement actions.

ARTICLE XXV

Condemnation

If part or all of the Common Interest Community is taken by any power having the authority of eminent domain, all compensation and damages for and on account of the taking shall be payable in accordance with Section 34.08.740 of the Act.

ARTICLE XXVI

Common Party Walls & Unit Maintenance

Section 26.1. Party Wall. A wall or roof constructed on a Unit boundary between adjoining Units is a “party wall.” The portion of a roof or fence common to adjoining Units shall be treated as analogous to a Party Wall and is governed by these provisions.

Section 26.2. General Rules of Law. General rules of law regarding Party Walls and liability for property damage due to negligence or willful acts or omissions apply to Party Walls in this Common Interest Community.

Section 26.3. Party Wall Ownership. The Unit Owner owns that portion of a Party Wall that is located on the owner's Unit.

Section 26.4. Repair and Maintenance; Rebuilding; Access; Extension.

(a) The lath, furring, wallboard, plasterboard, plaster, paneling, tiles, wallpaper, paint, and other materials constituting a part of the finished surfaces of a Party Wall are part of the Unit and shall be maintained and repaired by the Unit Owner within whose Unit they are located. In addition, chutes, flues, ducts, wires, conduit, bearing walls, bearing columns, or other fixtures lying within a Party Wall and servicing only one Unit, are a part of said Unit. to be maintained and repaired by the Owner of that Unit. Any portion of a Party Wall used by both adjacent Unit Owners shall be repaired and maintained by both Unit Owners, and the cost of repair and maintenance shall be shared equally by the two Unit Owners.

(b) If rebuilding of a Party Wall is necessary, the Party Wall shall be rebuilt on the same location and to the same width as the Party Wall being replaced.

(c) A Unit Owner making repairs to or rebuilding a Party Wall, upon reasonable notice to the other Unit Owner, shall be given access to the other Unit, as reasonably necessary to make the repairs or to conduct the rebuilding of the Party Wall but shall take all due precaution not to damage the property of the other Unit Owner.

(d) As permitted by the Association and local law, a Party Wall may be extended by a Unit Owner, and the other Unit Owner shall have the right to use the extended Party Wall by paying the Unit Owner one-half (1/2) the cost of such part of the Party Wall as the other Unit Owner shall use. The other Unit Owner shall be responsible for one-half (1/2) of the maintenance cost of only that portion of the extended Party Wall that the other Unit Owner uses.

Section 26.5. Destruction by Fire or Other Casualty. A Party Wall that has been damaged or destroyed by fire or other casualty may be restored by either Unit Owner. If the other Unit

Owner thereafter makes use of the Party Wall, the other Unit Owner shall contribute to the cost of restoration thereof in proportion to such use subject, however, to the Unit Owner's right to call for a larger contribution from the other Unit Owner under the applicable rule of law regarding liability for negligent or willful acts or omissions.

Section 26.6. Insurance. Both Unit Owners sharing a Party Wall shall maintain property insurance sufficient to fully fund the repair or replacement of the Party Wall if damaged by fire or other insured casualty.

Section 26.7. Exterior Appearance. The exterior colors and materials, including the roofs, of dwellings on adjacent Units joined by a Party Wall must be identical and may not be changed without the written permission of the Association and the written consent of the other Unit Owner. Each Unit Owner shall be responsible for the cost of paint and/or other materials applied to its dwelling.

Section 26.8. Weather Protection. Notwithstanding any other provision of this Article, a Unit Owner who by its negligent or willful act causes the Party Wall to be exposed to the elements shall bear the whole cost of repair and furnishing the necessary protection against such elements.

Section 26.9. Disputes. Any controversy that may arise between adjacent Unit Owners over the necessity for or cost of repairs and maintenance of the Party Wall shall be submitted to the Association which shall make a final, binding determination.

ARTICLE XXVII

Miscellaneous

Section 27.1. Captions. The captions contained in the Documents are inserted only as a matter of convenience and for reference, and in no way define, limit, or describe the scope of the Documents nor the intent of any provision thereof.

Section 27.2. Gender. The use of the masculine gender refers to the feminine and neuter genders, and the use of the singular includes the plural, and vice versa, whenever the context of the Documents so requires.

Section 27.3. Waiver. No provision contained in the Documents is abrogated or waived by reason of any failure to enforce the same, irrespective of the number of violations or breaches which may occur.

Section 27.4. Invalidity. The invalidity of any provision of the Documents does not impair or affect in any manner the validity, enforceability, or effect of the remainder, and in such event, all of the other provisions of the Documents shall continue in full force and effect.

Section 27.5. Conflict. The Documents are intended to comply with the requirements of the Act and Title 10, Chapter 20 of the Alaska Statutes (Non-Profit Corporation Law). In the event of any conflict between the Documents and the provisions of the statutes, the provision of the statutes shall control. In the event of any conflict between this Declaration and any other Document, this Declaration shall control.

Section 27.6. Rights of Action and Dispute Resolution. The Association and any aggrieved Unit Owner shall have a right of action against Unit Owners for failure to comply with the provisions of the Documents or with decisions of the Association which are made pursuant to the Documents. Unit Owners shall also have such rights of action against the Association. If any circumstances warrant resolution of any dispute, any and all disputes that may arise from decisions of the Association shall be governed by binding arbitration according to the terms set out as follows:

First, if such dispute or conflict occurs, any Unit Owner or the designated representative of the Association shall expeditiously attempt to resolve their dispute or disputes without significant expenditure of time or financial resources.

Secondly, if a prompt and expeditious resolution of the dispute is not reached the individuals or entities in dispute will promptly select a mutually agreeable arbitrator located in Alaska to hear and render a decision in regard to the dispute. If the persons or entities that have a dispute are unable to agree to the selection of an arbitrator in Alaska, then the arbitrator selected by the Presiding Judge of the First Judicial District in Juneau, Alaska will promptly hear and render a decision. It is specifically required that each person or entity that has a dispute or issue in contention, wherever the arbitration shall take place, shall each have 120 minutes to outline their concerns and position with respect to any dispute covered by this agreement; that any person or entity that has a dispute or issue in contention may provide written argument and other documentation in support of their position and that the determination of the arbitrator (whether written or oral), shall be binding on all parties. It is further agreed that the arbitrator shall require one or more of the parties to this agreement to make payment to the arbitrator for services rendered and incurred in resolving the dispute in a total amount not to exceed \$4,000.

In Witness Whereof, the Declarant has caused this Declaration to be executed this ____ day of _____, 2022.

ROOFTOP PROPERTIES, LLC.

By: _____

Name:

Title:

THIS CERTIFIES that on this ____ day of December, 2022, before me, the undersigned, a Notary Public in and for the State of Utah, personally appeared _____ and known to me to be the person named as the declarant and who executed this document, and he acknowledged that he executed the same freely and voluntarily, for the uses and purposes specified in the document.

GIVEN under my hand and official seal the day and year first above written.

Notary Public for Utah
My Commission Expires: _____

On Recording, Return to:

Law Office of Joseph W. Geldhof
2 Marine Way, Suite # 207
Juneau, Alaska 99801

