



US Route 250

Corridor Improvement Study

From Old White Bridge Road/Goose Creek Road

To Hopeman Parkway

Final Report

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Prepared for



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Table of Contents

- 1.0 Introduction 1**
- 1.1 Purpose / Background..... 1
- 1.2 Study Area..... 1
- 2.0 Existing Conditions..... 4**
- 2.1 Existing Conditions and Data 4
- 2.1.1 US 250 Corridor 4
- 2.1.2 Multimodal Transportation within the Study Corridor 5
- 2.1.3 Key Study Intersection Turning Movement Counts 5
- 2.1.4 Intersection Analysis Methodology 9
- 2.1.5 Signalized Intersections Existing Conditions 9
- 2.1.6 Signal Cluster 1 Existing Conditions 9
- 2.1.7 Signal Cluster 2 Existing Conditions 10
- 2.1.8 Intersection of US 250 and Old White Bridge Road/Goose Creek Road Existing Conditions 12
- 2.1.9 Unsignalized Intersections Existing Conditions 13
- 2.2 Existing Safety Conditions 14
- 2.2.1 Study Area Safety Conditions 14
- 2.2.2 US 250 Corridor Safety Conditions 15
- 2.2.3 Signalized Intersection Safety Conditions 21
- 2.3 Existing Access Spacing 24
- 3.0 Improvement Alternatives 30**
- 3.1 Summary and Development of Alternatives..... 30
- 3.1.1 Alternative 1 – Raised Median 30
- 3.1.2 Alternative 2 – Road Diet/Lane Reduction 33
- 3.1.3 Alternative 3 – Roundabout at the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive 35
- 3.1.4 Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road 35
- 3.1.5 Corridor-Wide Upgrades 35
- 4.0 Future Traffic Forecasting and Modeling..... 37**
- 4.1 Traffic Forecasting and Methodology 37
- 4.2 Future Year 2030 Traffic Model Results..... 41
- 4.2.1 Modifications to 2030 Model 41
- 4.2.2 Signal Cluster 1 2030 PM Analysis Results 41

- 4.2.3 Signal Cluster 2 2030 PM Analysis Results 42
- 4.2.4 Alternative 3 Roundabout 2030 PM Analysis 43
- 4.2.5 US 250 and Old White Bridge Road/Goose Creek Road 2030 PM Analysis Results 44
- 4.2.6 Results Summary 44
- 5.0 Public Involvement 44**
- 5.1 Public Involvement / Survey Results 44
- 6.0 Conclusions and Recommendations..... 44**
- 6.1 Preferred Alternative 44
- 6.2 Final Conclusions 45
- 6.3 Cost Estimate..... 45
- Appendix 46**
- US 250 Proposed Alternatives Memo 47
- US 250 Study Area Traffic Growth Memo 48
- US 250 Design Considerations Memo and Cost Estimates 49
- US 250 Corridor Improvement Study Framework Document..... 50
- Public Involvement Survey Summary Presentation 51
- Analysis Model Outputs 52
- Existing Traffic Data..... 53

1.0 INTRODUCTION

1.1 Purpose / Background

US Route 250 (West Main Street/Jefferson Highway) in the City of Waynesboro/August County is a minor arterial route with several observed safety deficiencies. Three intersections within the corridor ranked in the top 100 on the 2013-2017 Staunton District Potential Safety Improvement (PSI) intersection list, which forms the basis for the safety analysis in this report. These include:

- US 250 and Vedette Avenue (#10) (signalized)
- US 250 and Low Dewitt Boulevard/Pelham Drive (#14) (signalized)
- US 250 and Aero Drive (#91) (unsignalized)

The updated 2014-2018 Staunton District PSI intersection list includes the following intersections within the corridor:

- US 250 and Low Dewitt Boulevard/Pelham Drive (#15) (signalized)
- US 250 and Vedette Avenue (#35) (signalized)
- US 250 and Stoneridge Drive (#48) (unsignalized)

Additionally, five roadway segments on US 250 between the intersections at Hopeman Parkway and Low Dewitt Boulevard/Pelham Drive are within the top 200 on the Staunton District PSI segments list. These segments rank #40, #76, #77, #124, and #196 on the list. The northbound approach of Low Dewitt Boulevard to US 250 ranks #27 on that list.

The purpose of this Strategically Targeted and Affordable Roadway Solutions (STARS) project is to evaluate operational and safety conditions and identify short and long-term improvements for the segment of US 250 between Hopeman Parkway and Old White Bridge Road/Goose Creek Road. These improvements are to be developed for the purpose of being programmed into the Virginia Department of Transportation's (VDOT) Six-Year Improvement Program (SYIP).

The US 250 Main Street alternatives evaluation will consider operational and safety improvements through geometric design, access management improvements, lane utilization/repurposing and innovative intersection configurations. Feedback on the proposed alternatives was solicited in the form of an online public involvement survey to gauge the reaction of local residents and business owners to the alternatives and collect demographic information for context.

A stakeholder working group was developed to solicit input and feedback as the study progressed from initial existing conditions, traffic and safety analysis, and the development of potential improvements for the corridor. The stakeholders group included several local jurisdictions as well as VDOT and consultant staff in order to develop a framework for the study. This framework contained the review of key assumptions and methodology approaches, provide comments and pivotal concerns surrounding concepts and details of the proposed solutions. The stakeholder group for the study included representatives from:

1. VDOT Staunton District and Central Office
2. The City of Waynesboro
3. Augusta County
4. Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO)

5. Blue Ridge Intercity Transit Express (BRITE)
6. ATCS Team (consultants to VDOT for the Study)

The assumptions used in the framework document align with the standards and guidance from VDOT's Traffic Operations and Safety Analysis Manual (TOSAM), the VDOT Road Design Manual, and applicable City standards.

1.2 Study Area

The study area primarily consists of a section of US 250 between the functional areas of Hopeman Parkway to Old White Bridge Road/Goose Creek Road, approximately 1.8-miles in length. This section of US 250 falls within both the City of Waynesboro and Augusta County. The US 250 approach to the City of Waynesboro is considered an important gateway corridor to the City by local officials. A map of the study area is shown in **Figure 1**.

The study corridor includes five primary signalized intersections and direct access points to adjacent properties. The significant signalized intersections within the study corridor are as follows:

1. US 250 and Hopeman Parkway (City of Waynesboro)
2. US 250 and Vedette Avenue (City of Waynesboro)
3. US 250 and Big Lots/K Mart Business Entrances (City of Waynesboro)
4. US 250 and Low Dewitt Boulevard/Pelham Drive (City of Waynesboro)
5. US 250 and Old White Bridge Road/Goose Creek Road (Augusta County)

A map detailing the locations of the five signalized study intersections is shown in **Figure 2**.

The study area also includes all unsignalized intersections on the corridor between the two end termini. Five unsignalized intersections within the study corridor were also considered key intersections for the purposes of potential modifications. Those unsignalized intersections are as follows:

1. US 250 and Summercrest Avenue
2. US 250 and Barksdale Road
3. US 250 and Bookerdale Road
4. US 250 and Stonewall Drive
5. US 250 and Nottingham Lane

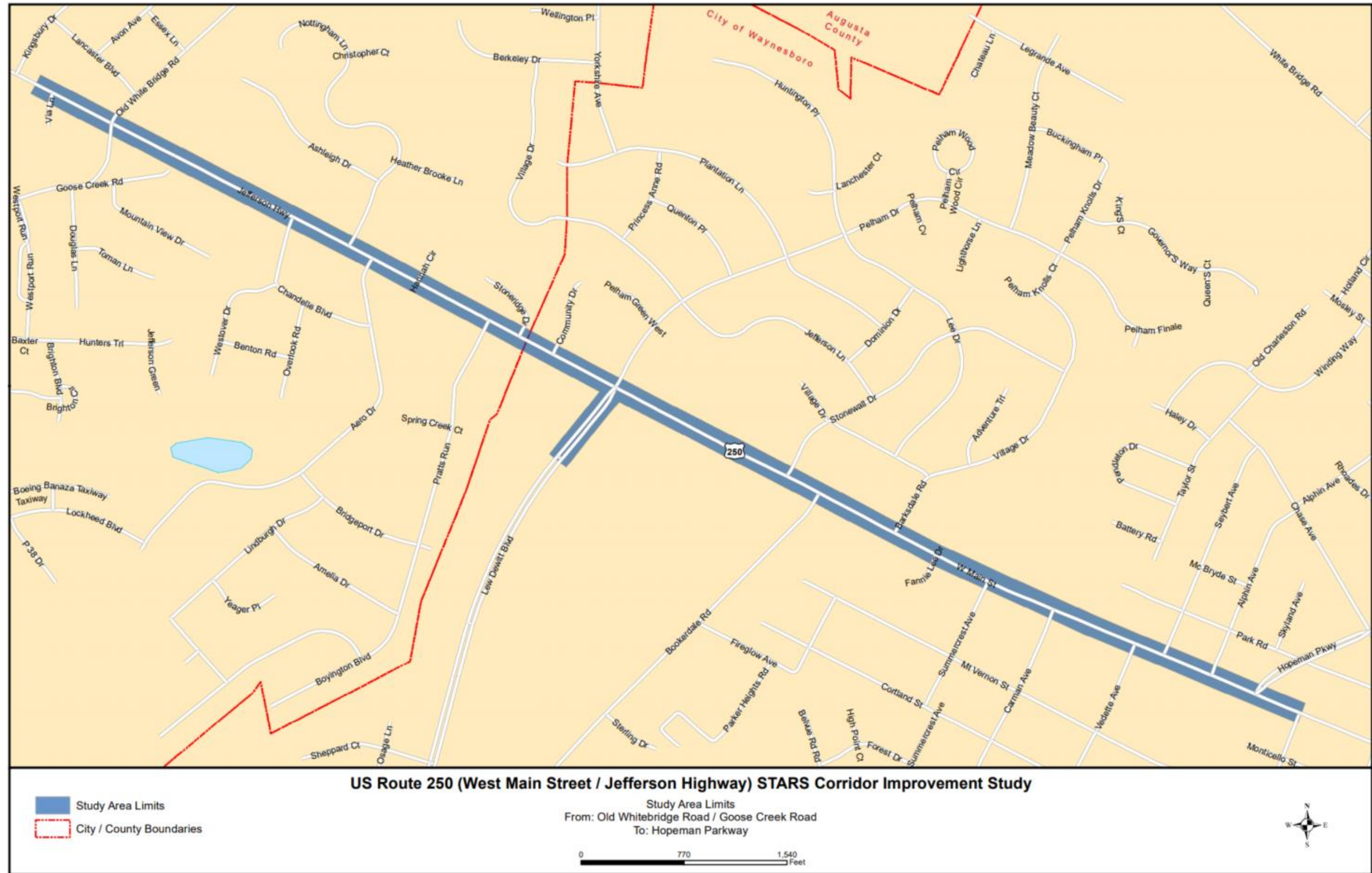


Figure 1: US 250 STARS Study Area

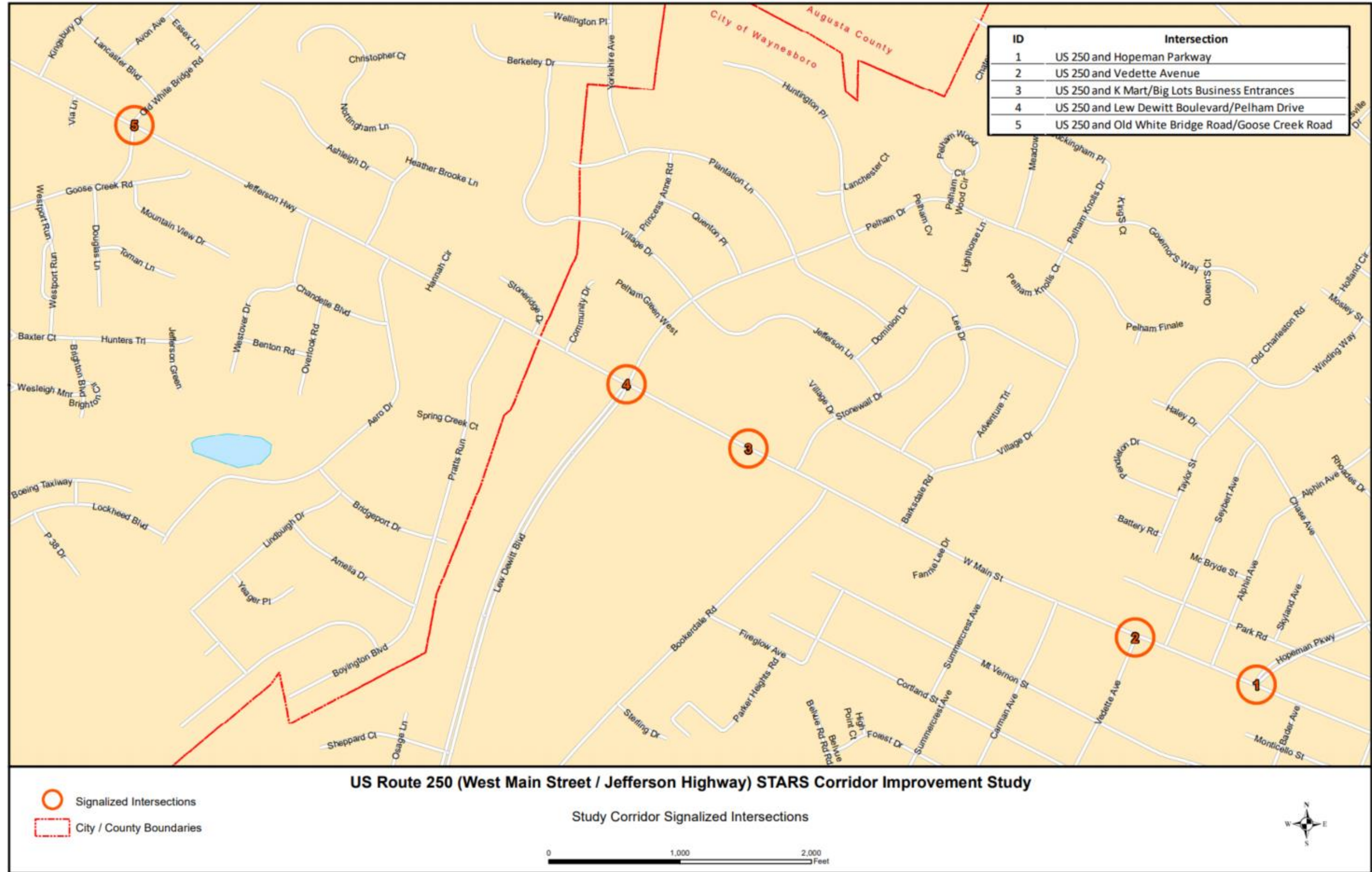


Figure 2: US 250 STARS Study Area Signalized Intersections

2.0 EXISTING CONDITIONS

2.1 Existing Conditions and Data

Existing conditions of the study area on US 250 were evaluated for the year 2019. Field data was collected as part of this study. Corridor through-traffic, speed, and travel time data was collected on Tuesday, August 13 and Wednesday, August 14, 2019. Intersection turning movement and pedestrian counts were collected for the AM and PM peak periods on Tuesday, August 13, 2019. The peak periods were defined as 7:00 AM – 9:00 AM and 3:30 PM – 6:30 PM. Corridor through movement counts were counted for the full 48-hour period. As there are no schools in the vicinity of the study area, the influence of school traffic was not considered relevant. The ATCS Team developed AM and PM Synchro models encompassing of the intersections within the study area. Existing signal timings were provided by the City of Waynesboro and VDOT’s Staunton District. Data collected as part of this study was incorporated into these models.

2.1.1 US 250 Corridor

The US 250 corridor through the study area is a five-lane undivided minor arterial with a speed limit of 35 miles per hour (MPH) within the city of Waynesboro and 45 MPH in Augusta County. The cross-section consists of two through lanes in each direction and a center two-way left turn lane. Few of the driveway and side street approaches on the corridor have right-turn deceleration lanes. There is a significant number of business access driveways on both sides of US 250. Generally, all business access driveways on the corridor are currently full access.

Average daily traffic through the corridor is 18,000-20,000 vehicles per day, with approximately 1% heavy vehicles. Flow through the corridor is consistent between both directions of travel and is not considered directional. Hourly flow on US 250 for the 48-hour data collection period on August 13, 2019 and August 14, 2019 is shown below in **Figure 3**.

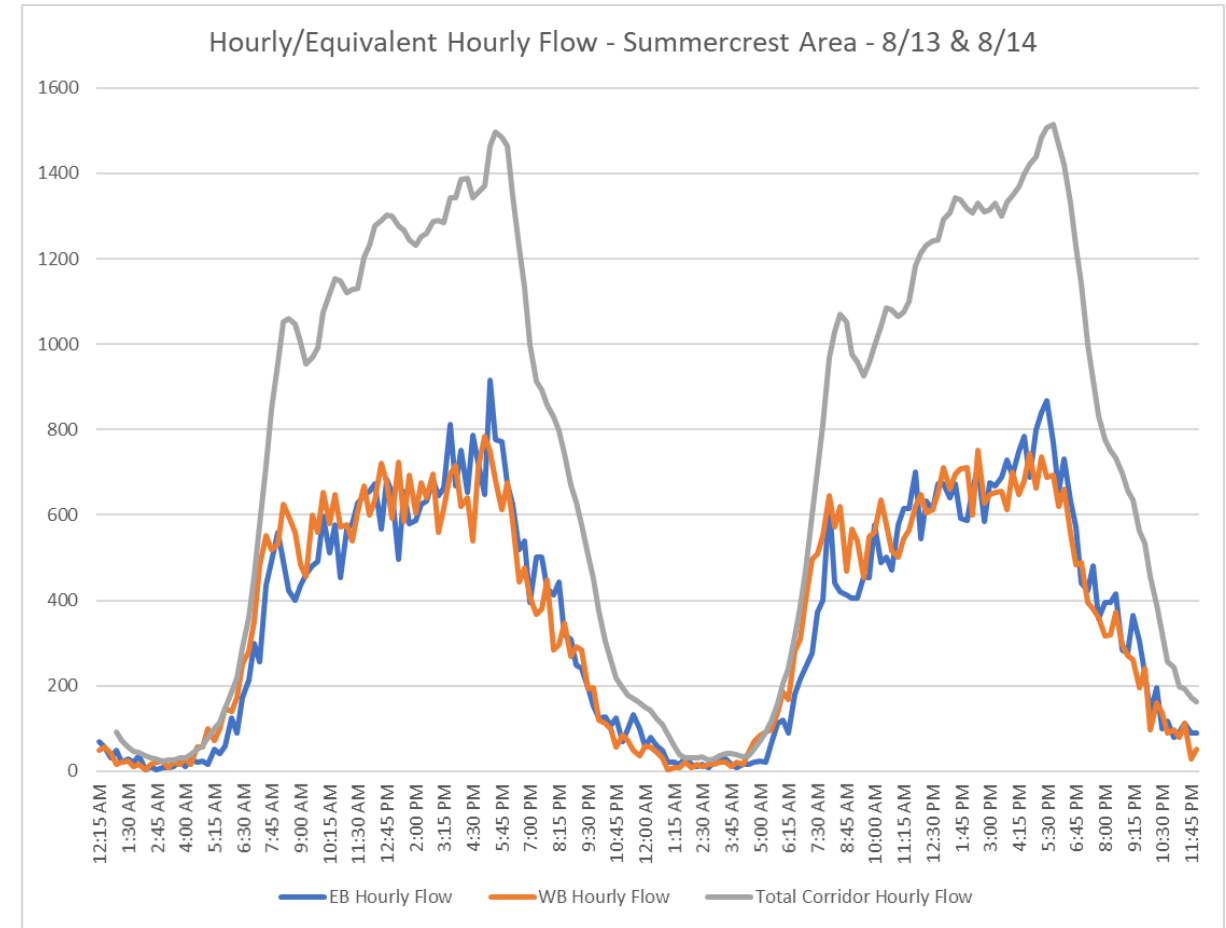


Figure 3: Hourly Flow on US 250 Through Waynesboro

Collected field data showed relatively consistent speeds and travel time with little congestion through the corridor. **Figure 4** shows the distribution of speeds on the corridor, with the 85th percentile speed noted as being in the low 40 MPH range.

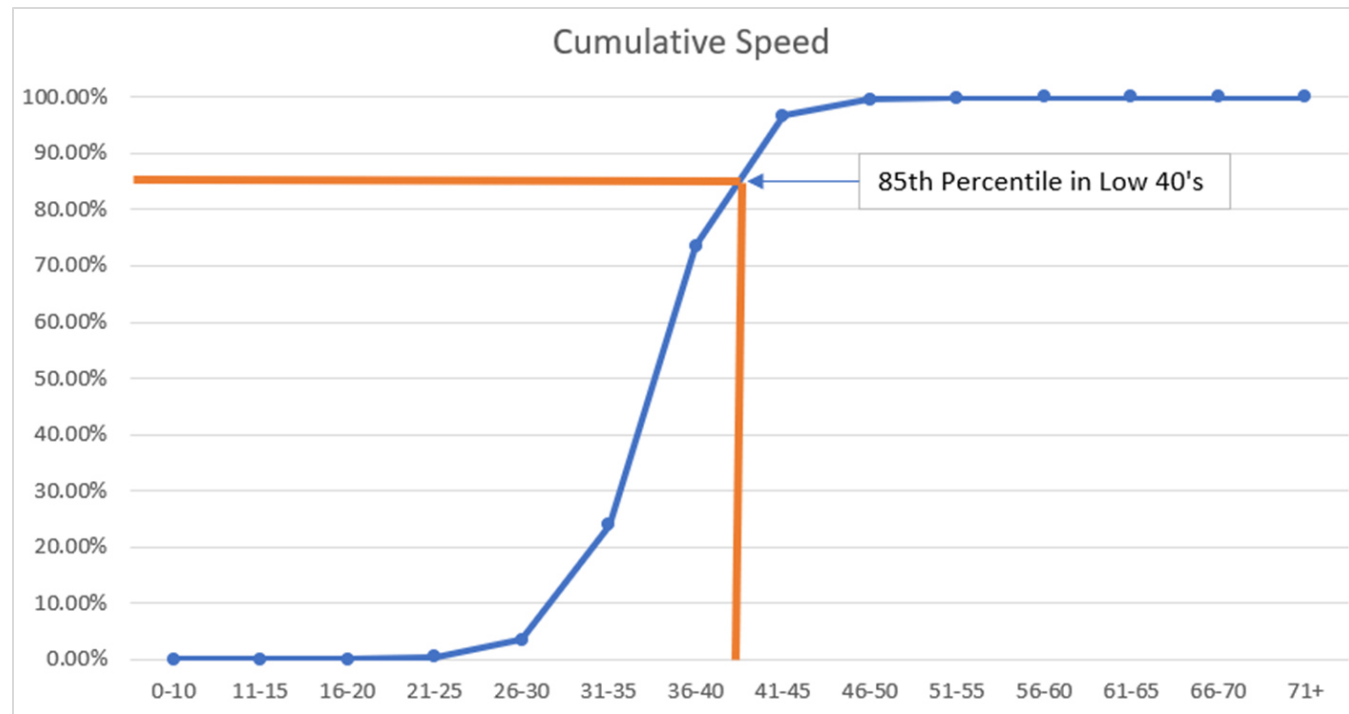


Figure 4: Cumulative Corridor Speed Distribution

A total 52 travel time runs were completed during the peak periods. In the AM peak period, 16 eastbound and 15 westbound travel time runs were completed. In the PM peak period, 11 eastbound and 10 westbound travel time runs were completed. A summary of the average of the collected peak hour travel time runs is shown below in **Table 1**.

Table 1: US Route 250 Average Existing Travel Time

US Route 250 Through Waynesboro Average Existing Travel Time		
Period	EB TT (Min)	WB TT (Min)
AM	3.4	3.4
PM	4.4	3.6

2.1.2 Multimodal Transportation within the Study Corridor

The corridor is currently serviced by the Blue Ridge Intercity Transit Express (BRITE) bus system. BRITE services the City of Waynesboro, the City of Staunton, and Augusta County. There are two existing bus stops within the study area for the 250 Connector route. The first is located on the southern side of US 250 between Stoneridge Drive and Community Drive and the second is located within the K Mart parking lot. These locations are marked below in **Figure 5**.

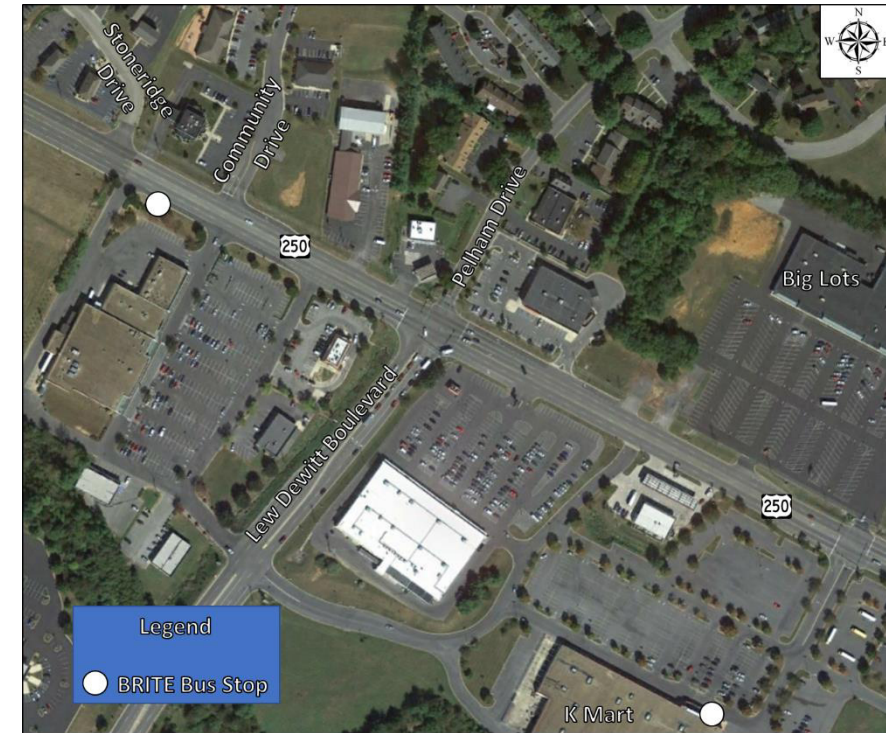


Figure 5: Existing BRITE Bus Stops within the Study Corridor

Existing pedestrian facilities are limited on US 250 within the corridor, with sidewalk located solely in the immediate vicinity of Vedette Avenue. There is one signalized pedestrian crossing on the northern approach to US 250 on Hopeman Parkway. No other signalized or unsignalized pedestrian crossings are provided within the corridor. Pedestrian activity at the intersections within the corridor was noted as low. Pedestrian counts for the ten key intersections during the AM and PM peak hours are summarized below in **Table 2**.

Table 2: Key Study Intersection Peak Hour Pedestrian Counts

US 250 STARS Peak Hour Pedestrian Counts		
Intersection	AM Ped. Count	PM Ped. Count
US 250 and Hopeman Parkway	0	1
US 250 and Vedette Avenue	0	1
US 250 and Big Lots/K Mart Business Entrances	0	1
US 250 and Low Dewitt Boulevard/Pelham Drive	0	0
US 250 and Old White Bridge Road/Goose Creek Road	0	0
US 250 and Summercrest Avenue	0	2
US 250 and Barksdale Road	0	1
US 250 and Bookerdale Road	0	1
US 250 and Stonewall Drive	0	1
US 250 and Nottingham Lane	0	0

2.1.3 Key Study Intersection Turning Movement Counts

The existing turning movement counts for the ten key study intersections are shown below in **Figure 6**, **Figure 7**, and **Figure 8**.

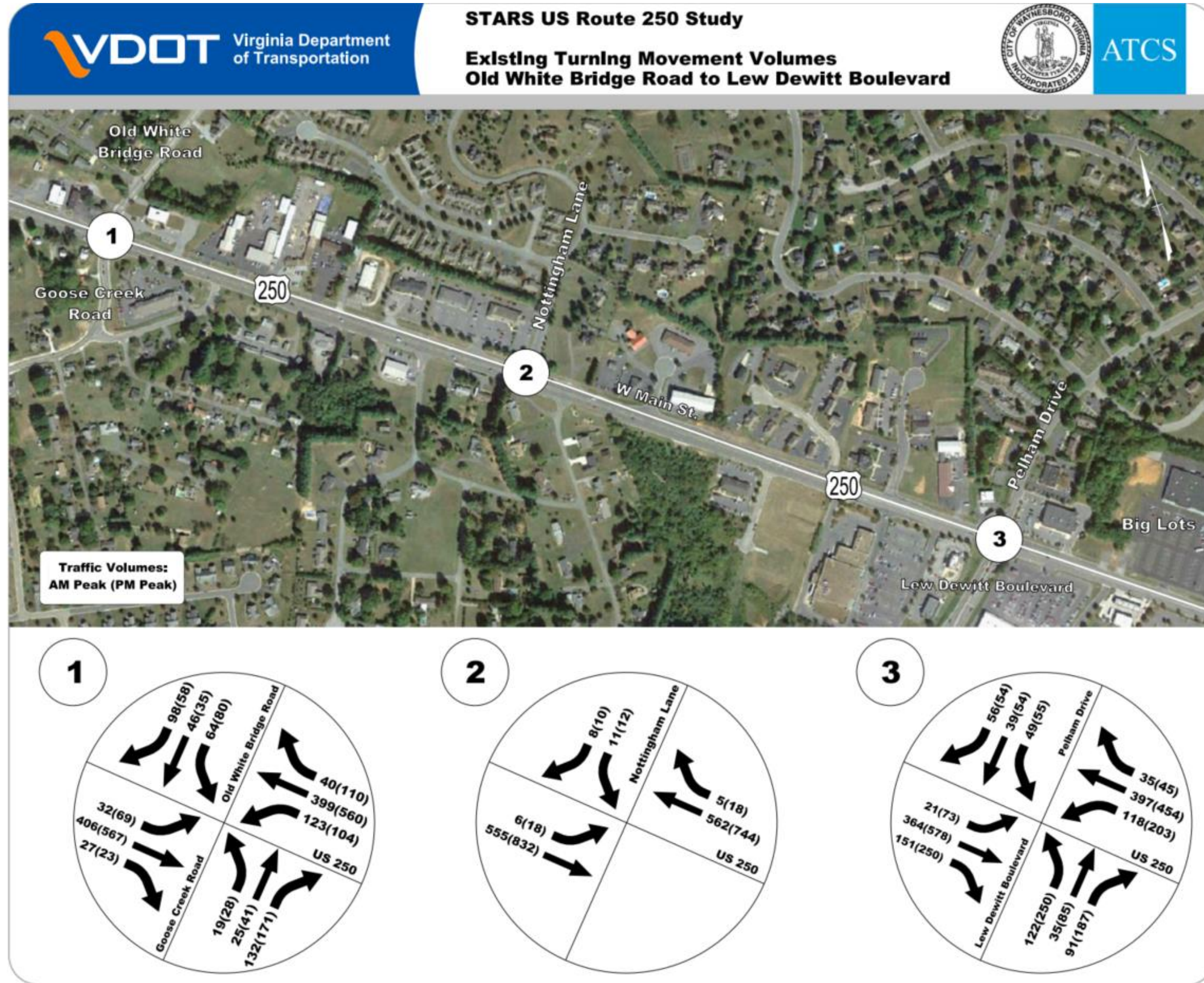


Figure 6: Key Study Intersection Existing Turning Movement Counts

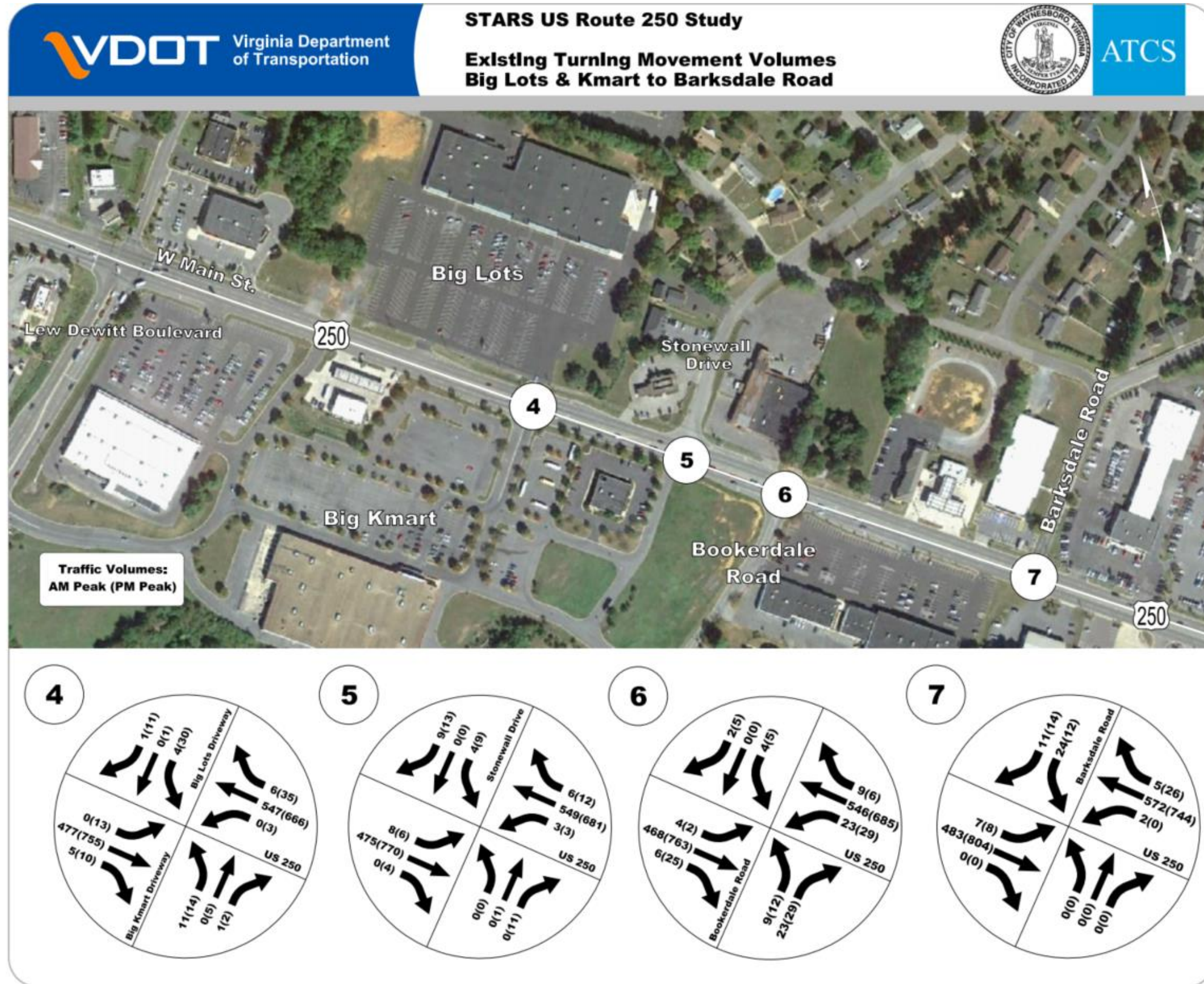


Figure 7: Key Study Intersection Existing Turning Movement Counts

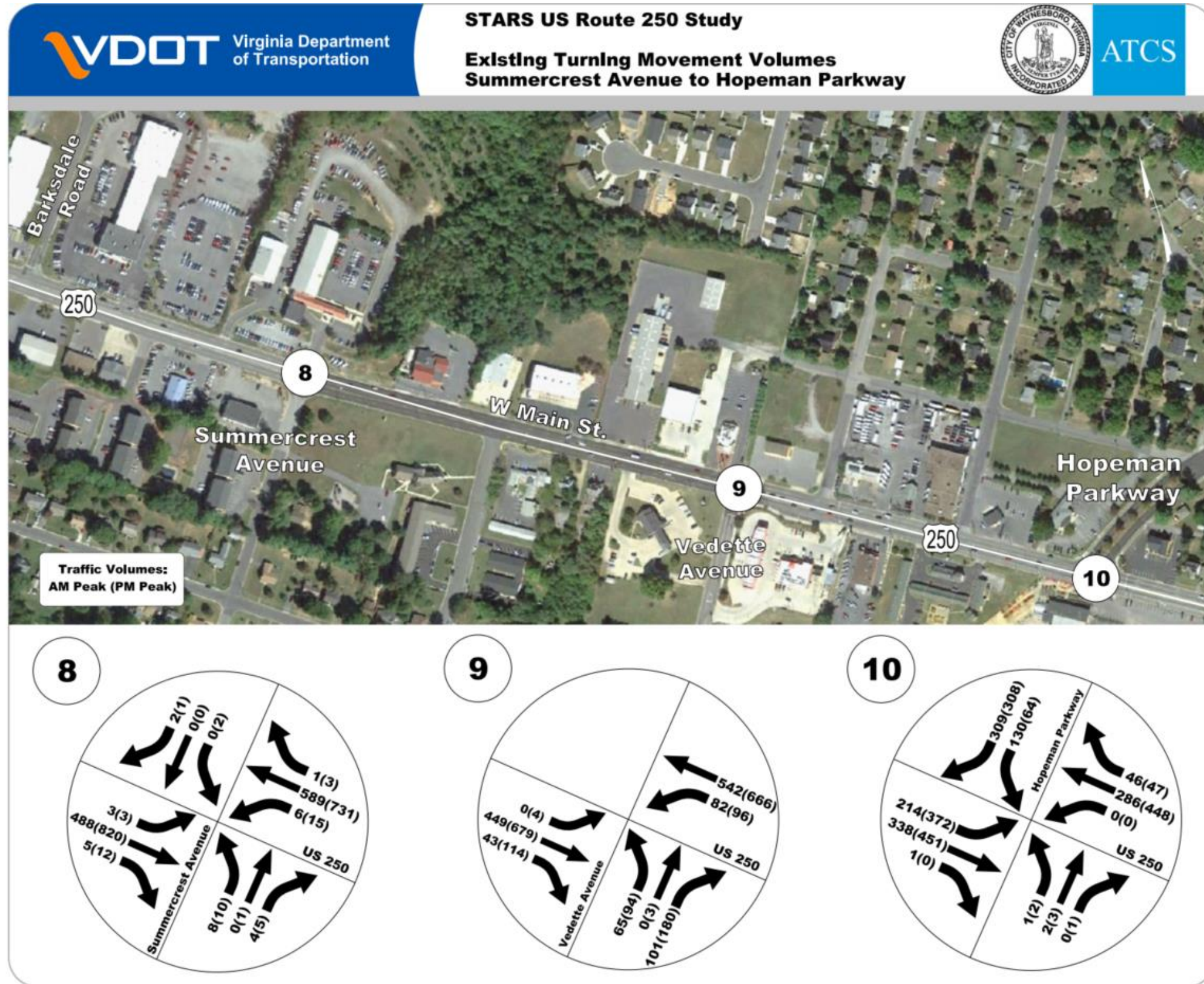


Figure 8: Key Study Intersection Existing Turning Movement Counts

2.1.4 Intersection Analysis Methodology

Traffic operations analysis and simulation was performed using Synchro 10 software for all the study intersections along the arterial corridor. Inputs and analysis methodologies are consistent with VDOT's Traffic Operations and Safety Analysis Manual (TOSAM). Measures of effectiveness (MOEs) for intersections include Synchro output for HCM 2000 Edition control delay (sec/veh) and 95th percentile queue length (ft). HCM 6th Edition control delay was unavailable for the signalized intersections in this study due to the lack of NEMA phasing.

Roundabout analysis was performed using SIDRA 6 software. Inputs and analysis methodologies are consistent with VDOT's TOSAM. MOEs for roundabouts include SIDRA output for HCM 2010 Edition control delay (sec/veh) and 95th percentile queue length (ft).

Through initial analysis of the models and data, the stakeholder group determined that the PM peak hour experienced heavier volumes and delay in critical movements compared to the AM peak hour. As such, only the PM peak hour has been evaluated for the purposes of this study. The PM peak hour is noted as 4:45 PM to 5:45 PM.

The existing traffic and geometric conditions at each signalized intersection are discussed in the sections that follow.

2.1.5 Signalized Intersections Existing Conditions

Each of the five signalized intersections currently operate as independent signals, with no coordination and different cycle lengths. For analysis purposes, the four signals in the city of Waynesboro have been grouped together into two signal clusters based on proximity. The clusters are as follows:

1. US 250 and Hopeman Parkway and US 250 and Vedette Avenue
2. US 250 and K Mart/Big Lots Business Entrances and US 250 and Lew Dewitt Boulevard/Pelham Drive

The fifth signal at the intersection of US 250 and Old White Bridge Road/Goose Creek Road was analyzed independently.

2.1.6 Signal Cluster 1 Existing Conditions

The intersection of US 250 and Hopeman Parkway is an existing five phase, signalized intersection at the eastern terminus of the study area. It is located within the City of Waynesboro. Hopeman Parkway serves as a major ingress/egress roadway for the US 250 corridor through Waynesboro, with a high volume of vehicles on the southbound right and eastbound left turn movements. The eastbound left turn is currently phased as permitted/protected with a five-section signal head. There is no protected phase for the westbound left turn. The southbound movement from Hopeman Parkway and the northbound movement from the business driveway operate with split phasing. The existing geometry at the intersection is shown in **Figure 9**.



Figure 9: Existing Geometry at the Intersection of US 250 and Hopeman Parkway

The intersection of US 250 and Vedette Avenue is an existing five phase, signalized intersection located in the eastern half of the study corridor, approximately 1,000 feet west of the signal at Hopeman Parkway. It is located within the City of Waynesboro. Both the eastbound and westbound left turns are phased as protected only. There is no signalized phase for traffic exiting the two driveways that sit within the functional area of the intersection on the north side of US 250. The existing geometry at the intersection is shown below in **Figure 10**.



Figure 10: Existing Geometry at the Intersection of US 250 and Vedette Avenue

Synchro analysis results for signal cluster 1 for the existing PM peak hour are shown below in Table 3.

Table 3: Existing PM Analysis Results for Signal Cluster 1

2019 PM Existing Analysis - Delay, LOS, and 95th Percentile Queue Summary					
Intersection	Roadway	Lane Group	2019 Existing		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and Hopeman Parkway	Driveway	NBLTR	34.2	C	11
	Hopeman Parkway	SBL	21.3	C	66
		SBR	11.4	B	50
	West Main Street	EBL	69.1	E	355
		EBT	11.3	B	252
		EBR	0.0	A	0
	West Main Street	WBL	0.0	A	0
WBTR		20.1	C	156	
Overall			27.0	C	-
West Main Street (US 250) and Vedette Avenue	Vedette Avenue	NBL	26.1	C	98
		NBTR	24.5	C	0
	West Main Street	EBL	37.1	D	12
		EBTR	14.6	B	235
	West Main Street	WBL	31.3	C	100
		WBTR	8.7	A	157
Overall			15.0	B	-

Delay on the majority of movements is low in existing conditions. The eastbound left turn at US 250 and Hopeman Parkway experiences a noticeably higher delay than any other movement in this cluster. 95th percentile queues for the eastbound left extend beyond the existing left turn lane storage facility and into the intersection of US 250 and Alphin Avenue.

2.1.7 Signal Cluster 2 Existing Conditions

The intersection of US 250 and K Mart/Big Lots Business Entrances is an existing six phase, signalized intersection located in the center of the study corridor. It is located within the City of Waynesboro. Both the eastbound and westbound left turns are phased as protected only. The northbound and southbound movements out of the business driveways operate with split phasing. The existing geometry at the intersection is shown below in Figure 11.



Figure 11: Existing Geometry at the Intersection of US 250 and K Mart/Big Lots Business Driveways



Figure 12: Existing Geometry at the Intersection of US 250 and Low Dewitt Boulevard/Pelham Drive

The intersection of US 250 and Low Dewitt Boulevard/Pelham Drive is an existing eight phase, signalized intersection located in the center of the study corridor. It is located within the City of Waynesboro. Low Dewitt Boulevard provides access to both US 340 and I-64 to the south. The northbound, southbound, and eastbound left turns operate under permitted/protected phasing utilizing five-section signal heads. The westbound left turn from US 250 onto Low Dewitt Boulevard operates under protected only phasing. The existing geometry at the intersection is shown below in **Figure 12**.

The existing conditions Synchro analysis results for signal cluster 2 for the PM peak hour are shown below in **Table 4**.

Table 4: Existing PM Analysis Results for Signal Cluster 2

2019 PM Existing Analysis - Delay, LOS, and 95th Percentile Queue Summary					
Intersection	Roadway	Lane Group	2019 Existing		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and K Mart/Big Lots Business Entrances	K Mart	NBLTR	36.4	D	28
	Big Lots	SBLTR	34.4	C	43
	West Main Street	EBL	60.7	E	24
		EBT	10.4	B	234
		EBR	7.6	A	0
	West Main Street	WBL	36.7	D	10
		WBT	9.7	A	205
		WBR	7.8	A	0
Overall			11.8	B	-
West Main Street (US 250) and Low Dewitt Boulevard/Pelham Drive	Low Dewitt Boulevard	NBL	27.3	C	246
		NBT	32.6	C	111
		NBR	32.0	C	61
	Pelham Drive	SBL	35.1	D	67
		SBTR	43.2	D	141
	West Main Street	EBL	23.3	C	62
		EBT	33.9	C	331
		EBR	29.4	C	123
	West Main Street	WBL	46.9	D	262
		WBT	22.0	C	195
		WBR	19.2	B	0
Overall			31.2	C	-

The protected-only left turns for the mainline left turns at the K Mart and Big Lots Business Entrances and the westbound left from US 250 onto Low Dewitt Boulevard show elevated levels of delay. Queueing at both intersections is fully contained within the available storage space.

2.1.8 Intersection of US 250 and Old White Bridge Road/Goose Creek Road Existing Conditions

The intersection of US 250 and Old White Bridge Road/Goose Creek Road is an existing six phase, signalized intersection located at the western terminus of the study area. It is located in Augusta County. The westbound and eastbound left turns operate with permitted/protected phasing with flashing-yellow arrows. The northbound and southbound movements operate with split phasing. The existing geometry at the intersection is shown below in Figure 13.



Figure 13: Existing Geometry at the Intersection of US 250 and Old White Bridge Road/Goose Creek Road

The existing conditions Synchro analysis for signal cluster 2 for the PM peak hour are shown below in Table 5.

Table 5: Existing PM Analysis Results for the Intersection of US 250 and Old White Bridge Road/Goose Creek Road

2019 PM Existing Analysis - Delay, LOS, and 95th Percentile Queue Summary					
Intersection	Roadway	Lane Group	2019 Existing		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)
Jefferson Highway (US 250) and Old White Bridge Road/Goose Creek Road	Goose Creek Road	NBLT	38.1	D	94
		NBR	36.1	D	54
	Old White Bridge Road	SBLT	37.9	D	140
		SBR	33.6	C	0
	Jefferson Highway	EBL	18.5	B	54
		EBTR	30.4	C	262
	Jefferson Highway	WBL	19.3	B	79
		WBT	27.3	C	254
		WBR	22.2	C	3
	Overall			29.3	C

Each movement operates at acceptable levels of delay, with the northbound and southbound movements experiencing higher levels of delay than the mainline. Queues at the intersection are contained within the available storage facilities.

2.1.9 Unsignalized Intersections Existing Conditions

PM peak hour approach delay and level of service for the unsignalized intersections are summarized below in **Table 6** for the City of Waynesboro and **Table 7** for Augusta County.

Table 6: Unsignalized Intersection Existing PM Approach LOS (City of Waynesboro)

2019 PM Existing Analysis - Approach Delay and LOS				
Intersection	Roadway	Approach	2019 Existing	
			Delay (Sec/Veh.)	LOS
US 250 and Alphin Avenue	Alphin Avenue	Southbound	9.8	A
	US 250	Eastbound	0.3	A
	US 250	Westbound	0.0	A
	Overall		0.4	A
US 250 and Seybert Avenue	Business Entrance	Northbound	10.5	B
	Seybert Avenue	Southbound	12.4	B
	US 250	Eastbound	0.7	A
	US 250	Westbound	0.4	A
	Overall		1.3	A
US 250 and Carman Avenue	Carman Avenue	Northbound	18.1	C
	Business Entrance	Southbound	27.3	D
	US 250	Eastbound	0.0	A
	US 250	Westbound	0.2	A
	Overall		0.2	A
US 250 and Summercrest Aveune	Summercrest Avenue	Northbound	39.9	E
	Business Entrance	Southbound	28.5	D
	US 250	Eastbound	9.3	A
	US 250	Westbound	10.3	A
Overall		0.7	A	
US 250 and Barksdale Road	Business Entrance	Northbound	0.0	A
	Barksdale Road	Southbound	25.5	D
	US 250	Eastbound	0.1	A
	US 250	Westbound	0.0	A
	Overall		0.5	A
US 250 and Bookerdale Road	Business Entrance	Northbound	17.4	C
	Bookerdale Road	Southbound	21.6	C
	US 250	Eastbound	0.0	A
	US 250	Westbound	0.4	A
Overall		0.8	A	
US 250 and Stonewall Drive	Business Entrance	Northbound	11.0	B
	Stonewall Drive	Southbound	17.5	C
	US 250	Eastbound	0.1	A
	US 250	Westbound	0.0	A
	Overall		0.5	A
US 250 and Commercial Access Loop	Commercial Access Loop	Northbound	12.0	B
	US 250	Eastbound	0.0	A
	US 250	Westbound	0.1	A
	Overall		0.1	A
Lew Dewitt Boulevard and Commercial Access Loop	Lew Dewitt Boulevard	Northbound	0.4	A
	Lew Dewitt Boulevard	Southbound	0.1	A
	Business Entrance	Eastbound	15.0	C
	Commercial Access Loop	Westbound	20.6	C
	Overall		2.3	A
US 250 and Community Drive	Business Entrance	Northbound	33.4	D
	Community Drive	Southbound	42.4	E
	US 250	Eastbound	0.3	A
	US 250	Westbound	0.2	B
	Overall		2.9	A

Table 7: Unsignalized Intersection Existing PM Approach LOS (Augusta County)

2019 PM Existing Analysis - Approach Delay and LOS				
Intersection	Roadway	Approach	2019 Existing	
			Delay (Sec/Veh.)	LOS
US 250 and Aero Drive	Aero Drive	Northbound	25.2	D
	US 250	Eastbound	0.0	A
	US 250	Westbound	0.2	A
	Overall		0.9	A
US 250 and Nottingham Lane	Nottingham Lane	Southbound	22.4	C
	US 250	Eastbound	0.2	A
	US 250	Westbound	0.0	A
	Overall		0.5	A
US 250 and Chandelle Boulevard	Chandelle Boulevard	Northbound	15.7	C
	US 250	Eastbound	0.0	A
	US 250	Westbound	9.6	A
	Overall		0.2	A

Due to the relatively low volumes on the US 250 corridor and the low turning movements associated with the side streets, no existing operational abnormalities were observed on US 250 at the unsignalized intersections. The majority of approaches at the unsignalized intersections operate within acceptable levels of delay with the exception of the northbound approach at Summercrest Avenue and the southbound approach at Community Drive, which operate at LOS E. The 95th percentile queues for the northbound approach at Summercrest Avenue and the southbound approach at Community Drive are 16 and 59 feet, respectively.

2.2 Existing Safety Conditions

2.2.1 Study Area Safety Conditions

For safety analysis, the VDOT Crash Database Tableau Tool was utilized to determine the crash history at the two study intersections and on the roadway between them. Crash data was collected and analyzed for a period spanning from January 2013 to April 2019. The study team analyzed the available data to determine specific trends and “hot spot” areas for consideration in developing alternative improvement concepts. For the purposes of this analysis, “injury crashes” is defined as the sum of type A (severe injury), B (visible injury), and C (non-visible injury) crashes. Summaries of the reported crashes within the study area by year, type, and severity are shown below in **Table 8**, **Table 9**, and **Table 10**, respectively.

Table 8: US 250 Study Area Crashes Summarized by Year

US 250 Study Area Crashes	
Year	Total Reported Crashes
2013	41
2014	41
2015	40
2016	42
2017	60
2018	43
2019*	22

*Only includes data through April 2019

Table 9: US 250 Study Area Crashes Summarized by Type

US 250 Study Area Crashes	
Crash Type	Total Reported Crashes
Rear End	121
Angle	115
Head On	6
Sideswipe - Same Direction	17
Sideswipe - Opposite Direction	2
Fixed Object in Road	1
Fixed Object off Road	14
Deer	6
Pedestrian	4
Backed Into	1
Other	2

Table 10: US 250 Study Area Crashes Summarized by Severity

US 250 Study Area Crashes	
Crash Severity	Total Reported Crashes
K. Fatality	2
A. Severe Injury	11
B. Visible Injury	36
C. Non-Visible Injury	63
PDO. Property Damage Only	177

289 reported crashes occurred within the study corridor during the period studied. Key takeaways from the crash data are as follows:

1. Year over year crash occurrence is generally consistent. The approximate average number of reported crashes per year in the years with complete sets of data, 2013-2018, is 45.
2. The majority of reported crashes within the corridor are angle and rear end crashes. These constitute approximately 42% and 40%, respectively, of the total crashes.

- There are a high number of injury crashes within the corridor. The 110 crashes that were associated with injuries account for 38% of the total reported crashes within the corridor. Additionally, there were two fatalities during the time period studied.

2.2.2 US 250 Corridor Safety Conditions

Due to the length of the corridor, crash analysis was broken down into three segments. Crash data was taken from the VDOT Crash Analysis Tool and includes all recorded crashes from January 2013 to April 2019. The three segments are as follows:

- US 250 between Old White Bridge Road/Goose Creek Road and Lew Dewitt Boulevard/Pelham Drive
- US 250 between Lew Dewitt Boulevard/Pelham Drive and Barksdale Road
- US 250 between Barksdale Road and Hopeman Parkway

A summary of the crashes on Segment 1 is shown below in **Table 11**. Aerial crash diagrams for Segment 1 are shown in **Figure 14** and **Figure 15**.

Table 11: Crash Summary for Study Corridor Segment 1

US 250 from Old White Bridge Road to Lew Dewitt Boulevard				
Crash Type	Total	B	C	PDO
Angle	7	0	1	6
Rear-end	1	1	0	0
Pedestrian	1	1	0	0
Deer	1	0	0	1
Total on Segment	10	2	1	7

There were 10 crashes recorded in this segment during the studied time period. Angle crashes constitute a majority of the crashes. There was also a pedestrian crash along this segment resulting in a visible injury.

The crashes for Segment 2 are summarized below in **Table 12**. An aerial crash diagram for Segment 2 is shown in **Figure 16**.

Table 12: Crash Summary for Study Corridor Segment 2

US 250 from Lew Dewitt Boulevard to Barksdale Road					
Crash Type	Total	A	B	C	PDO
Angle	19	3	4	8	4
Rear-end	18	0	3	5	10
Sideswipe	3	0	0	1	2
Other	7	1	0	1	5
Total on Segment	47	4	7	15	21

Segment 2 shows a similar pattern of crashes, with angle crashes and rear ends constituting the majority of reported incidents in this portion of the corridor. This portion of the corridor also experiences the highest proportion of injury crashes, with 55% of the crashes recorded as injury crashes.

A summary of the crashes for Segment 3 is shown below in **Table 13**. Aerial crash diagrams for Segment 1 are shown below in **Figure 17** and **Figure 18**.

Table 13: Crash Summary for Study Corridor Segment 3

US 250 from Barksdale Road to Hopeman Parkway						
Crash Type	Total	K	A	B	C	PDO
Angle	23	1	0	1	2	19
Rear-end	45	1	0	4	14	26
Sideswipe	2	0	0	0	0	2
Fixed Object	8	0	1	1	3	3
Other	4	0	1	2	0	1
Total on Segment	82	2	2	8	19	51

Segment 3 has the highest rate of crash activity, with a significant number of angle and rear end crashes. This segment also experiences the worst crash severity, with two recorded fatalities and 29 recorded injury crashes over the study period. Included within this segment is the intersection at US 250 and Vedette Avenue, which ranked as the highest intersection in the corridor on the 2013-2017 Staunton District PSI intersection list at #10.

Overall, the corridor shows a consistently high pattern of angle and rear-end crashes. Additionally, there is a presence of pedestrian crashes within the studied segments.

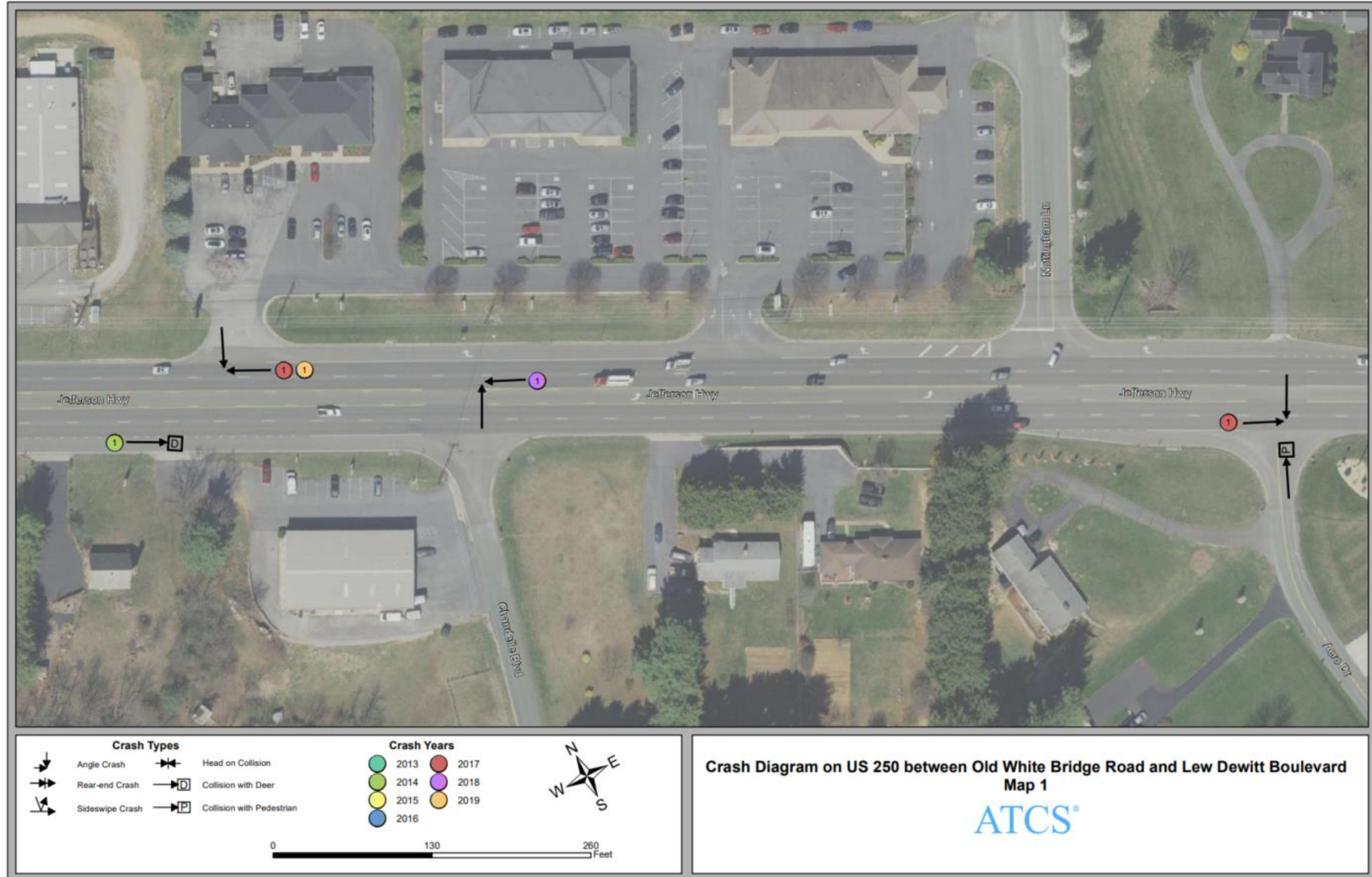


Figure 14: Study Corridor Segment 1 Aerial Crash Diagram 1

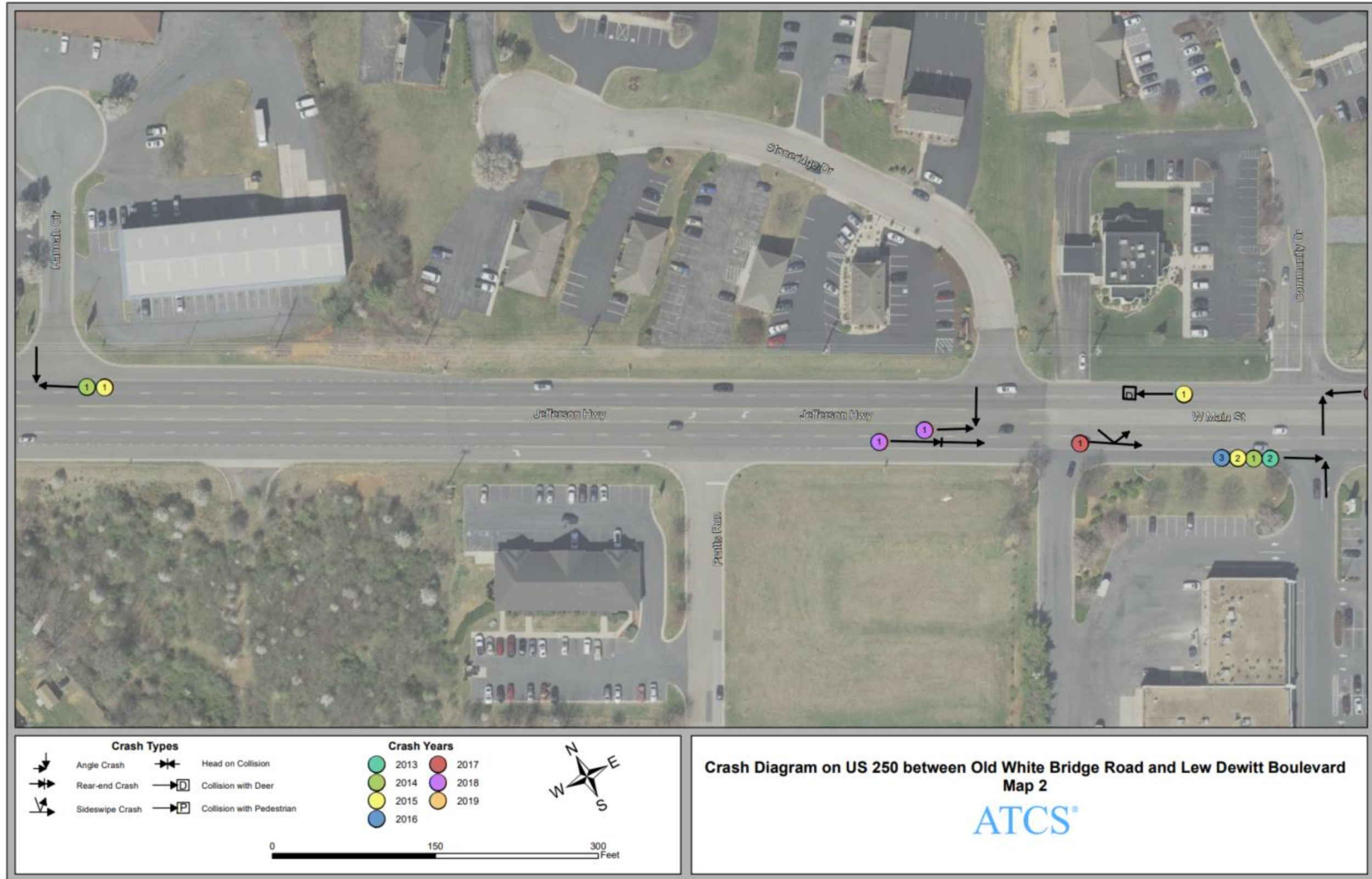


Figure 15: Study Corridor Segment 1 Aerial Crash Diagram 2

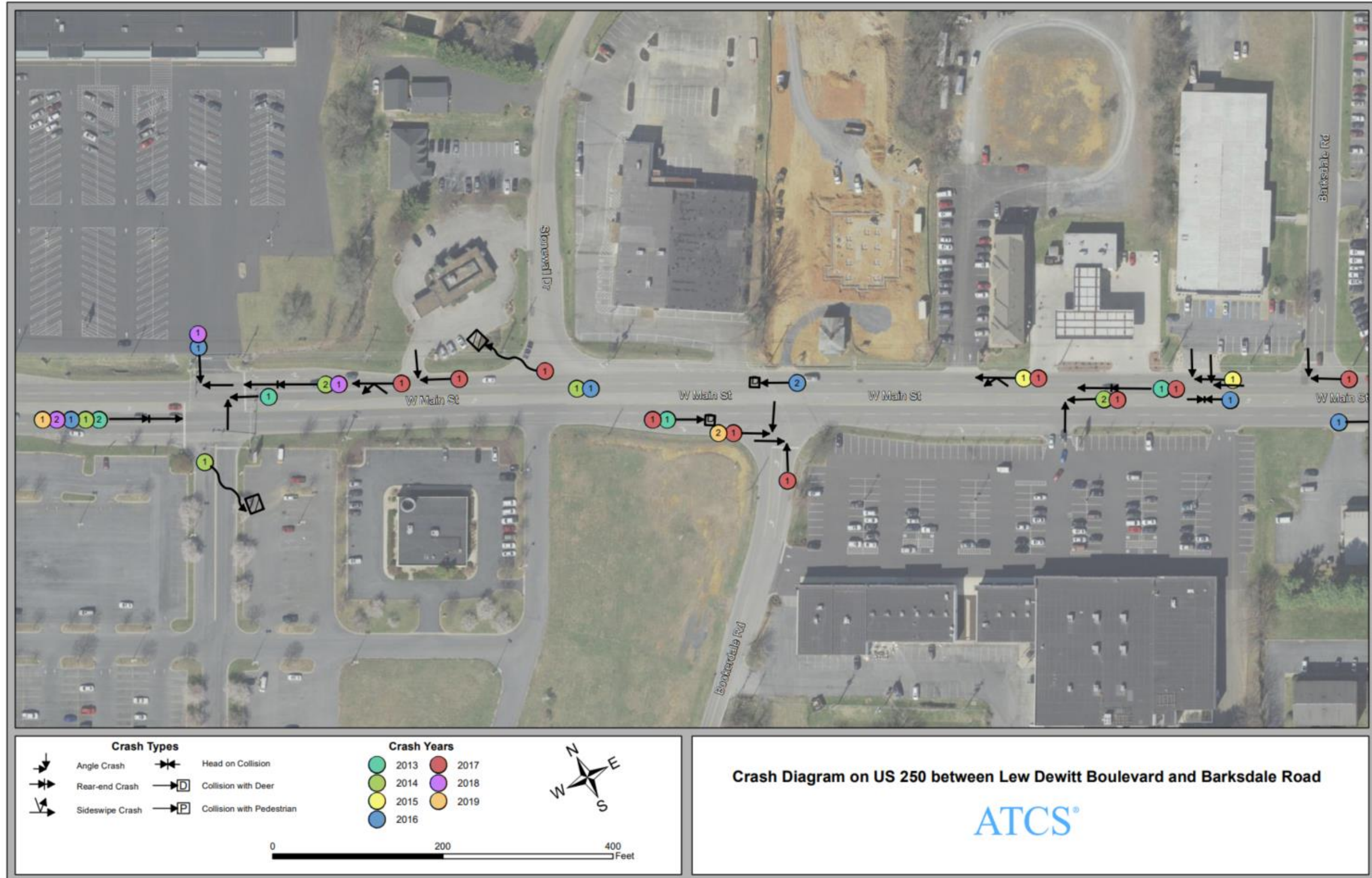


Figure 16: Study Corridor Segment 2 Aerial Crash Diagram

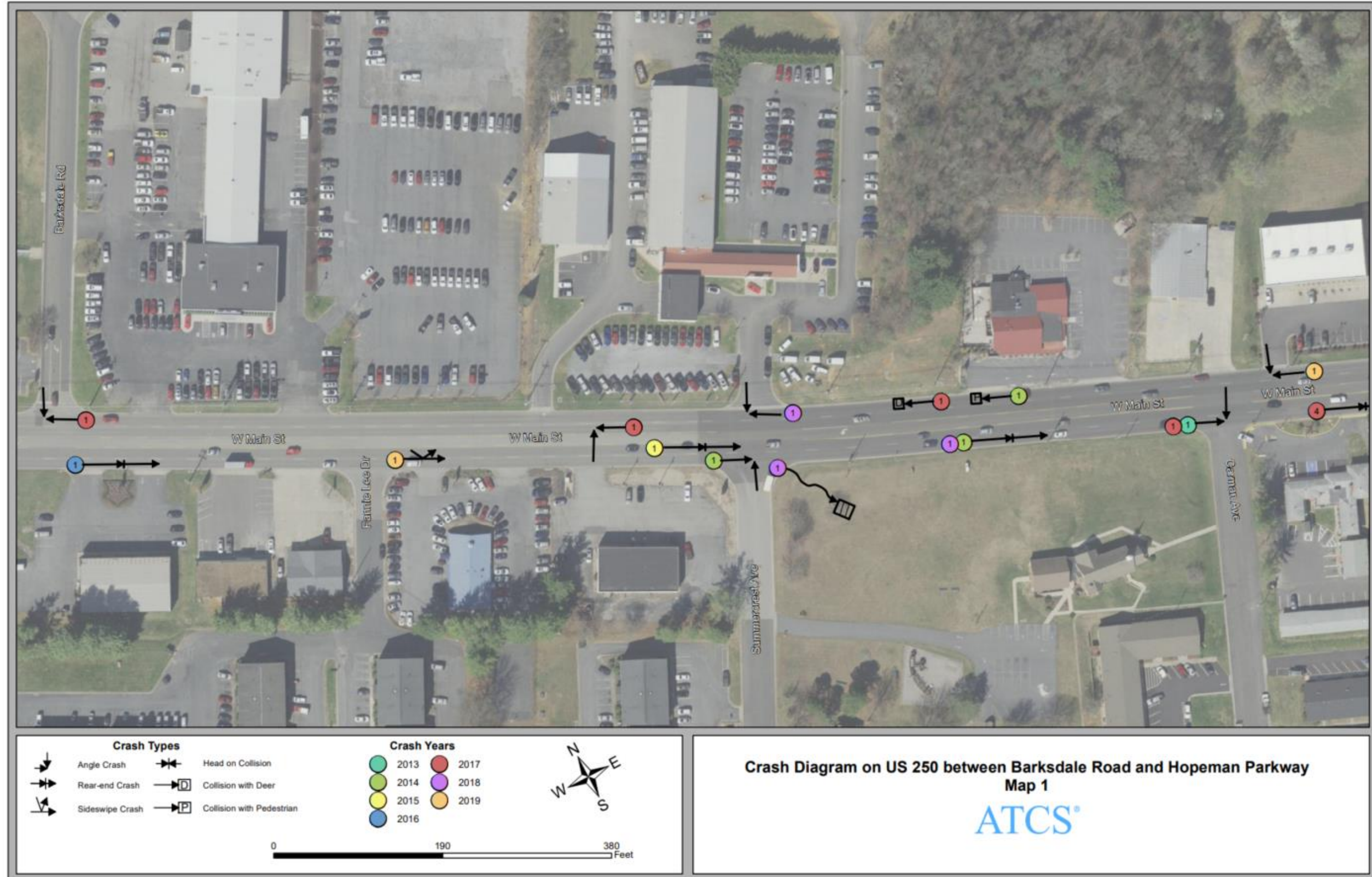


Figure 17: Study Corridor Segment 3 Aerial Crash Diagram 1

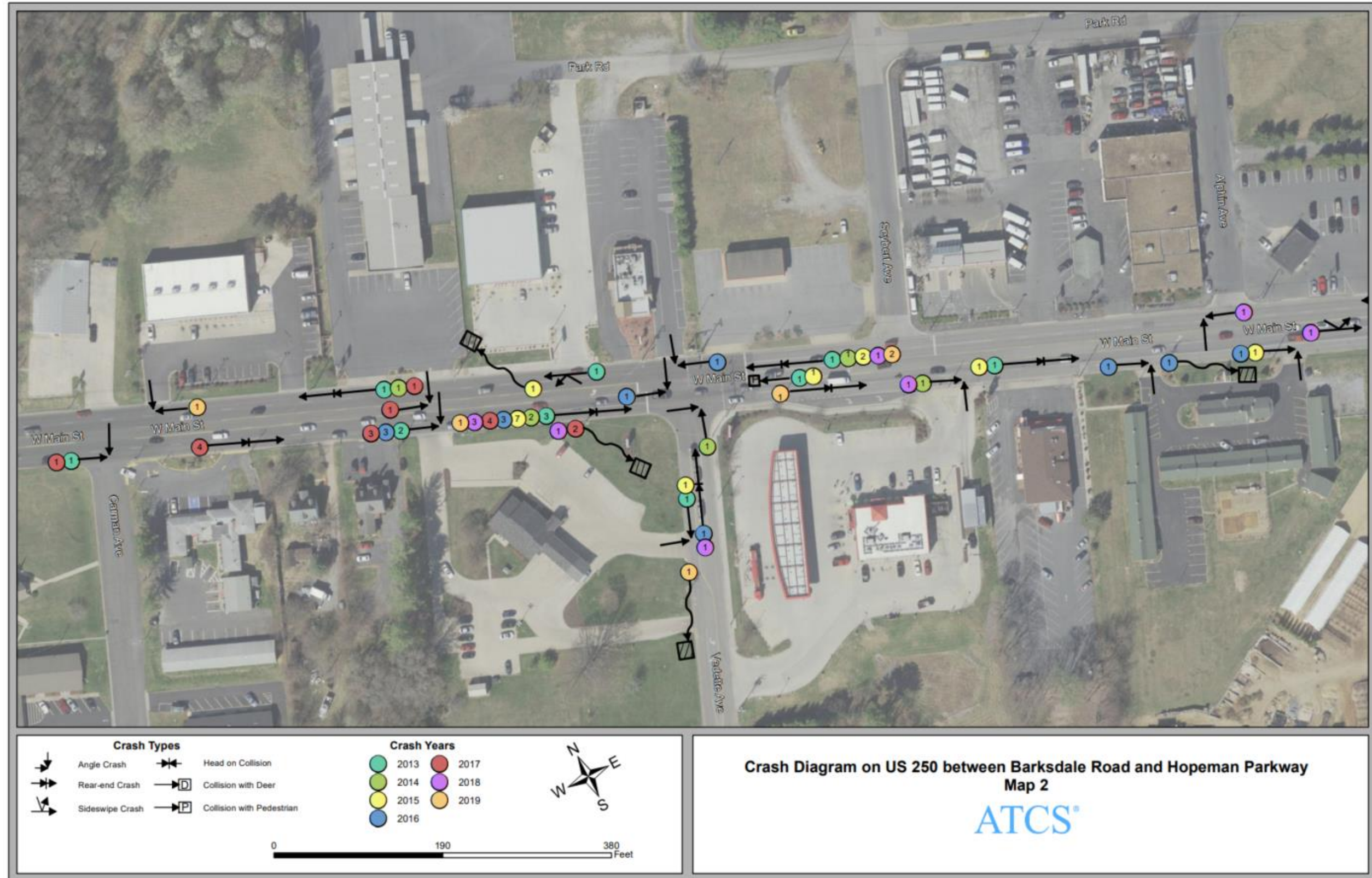


Figure 18: Study Corridor Segment 3 Aerial Crash Diagram 2

2.2.3 Signalized Intersection Safety Conditions

It was also noted during the crash data analysis that the intersection of US 250 and Lew Dewitt Boulevard and Pelham Drive experiences a particularly high crash rate among the five study signals. A summary of these crashes is shown below in **Table 14**. **Figure 19** displays an aerial crash diagram for the intersection. Of the intersections in the Staunton District, the referenced signal ranked #14 on the PSI ranking. While the Vedette Avenue intersection ranked higher at #10, an investigation of the crash history showed that the likely cause for this high ranking was due to the lack of access management on the segment in the direct vicinity of the intersection.

Table 14: Crash Summary for the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive

US 250 and Lew Dewitt Boulevard/Pelham Drive					
Crash Type	Total	A	B	C	PDO
Angle	35	1	4	7	23
Rear-end	31	0	5	11	15
Sideswipe	7	0	0	0	7
Other	8	0	1	0	7
Total at Intersection	81	1	10	18	52

This intersection was found to experience a high number of angle and rear-end crashes. Approximately 36% of the crashes at the intersection resulted in an injury.

The intersection of US 250 and Hopeman Parkway was also observed to have a high concentration of crashes. A summary of the reported crash history for the intersection is shown below in **Table 15**. **Figure 20** shows an aerial crash for the intersection.

Table 15: Crash Summary for the Intersection of US 250 and Hopeman Parkway

US 250 and Hopeman Parkway					
Crash Type	Total	A	B	C	PDO
Angle	12	1	1	0	10
Rear-end	18	0	3	6	9
Sideswipe	3	0	0	0	3
Other	2	0	0	1	1
Total at Intersection	35	1	4	7	23

Similar to the intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive, this intersection experiences a high percentage of angle and rear-end crashes. Injury crash rates are also high, with approximately 34% of the reported crashes at the intersection resulting in an injury.

Corridor and intersection crash trends were incorporated into the development process for the alternatives evaluated as part of this study. Geometric and operational alternatives were developed based on improvements that would best reduce the number and severity of the reported crashes. Focus was given to reducing the number of angle and rear end crashes, with consideration also given to incidents involving pedestrians and other vehicular incidents including sideswipes and head on collisions.

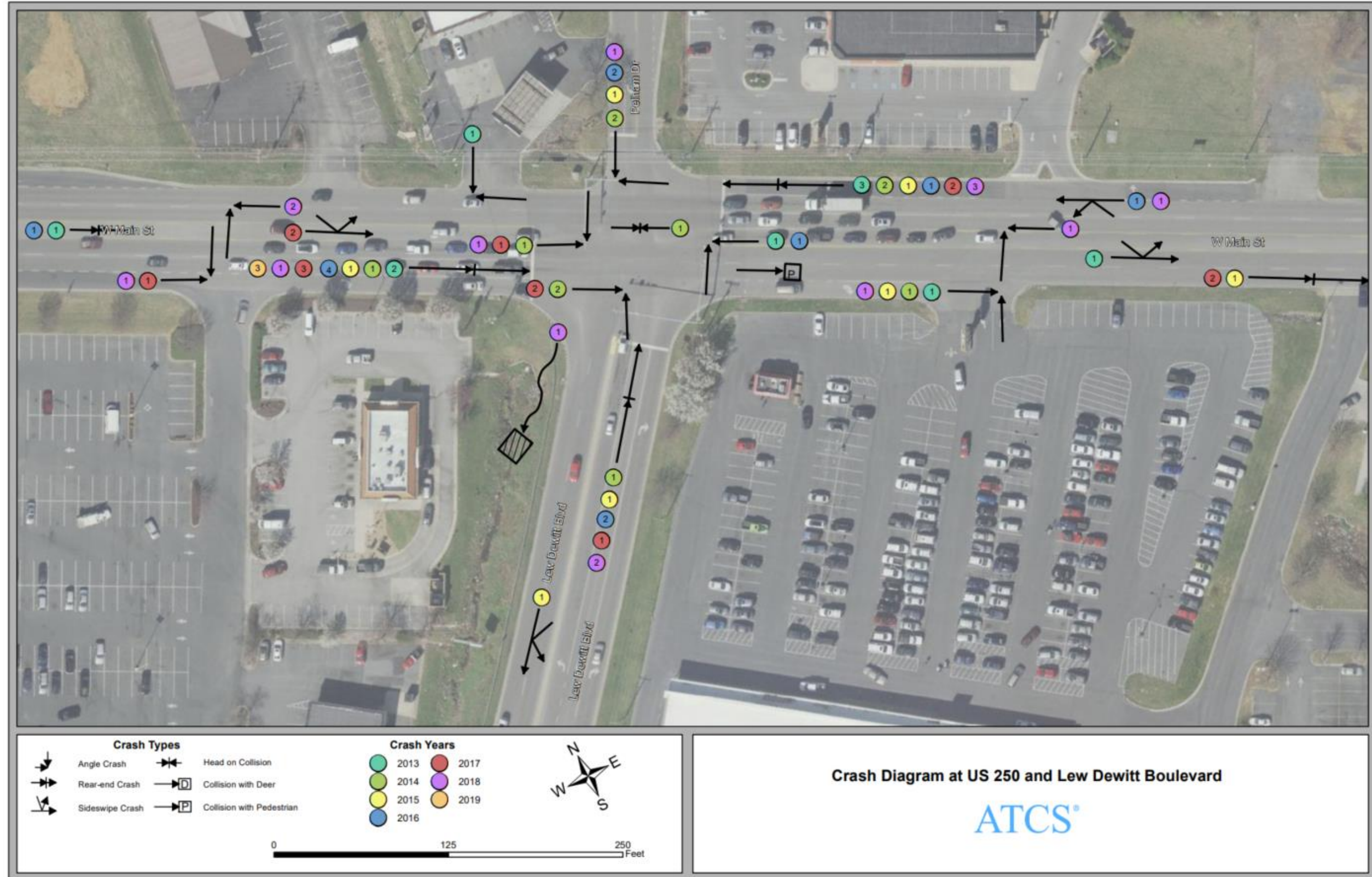


Figure 19: US 250 and Low Dewitt Boulevard/Pelham Drive Aerial Crash Diagram

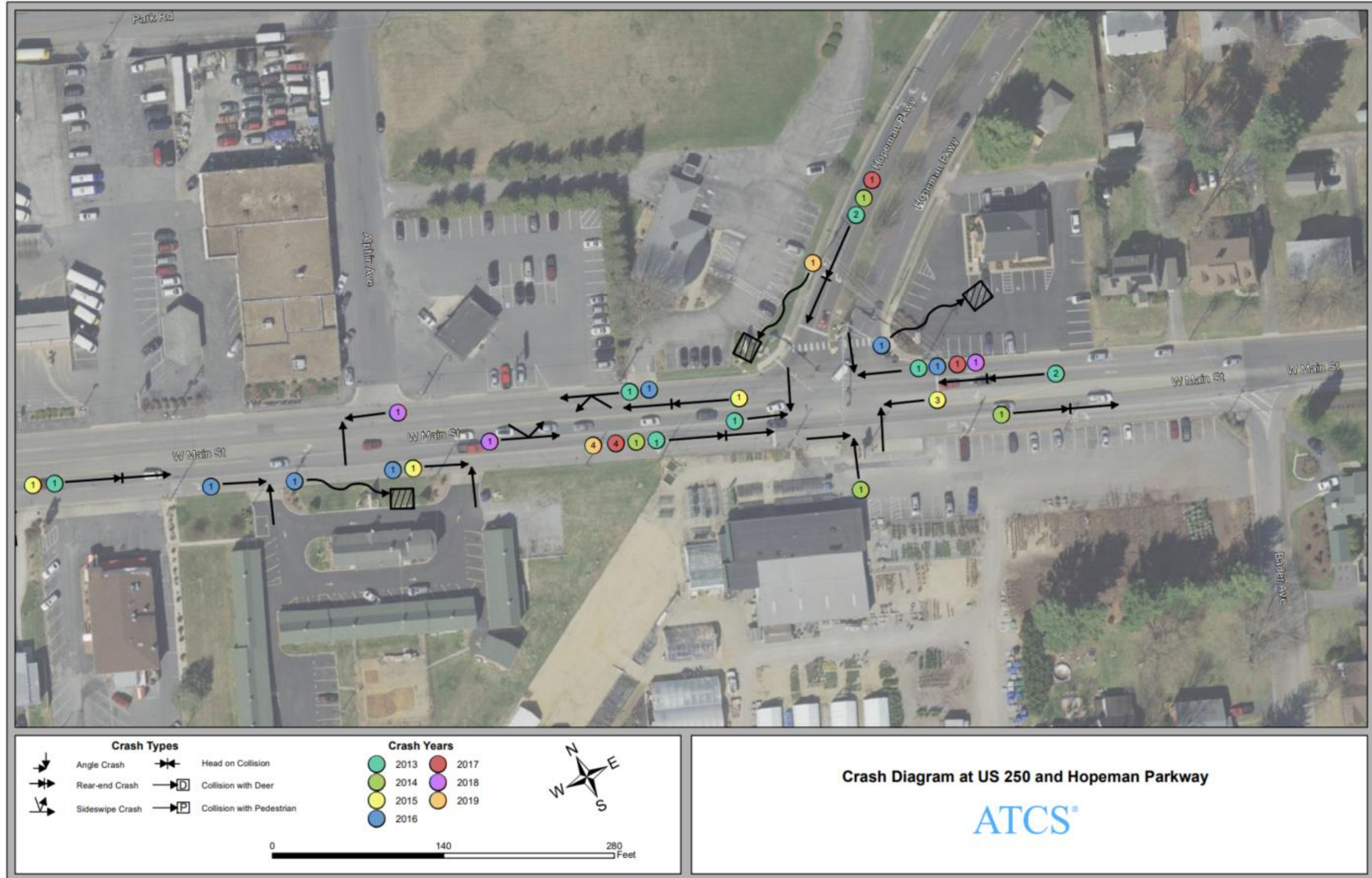


Figure 20: US 250 and Hopeman Parkway Aerial Crash Diagram

2.3 Existing Access Spacing

The existing access spacing on US 250 in the study area was evaluated according to the VDOT access management regulations in Appendix F of the *VDOT Road Design Manual*. The minimum spacing standards for intersections, median crossovers, and commercial entrances are dependent on the functional classification and posted speed limit of the roadway. US 250 within the study corridor is classified as a minor arterial with a speed limit varying from 35 MPH to 45 MPH. VDOT access management standards for a minor arterial are shown below in **Table 16**.

Table 16: VDOT Access Management Spacing Standards for a Minor Arterial

Highway Functional Classification	Legal Speed Limit (mph) ^①	Minimum Centerline to Centerline Spacing (Distance) in Feet			
		Spacing from Signalized Intersections to Other Signalized Intersections ^②	Spacing from Unsignalized Intersections & Full Median Crossovers to Signalized or Unsignalized Intersections & Full Median Crossovers ^③	Spacing from Full Access Entrances or Directional Median to Other Full Access Entrances and Any Intersection or Median Crossover ^④	Spacing from Partial Access One or Two Way Entrances to Any Type of Entrance, Intersection or Median Crossover ^⑤
Minor Arterial	< 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425

Existing centerline to centerline access point spacing on US 250 was measured using aerial maps. Aerial images of the existing access spacing on US 250 within the study corridor can be seen in **Figure 21** through **Figure 25**.

The following access spacing deficiencies were found during investigation of the existing corridor:

1. The signalized intersections on US 250 at Hopeman Parkway and Vedette Avenue do not currently meet minimum spacing standards for signalized intersections.
2. Of the 13 existing unsignalized intersections with full median crossovers within the study corridor, nine do not meet the relevant minimum access spacing requirements.
3. Of the 69 existing full access driveways within the study corridor, 61 of the driveways do not meet the relevant minimum access spacing standards.
4. Of the three partial access driveways within the study corridor, two do not meet relevant minimum access spacing standards.

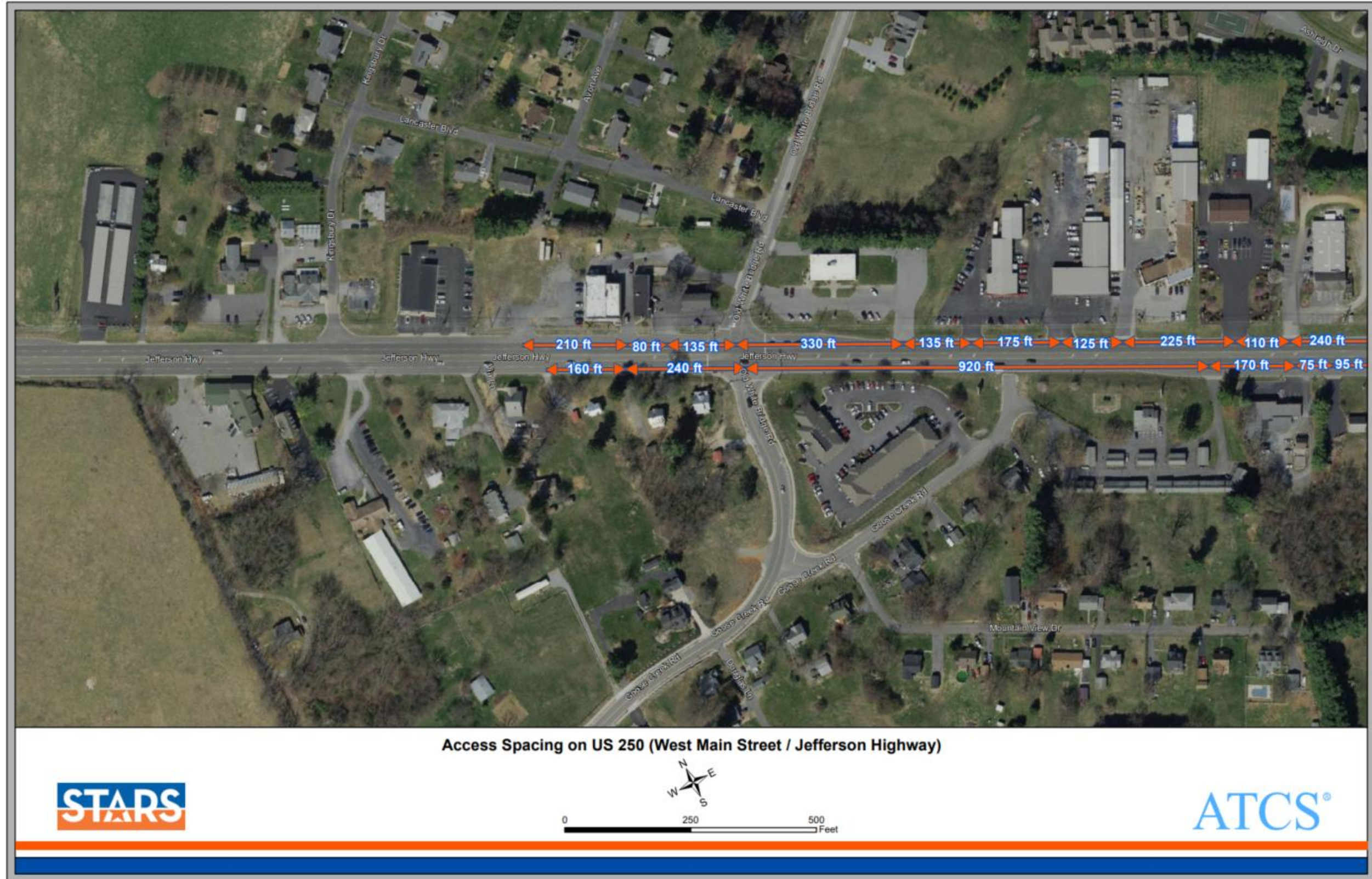


Figure 21: US 250 Existing Access Spacing

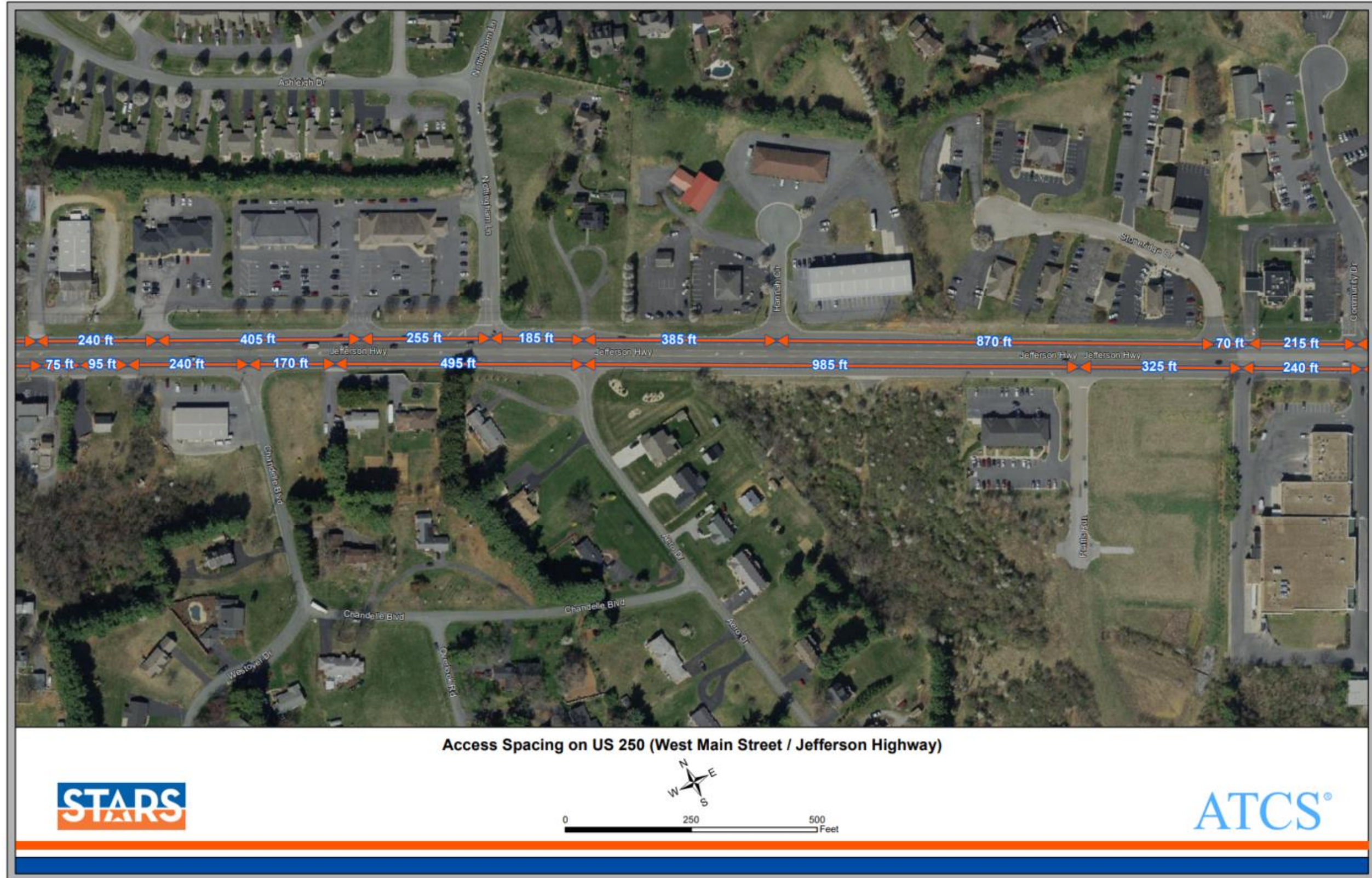


Figure 22: US 250 Existing Access Spacing



Figure 24: US 250 Existing Access Spacing

3.0 IMPROVEMENT ALTERNATIVES

3.1 Summary and Development of Alternatives

In developing alternative scenarios, a thorough review of the existing conditions data and results of the public survey were considered. The goal of the study team was to develop multiple options that would address the highest priority concerns for further consideration and feedback. Options were developed at different levels of construction and implementation cost for the corridor. The goal of each option was to find new or innovative ways to improve the efficiency of the signals and corridor through application of multiple approaches including:

1. Simplification or reduction of signal phase
2. Minor operational improvements or geometrics to expand capacity
3. Alternative or innovative intersections
4. Access management improvements.

Due to the elevated injury crash rates and relative lack of operational deficiencies, it was determined that the focus of the alternatives would be to improve safety conditions. Maintaining or improving existing operational conditions would also be considered. After a review of multiple options, the study team developed several alternative scenarios for further analysis and subsequent concept development. These scenarios were carried forward to solicit public input via the public involvement survey. Those scenarios are as follows:

1. Geometric Alternative 1 – Raised Median
2. Geometric Alternative 2 – Road Diet/Lane Reduction
3. Geometric Alternative 3 – Roundabout at the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive
4. Corridor-Wide Upgrades
5. Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road

Geometric alternative concepts will be henceforth referred to as “Alternative #”. Alternatives are discussed in greater detail in the sections that follow.

3.1.1 Alternative 1 – Raised Median

The existing two-way left turn lane and high number of commercial access driveways on US 250 may contribute to the existing safety issues in the corridor due to their correlation with angle crashes. The high number of commercial access driveways, and unsignalized intersections that do not meet minimum spacing standards, also potentially contributes to safety issues within the corridor. To improve safety on the corridor, it is proposed that the two-way left turn lane be replaced with a raised median and the majority of the commercial access driveways and side streets be restricted to right-in/right-out movements. Design concept sketches for Alternative 1 are shown in **Figure 26** and **Figure 27**.

Left turn lanes are proposed to be provided in locations where left turns are not prohibited. The change to right-in/right-out access for the majority of these access points represents a 60% crash reduction as per SmartScale crash mitigation factors.

Full access openings are proposed to be provided at the following unsignalized side streets and driveways on US 250:

1. Summercrest Avenue (City of Waynesboro)

2. Barksdale Road (City of Waynesboro)
3. Community Drive (City of Waynesboro)
1. Pratts Run (Augusta County)
2. Nottingham Lane (Augusta County)
3. Security Training Concepts/Shear Dimensions Salon and Day Spa Business Access Driveway (Augusta County)

Additionally, partial access openings with left turn in permissions are proposed at the following locations:

1. Bookerdale Road (City of Waynesboro)
2. Hannah Circle (Augusta County)

Additional or different full access locations were proposed to the study team during the concept design process. As no consensus was reached on the viability of these options, these options have not been explored further as part of this report.

This alternative also incorporates improved pedestrian facilities through the corridor in the form of sidewalk and marked pedestrian crossings where possible.

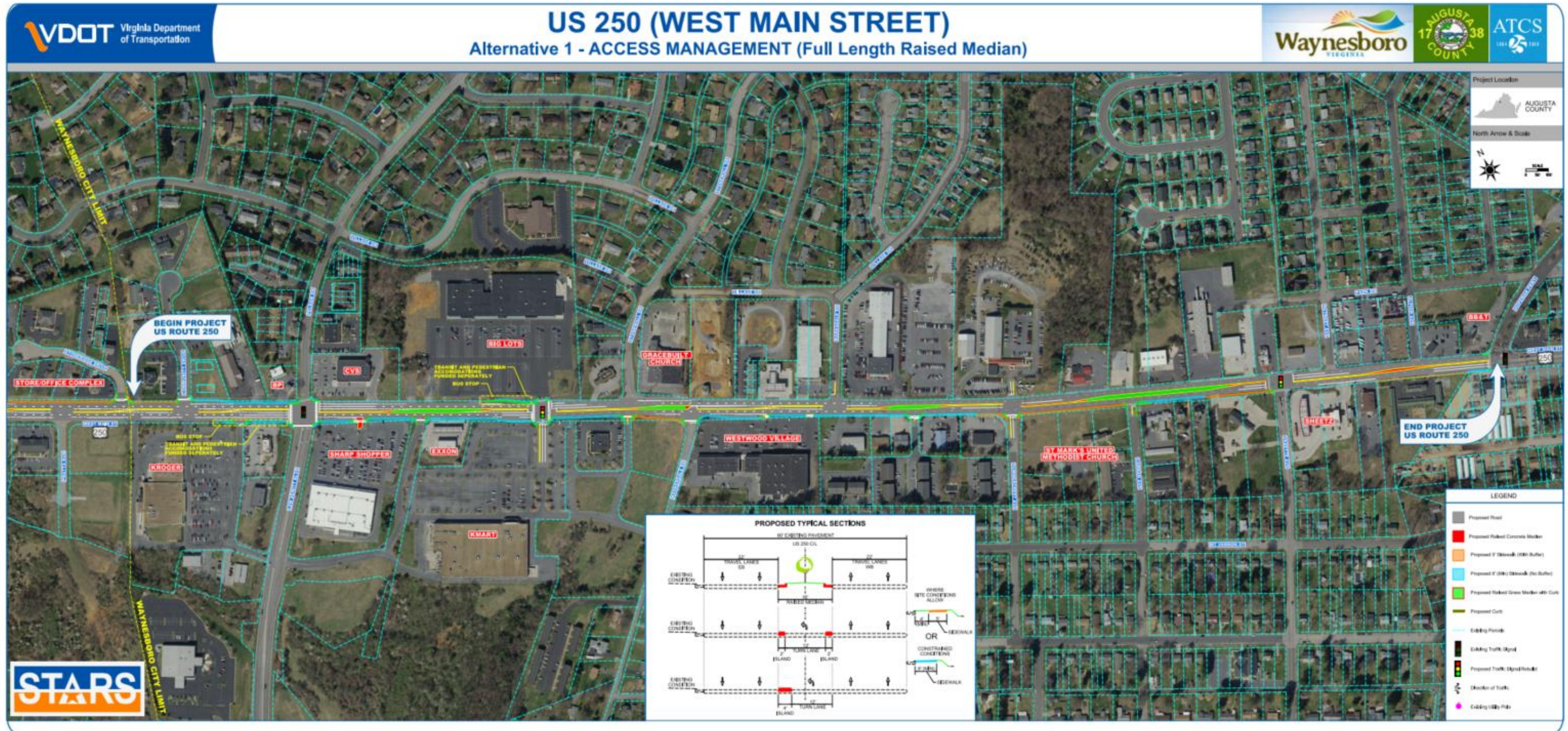


Figure 27: Alternative 1 Design Concept (City of Waynesboro)

3.1.2 Alternative 2 – Road Diet/Lane Reduction

This alternative proposes to reduce the number of through lanes on the section of US 250 between Hopeman Parkway and Low Dewitt Boulevard/Pelham Drive from two in each direction to one in each direction. This alternative also incorporates the raised median and access restrictions from Alternative 1. It was noted during the existing conditions analysis that US 250 through the study corridor was operating significantly under capacity and would likely be able to accommodate the through lane reduction. The hourly traffic entering the corridor versus the hourly capacity of a single lane is shown in **Figure 28**.

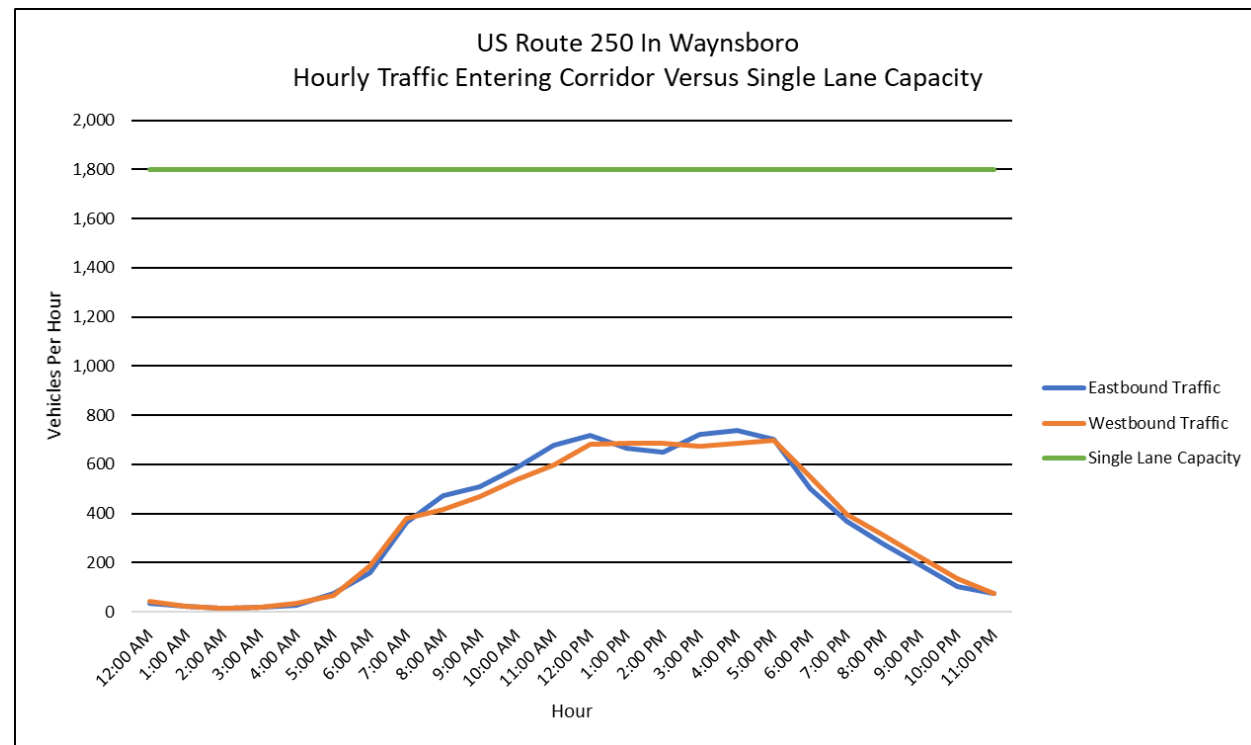


Figure 28: Hourly Traffic Entering the Study Corridor Versus Single Lane Hourly Capacity

Additionally, analysis of the collected data showed that a higher portion of the traffic volume on the corridor favors the left through lane. The lane-use split on US 250 within the study corridor is shown in **Table 17**.

Table 17: Average Lane Use Split on US 250 within the Study Corridor

US Route 250 Through Waynesboro Average % Lane Use in Corridor		
Lane	Eastbound	Westbound
Right Lane	25%	44%
Left Lane	75%	56%

A design concept sketch for Alternative 2 is shown in **Figure 29**.

The reduced footprint of a single travel lane would allow for the addition of sidewalk and bike lanes within the existing right of way and potentially allow for right turn lanes at some access points to accommodate vehicle deceleration and reduce rear end crashes. Overall, a road diet represents a 45% reduction in crashes through the

reduction of conflict points and lane changes as per SmartScale CMFs. Additionally, maximizing the use of the existing right-of-way and pavement will afford associated cost savings.

For this proposed alternative, a reduction to a single lane is not proposed in the portion of the US 250 corridor between Old White Bridge Road/Goose Creek Road and Low Dewitt Boulevard/Pelham Drive. Any recommendations for that portion of the corridor would be limited to access management improvements including a raised median and left turn restrictions, as outlined in Alternative 1.



Figure 29: Alternative 2 Design Concept (City of Waynesboro)

3.1.3 Alternative 3 – Roundabout at the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive

This alternative tested the effect of replacing the existing signal at the Lew Dewitt Boulevard intersection with a roundabout. Due to the presence of 81 total reported crashes in the vicinity of this intersection over the studied years, other proposed measures may not sufficiently reduce the crash rates at this intersection. The installation of a roundabout has the potential to reduce the crashes at this intersection by up to 60% based on Smart Scale CMFs.

A design concept of Alternative 3 is shown below in **Figure 30**.

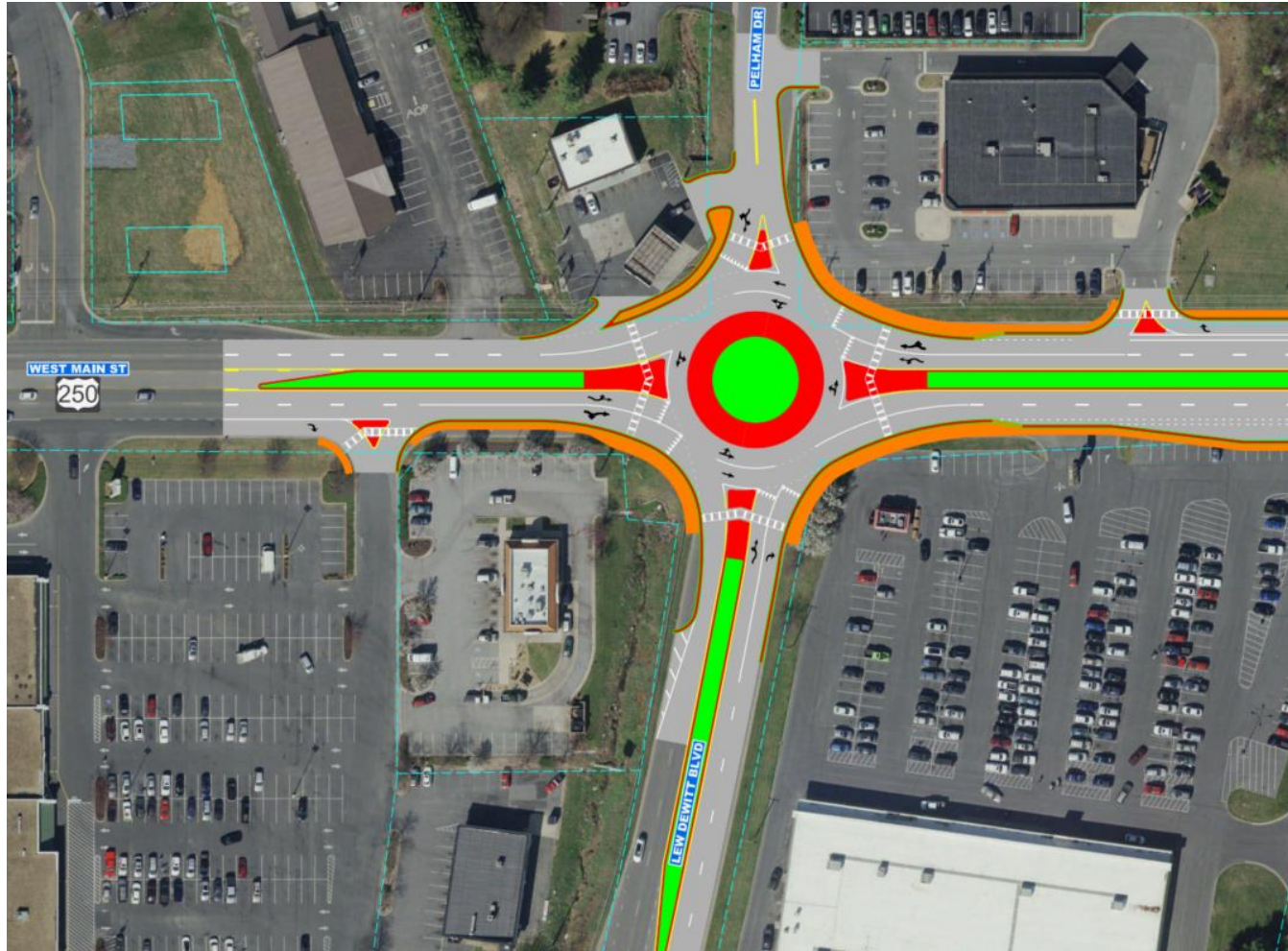


Figure 30: Alternative 3 Design Concept

The geometry of the roundabout shown above was deemed necessary to accommodate the intersection volumes through analysis. While the design concept is shown with two through lanes in each direction on US 250, the geometry of the roundabout would be unaffected by the implementation of Alternative 2. In the event of simultaneous implementation of Alternatives 2 and 3, the US 250 cross-section would be reduced to a single through lane in each direction to the east of the roundabout.

3.1.4 Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road

In existing conditions, the side streets at this intersection operate under split phasing. This alternative tested the effect of removing that split. It also added right turn overlaps for the side street movements to better utilize the dedicated right turn lanes on those approaches. This alternative was separated from the other Corridor-Wide Signal Upgrades for the purposes of analysis because the signal is too far away from the other signals for coordination purposes and already has flashing yellow arrow signal heads installed on US 250.

3.1.5 Corridor-Wide Upgrades

This proposed improvement consists of several recommended upgrades to the existing intersections within the corridor to correct various deficiencies. These upgrades include operational improvements to the signals that were incorporated into the analysis models for Alternatives 1 and 2, specifically:

1. Revising left turns in the corridor to uniformly operate with permitted/protected left turns utilizing flashing yellow arrows. Existing left turn phasing is inconsistent between signals and may impact driver expectations.
2. Addition of right turn overlaps where appropriate.
3. Optimization of lead/lag.
4. Optimization of cycle lengths, splits, and offsets.
5. Modification of signal system to operate as fully actuated, coordinated signals. Synchro model outputs showed favorable traffic conditions for coordination between existing signals.

Additional signal improvements that are recommended for further consideration but were not tested from a modeling standpoint include:

1. Reconstruction of the existing signals at Vedette Avenue and the K-Mart/Big Lots business entrances to replace outdated four-bolt signal structures and replace with current eight-bolt signal structures. An example of the existing signal structures that are insufficient to support future modifications is shown in **Figure 31**.
2. Installation of high visibility backplates.
3. Signalized pedestrian crossing accommodations.
4. Time-of-day phasing.
5. Turn prohibitions.



Figure 31: Existing Outdated Signal Equipment at US 250 and K Mart/Big Lots Business Entrances

A geometric modification is also recommended on the US 250 eastbound approach to Hopeman Parkway. In existing conditions, the two eastbound through lanes on US 250 are marked as a through lane and a right turn drop lane approaching Hopeman Parkway. There is a dedicated left turn lane on the approach that coincides with the eastern terminus of the two-way left turn lane through the corridor. An aerial of the existing eastbound approach lane configuration is shown below in **Figure 32**.

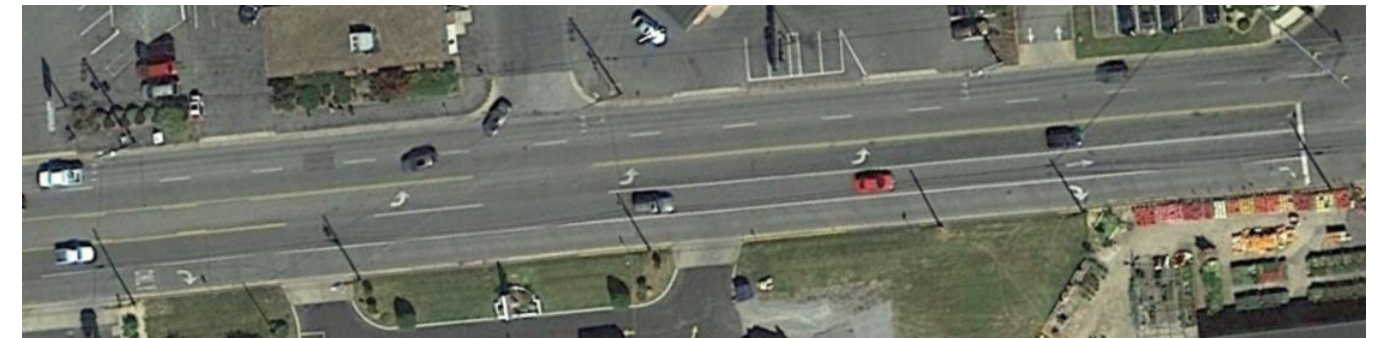


Figure 32: Existing Lane Alignment on US 250 Eastbound Approach to Hopeman Parkway

To improve flow through the intersection, it is recommended that the lane alignment be modified so that the right turn drop lane is converted into a tapered right turn lane. If Alternative 1 is implemented, the two eastbound US 250 through lanes would tie-in to the left turn lane and through lane. A representation of this modification is shown below in **Figure 33**.



Figure 33: Proposed Lane Realignment on US 250 Eastbound Approach to Hopeman Parkway in Alternative 1

If Alternative 2 is implemented, both the right and left turn lanes would be marked as tapered turn lanes. A representation of this modification is shown below in **Figure 34**.



Figure 34: Proposed Lane Realignment on US 250 Eastbound Approach to Hopeman Parkway in Alternative 2

In addition to the proposed signal and geometric modifications, upgrades to the existing BRITE bus service through the corridor are also recommended to promote multimodal transit. Two new bus stops on US 250, adjacent to the

intersection at Low Dewitt Boulevard/Pelham Drive, are proposed. Both bus stop locations are within the City of Waynesboro. These bus stops are proposed to be funded separately from the other improvements recommended as part of this study. The proposed bus stop to the east of Low Dewitt Boulevard/Pelham Drive is shown in **Figure 35**. The proposed bus stop to the west of Low Dewitt Boulevard/Pelham Drive is shown in **Figure 36**.

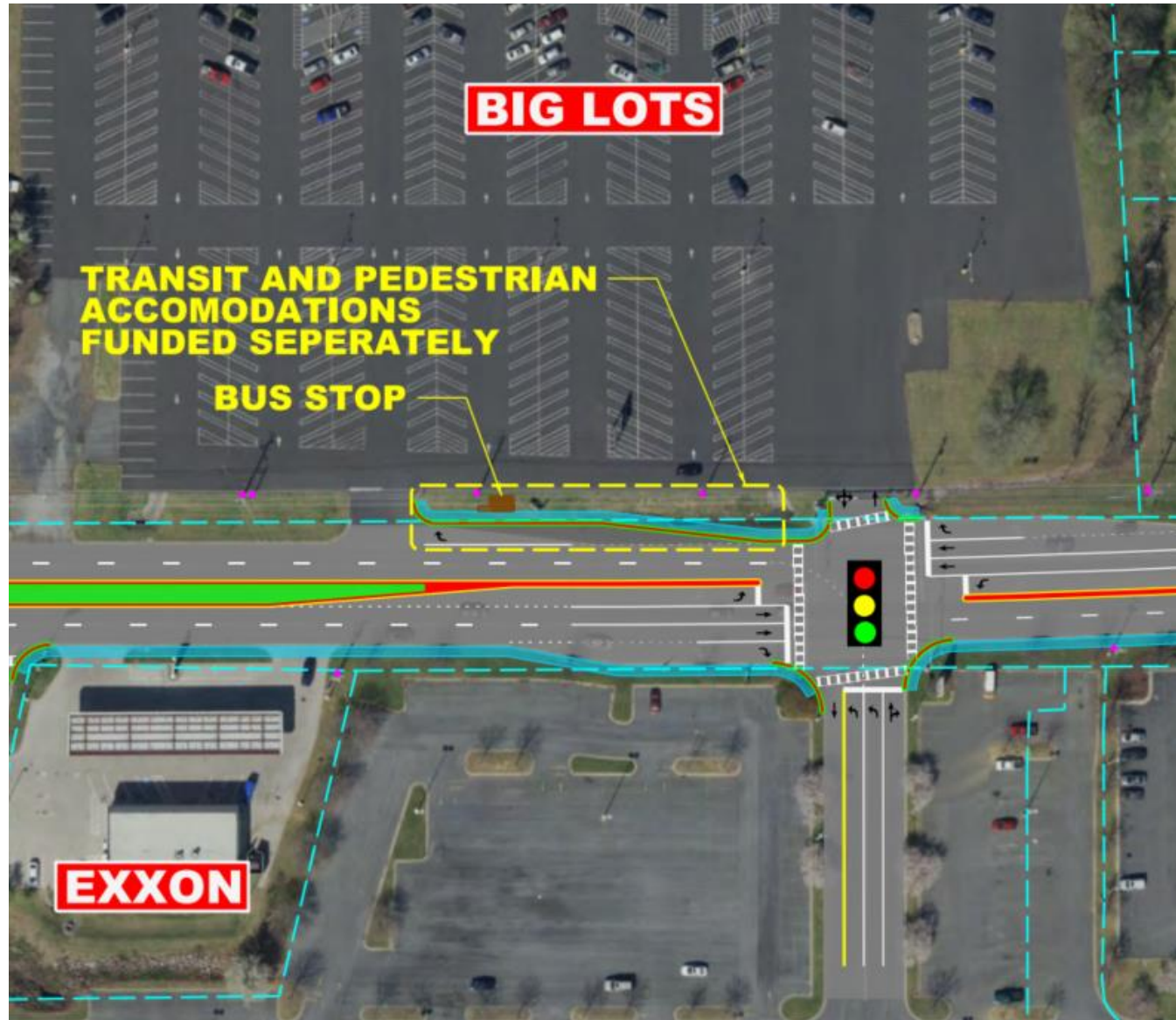


Figure 35: New BRITE Bus Stop Location #1

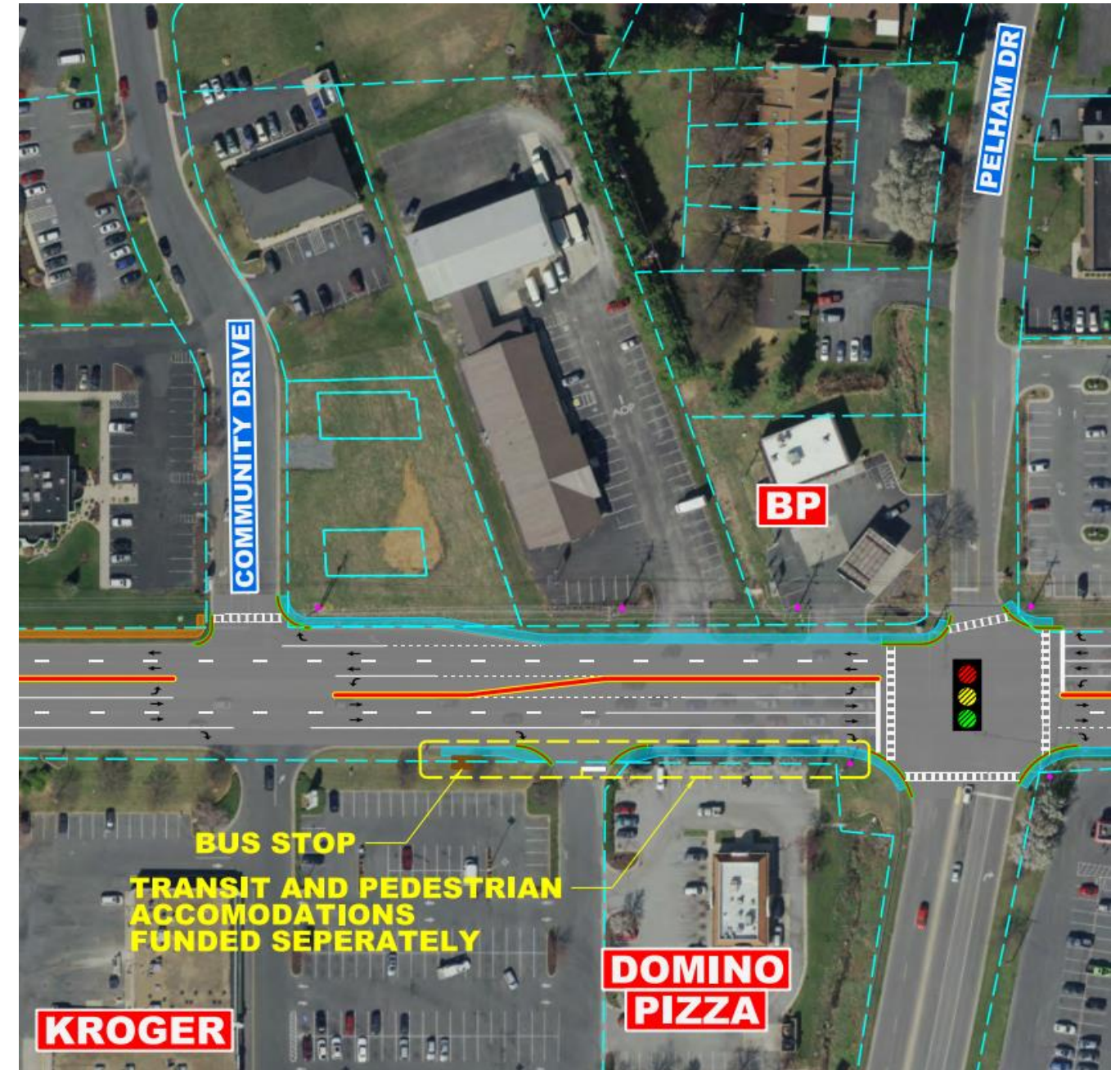


Figure 36: New BRITE Bus Stop Location #2

4.0 FUTURE TRAFFIC FORECASTING AND MODELING

4.1 Traffic Forecasting and Methodology

Future alternatives use volumes grown at a rate of 0.5% per year from 2019 to 2030 for most movements. All movements related to Low Dewitt Boulevard and Old White Bridge Road/Goose Creek Road were grown by 1% per year from 2019 to 2030. These growth factors were obtained from the US 250 Growth Rate Memo provided by the VDOT Staunton Planning District dated October 30, 2019. The future year 2030 volumes for the ten key study intersections are shown below in **Figure 37**, **Figure 38** and **Figure 31**.

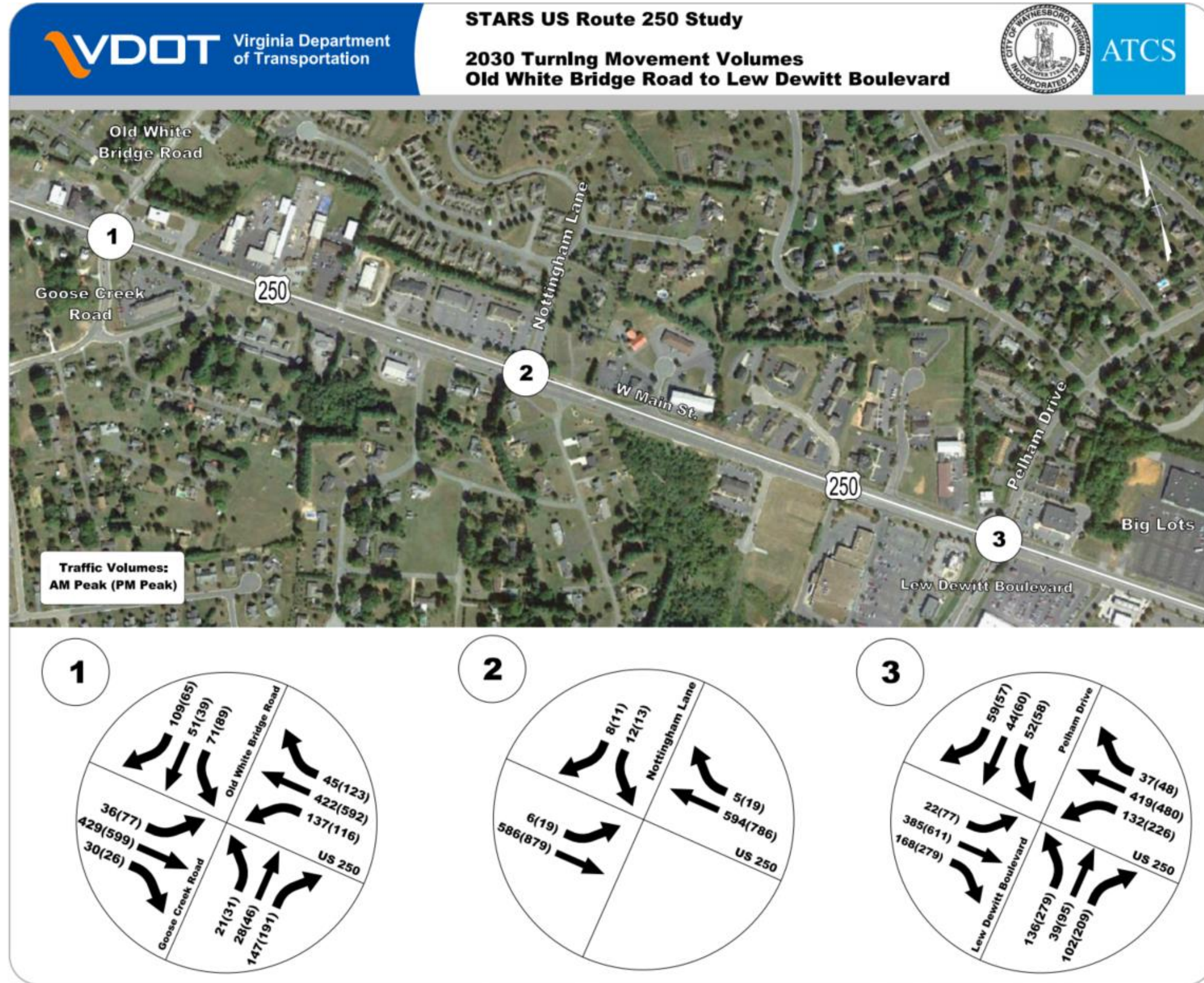


Figure 37: Key Study Intersection 2030 Turning Movement Counts

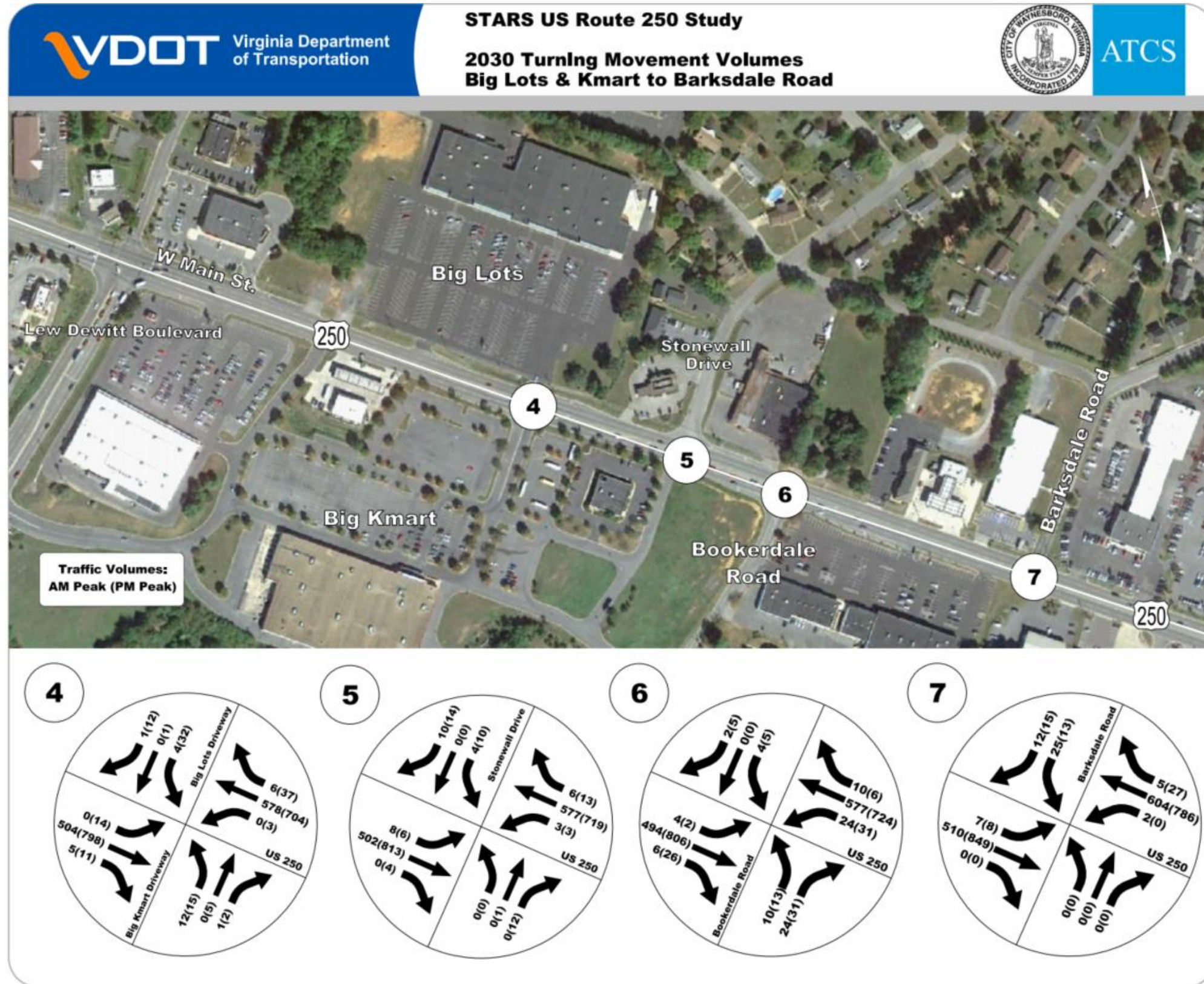


Figure 38: Key Study Intersection 2030 Turning Movement Counts

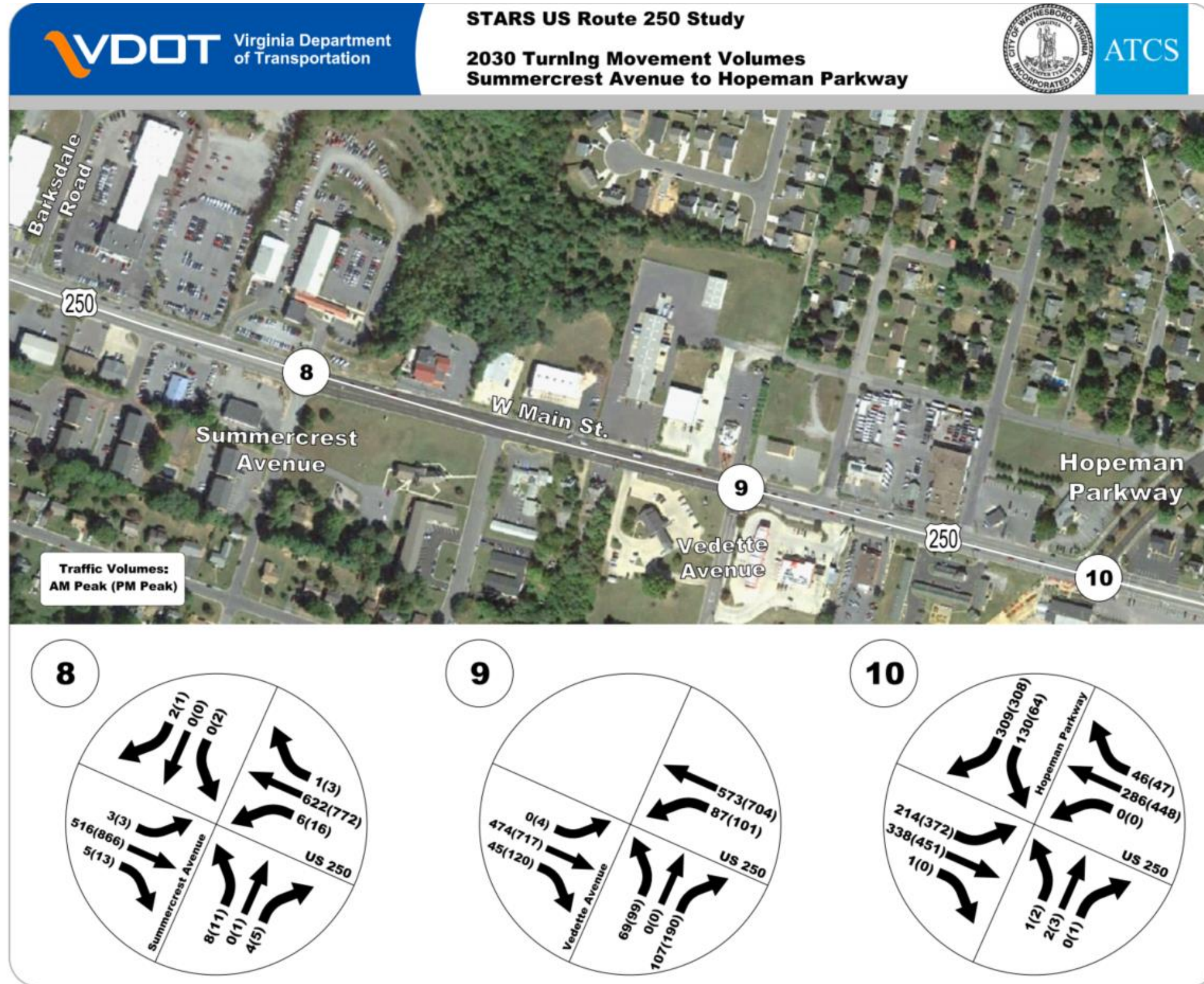


Figure 39: Key Study Intersection 2030 Turning Movement Counts

4.2 Future Year 2030 Traffic Model Results

4.2.1 Modifications to 2030 Model

To reflect the restricted access that occurs as a result of the raised median that is installed in Alternatives 1 and 2, traffic volumes for now-restricted movements were redistributed to the nearest logical access point.

Splits and offsets for the 2030 No-Build model were optimized within the existing cycle lengths. For Alternatives 1 and 2, all signal upgrades outlined in the Corridor-Wide Signal Upgrades alternative were implemented for the four signals within the City of Waynesboro. These include:

1. Revising left turns in the corridor to uniformly operate with permitted/protected left turns utilizing flashing yellow arrows.
2. Addition of right turn overlaps where appropriate.
3. Optimization of lead/lag.
4. Optimization of cycle lengths, splits, and offsets.
5. Modification of signal system to operate as fully actuated, coordinated signals.

The analysis for Alternatives 1 and 2 also includes the relevant recommended geometric modifications to the US 250 eastbound approach to Hopeman Parkway.

Alternative 3 was analyzed as a separate comparison of the roundabout’s performance compared to the performance of the existing signal at US 250 and Lew Dewitt Boulevard/Pelham Drive in the other alternatives.

Similar to the existing conditions analysis, signals were analyzed together as signal clusters based on proximity. The clusters are as follows:

1. US 250 and Hopeman Parkway and US 250 and Vedette Avenue
2. US 250 and K Mart/Big Lots Business Entrances and US 250 and Lew Dewitt Boulevard/Pelham Drive

The fifth signal at the intersection of US 250 and Old White Bridge Road/Goose Creek Road was analyzed independently. This signal was assumed to have the following upgrades as part of its independent upgrade analysis:

1. Addition of right turn overlaps on the side streets.
2. Optimization of lead/lag.
3. Optimization of cycle lengths, splits, and offsets.

4.2.2 Signal Cluster 1 2030 PM Analysis Results

Future analysis results for the signals in Signal Cluster 1, and a comparison to existing conditions, is shown in **Table 18**.

Table 18: 2019 Existing and 2030 PM Analysis Results for Signal Cluster 1

2030 PM Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary														
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Alternative 1			2030 Alternative 2		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and Hopeman Parkway	Driveway	NBLTR	34.2	C	11	37.6	D	16	37.9	D	13	57.8	E	17
	Hopeman Parkway	SBL	21.3	C	66	27.3	C	88	31.2	C	74	51.5	D	119
		SBR	11.4	B	50	11.0	B	56	15.6	B	24	20.3	C	76
	West Main Street	EBL	69.1	E	355	15.7	B	222	13.6	B	321	14.9	B	307
		EBT	11.3	B	252	9.4	A	232	3.5	A	60	7.5	A	282
		EBR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
	West Main Street	WBL	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		WBTR	20.1	C	156	25.1	C	220	26.2	C	217	33.3	C	453
		WBR		N/A			N/A			N/A		20.7	C	0
		Overall		27.0	C	-	16.4	B	-	15.7	B	-	20.3	C
West Main Street (US 250) and Vedette Avenue	Vedette Avenue	NBL	26.1	C	98	25.2	C	99	30.1	C	88	48.7	D	128
		NBTR	24.5	C	0	23.6	C	24	27.8	C	0	43.9	D	0
	West Main Street	EBL	37.1	D	12	35.3	D	12	2.2	A	1	3.5	A	1
		EBTR	14.6	B	235	14.5	B	246	5.7	A	23	5.7	A	53
		EBR*		N/A			N/A			N/A		0.5	A	0
	West Main Street	WBL	31.3	C	100	31.0	C	104	8.1	A	49	6.4	A	18
		WBTR	8.7	A	157	9.1	A	168	4.2	A	67	6.0	A	571
	Overall		15.0	B	-	14.9	B	-	8.8	A	-	11.5	B	-

Compared to existing conditions, the No-Build option with optimized splits and offsets will improve delay for most movements at US 250 and Hopeman Parkway. Notably, the eastbound left improves from LOS E to LOS B. The intersection at US 250 and Vedette Avenue will operate with approximately the same level of overall delay in the No-Build option.

Coordination and full optimization of the signals in Alternative 1 produces similar improvements at the intersection of US 250 and Hopeman Parkway. It additionally provides a significant benefit to the mainline movements at the intersection of US 205 and Vedette Avenue, reducing the LOS of the eastbound and westbound left turns from LOS D and C, respectively, to LOS A. There is also a substantial decrease in mainline queueing at the Vedette Avenue intersection, with eastbound and westbound 95th percentile queues reducing by approximately 200 and 100 feet, respectively.

Alternative 2 shows decreased performance for the side street movements, likely due to the increased mainline green time required to maintain flow through the corridor with a single through lane. Notably, the southbound left turn movement from Hopeman Parkway onto US 250 reduces from LOS D to LOS E with an increase in delay of approximately 20 seconds/vehicles. The westbound through queue at both intersections is also expected to increase significantly with Alternative 2, which may block upstream driveways and side streets. Despite these relative performance decreases, all alternatives are expected to show similar levels of overall delay at each of the intersections in Signal Cluster 1.

It is noted that the westbound through right lane at Hopeman Parkway was modified to a right turn drop lane in Alternative 2. A representation of this modification is shown in **Figure 40**. The output for the shared westbound through right lane at the intersection only includes delay data for the westbound through movement in Alternative 2.



Figure 40: Revised Westbound Lane-Use at US 250 and Hopeman Parkway for Alternative 2

Similarly, an eastbound right turn lane was added at Vedette Avenue. A representation of this modification is shown in **Figure 41**. The output for the eastbound through right lane at the intersection only includes delay data for the eastbound through movement in Alternative 2.

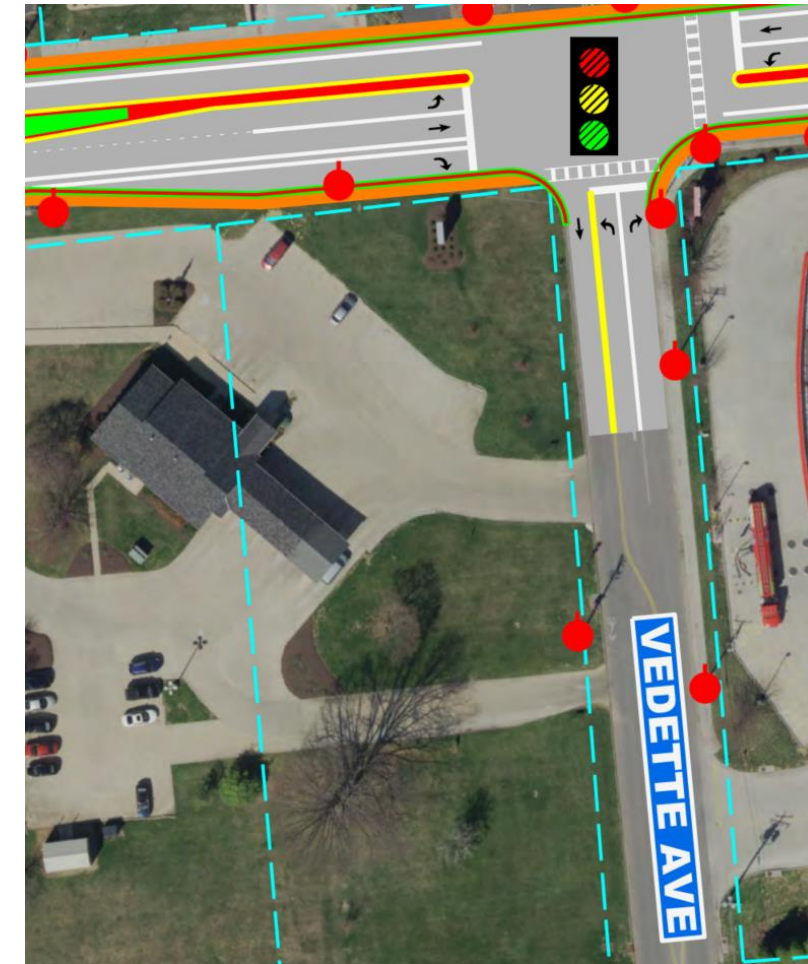


Figure 41: Revised Eastbound Lane-Use at US 250 and Vedette Avenue for Alternative 2

4.2.3 Signal Cluster 2 2030 PM Analysis Results

Future analysis results for the signals in Signal Cluster 2, and a comparison to existing conditions, is shown in **Table 19**.

Table 19: 2019 Existing and 2030 PM Analysis Results for Signal Cluster 2

2030 PM Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary														
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Alternative 1			2030 Alternative 2		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and K Mart/Big Lots Business Entrances	K Mart	NBLTR	36.4	D	28	33.2	C	33	36.7	D	32	55.2	D	42
	Big Lots	SBLTR	34.4	C	43	29.9	C	49	33.3	C	45	51.5	D	62
	West Main Street	EBL	60.7	E	24	65.7	E	25	4.3	A	3	7.8	A	3
		EBT	10.4	B	234	10.3	B	235	4.3	A	77	7.4	A	342
	West Main Street	EBR	7.6	A	0	7.7	A	0	6.6	A	0	4.7	A	0
		WBL	36.7	D	10	34.0	C	10	5.4	A	1	5.8	A	1
		WBT	9.7	A	205	9.9	A	202	6.1	A	67	7.5	A	219
	West Main Street	WBR	7.8	A	0	7.8	A	0	5.4	A	0	4.5	A	0
		Overall		11.8	B	-	11.4	B	-	6.3	A	-	9.2	B
	West Main Street (US 250) and Low Dewitt Boulevard/Pelham Drive	Low Dewitt Boulevard	NBL	27.3	C	246	29.7	C	320	24.4	C	169	45.5	D
NBT			32.6	C	111	32.5	C	129	23.8	C	80	37.7	D	113
NBR			32.0	C	61	31.9	C	65	16.3	B	25	28.7	C	42
Pelham Drive		SBL	35.1	D	67	39.6	D	80	19.3	B	56	32.5	C	87
		SBTR	43.2	D	141	46.9	D	178	29.5	C	81	51.5	D	149
West Main Street		EBL	23.3	C	62	25.4	C	69	11.3	B	31	9.0	A	31
		EBT	33.9	C	331	37.3	D	385	22.2	C	107	27.2	B	309
		EBR	29.4	C	123	32.0	C	132	12.5	B	4	3.9	A	5
West Main Street		WBL	46.9	D	262	49.6	D	324	23.1	C	141	36.2	B	142
		WBT	22.0	C	195	23.4	C	210	16.9	B	95	11.4	B	89
		WBR	19.2	B	0	20.3	C	0	14.8	B	0	N/A		
Overall			31.2	C	-	33.5	C	-	19.7	B	-	25.3	C	-

Compared to existing conditions, the No-Build option is expected to operate at approximately the same levels of delay for all movements. The corridor-wide signal upgrades in Alternatives 1 and 2 provide a significant benefit to the mainline left turns into the K Mart/Big Lots Business Entrances. The operation of the eastbound and westbound left turns improves from LOS E and C, respectively, to LOS A.

Alternative 1 is also expected to provide an improvement to all movements at the intersection of US 250 and Low Dewitt Boulevard/Pelham Drive, with all movements operating at LOS C or better.

The benefit at both intersections is reduced in Alternative 2 compared to Alternative 1 due to an increase in delay for the side streets due to the reallocation of green time at the signal necessitated by the cross-section reduction. Despite this, Alternative 2 is still expected to provide improved overall operations at both intersections compared to No-Build.

It is noted that the westbound right lane at Low Dewitt Boulevard was modified to a shared through right lane in Alternative 2 to accommodate a second through lane for connectivity to the existing two westbound through lanes west of the intersection. A representation of this modification is shown in **Figure 42**. As such, the results for the westbound right turn are part of the westbound through movement results for Alternative 2.



Figure 42: Revised Westbound Lane-Use at US 250 and Low Dewitt Boulevard/Pelham Drive for Alternative 2

4.2.4 Alternative 3 Roundabout 2030 PM Analysis

The results of the roundabout analysis are summarized below in **Table 20**.

Table 20: 2030 PM Analysis Results for Alternative 3

2030 PM Alternative 3 - Delay, LOS, and 95th Percentile Queue Summary					
Intersection	Roadway	Lane Group	2030 Alternative 3		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and Low Dewitt Boulevard/Pelham Drive	Low Dewitt Boulevard	NBLT	24.4	C	93
		NBR	13.9	B	38
	Pelham Drive	SBLTR	15.0	B	33
		West Main Street	EBLT	37.2	E
	EBTR		17.0	C	108
	West Main Street	WBLT	19.4	C	110
		WBTR	19.5	C	110
Overall		23.2	C	-	

Alternative 3 is expected to operate with similar levels of delay and queueing to Alternative 1, with the exception of the eastbound through approach. Delay and queue are similar to the results seen in Alternative 2, with 37.2 seconds of delay per vehicle and a 314 foot 95th percentile queue.

A comparison of the approach delay for each future alternative at the intersection is shown in **Table 21**.

Table 21: 2030 PM Approach Delay Analysis Results for US 250 and Lew Dewitt Boulevard/Pelham Drive

2030 PM Future Alternatives Analysis - Approach Delay and LOS										
Intersection	Roadway	Approach	2030 No-Build		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
			Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS
West Main Street (US 250) and Lew Dewitt Boulevard/Pelham Drive	Lew Dewitt	NB	30.9	C	21.4	C	38.3	D	20.6	C
	Pelham Drive	SB	44.5	D	25.3	C	43.7	D	15.0	B
	West Main	EB	34.8	C	18.4	B	18.7	B	28.9	D
	West Main	WB	31.0	C	18.7	B	18.9	B	19.4	C
	Overall		33.5	C	19.7	B	25.3	C	23.2	C

Overall approach delay for Alternative 3 is expected to be similar to Alternative 1 on the northbound and westbound approaches. The eastbound approach is expected to operate with approximately 10 seconds more delay than in Alternative 1, while reducing the delay for the southbound approach by 10 seconds.

4.2.5 US 250 and Old White Bridge Road/Goose Creek Road 2030 PM Analysis Results

This section summarizes the operational impacts that concurrent side street phasing would have on the signal at US 250 and Old White Bridge Road/Goose Creek Road. The effects of Alternative 2 were not tested for this intersection, as the reduction to a single lane is not recommended in this portion of the corridor. A summary of the 2030 proposed improvement results compared to the existing 2019 results and the 2030 No-Build results are shown below in **Table 22**.

Table 22: 2019 Existing and 2030 PM Analysis Results for US 250 and Old White Bridge Road/Goose Creek Road

2030 PM Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary											
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Concurrent Side Streets		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
Jefferson Highway (US 250) and Old White Bridge Road/Goose Creek Road	Goose Creek Road	NBLT	38.1	D	94	39.3	D	105	30.3	C	70
		NBR	36.1	D	54	37.0	D	68	19.5	B	41
	Old White Bridge Road	SBLT	37.9	D	140	39.2	D	156	37.1	D	109
		SBR	33.6	C	0	34.3	C	0	21.8	C	0
	Jefferson Highway	EBL	18.5	B	54	18.6	B	59	8.8	A	32
		EBTR	30.4	C	262	30.2	C	271	17.6	B	173
	Jefferson Highway	WBL	19.3	B	79	19.5	B	87	11.6	B	32
		WBT	27.3	C	254	26.6	C	260	13.2	B	27
		WBR	22.2	C	3	21.9	C	11	12.7	B	102
	Overall		29.3	C	-	29.3	C	-	17.4	B	-

Overall, the removal of the split and optimized timing provides for a noticeable benefit to both the mainline and side street movements. All movements are expected to operate with a lower level of delay and shorter queues compared to the No-Build option.

4.2.6 Results Summary

Both Alternatives 1 and 2, combined with the Corridor-Wide Upgrades improvements, provide clear benefits to the operations and safety of vehicles traveling through the corridor. While Alternative 1 provides for better overall operations at the intersections, Alternative 2 is likely to provide for additional safety benefits without negatively impacting corridor operations in a noticeable manner. Alternative 3 offers further improved safety benefits at the intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive, while providing a delay improvement that falls between the benefits provided by Alternatives 1 and 2. The removal of the split side street phasing at the intersection of US 250 and Old White Bridge Road/Goose Creek Road also provides a benefit to the operations at that signal.

5.0 PUBLIC INVOLVEMENT

5.1 Public Involvement / Survey Results

Following the development and analysis of the alternatives, a public involvement survey was developed to determine the public’s response to the alternatives and investigate their demographics and what they perceived as the relevant issues within the study area. This survey was available online for the entire period of time between January 21, 2020 and February 3, 2020. In addition to providing answers to questions, participants were asked to rank grouped alternatives at sections of the study area to determine the alternatives with the highest public approval. 942 people responded to the survey.

This survey was primarily designed to test the reception to Alternatives 1, 2, and 3. As the Corridor-Wide Signal Upgrades and Alternative 4 only affect the operation of the signals and do not affect the geometry of the roadway, they were not included for response. A summary of the key takeaways from the second public involvement survey is as follows:

1. Respondents value traffic safety, travel time reliability, and ease of making turns above all other metrics, including multimodal options and property access.
2. Alternative 1 was the most well-received solution and was the only alternative to outscore the No-Build scenario. Respondents appeared to accept the trade-off between safety and direct property access.
3. Alternatives 2 and 3 were strongly disliked.
4. 85% of the respondents intend to drive through the corridor. Few respondents indicated interest in multimodal usage.

A detailed summary of the survey questions and results from the public involvement phase may be found in the Appendix.

A public information meeting to present the recommendations of this study is planned to be held in the Summer or Fall of 2020.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Preferred Alternative

The preferred long-term alternative recommended by this study incorporates a combination of Alternatives 1, implementation of the outlined Corridor-Wide Upgrades and the implementation of Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road. Alternative 3 is recommended for further exploration for future implementation. While Alternative 2 performed within acceptable levels of delay and provided additional

benefits over Alternative 1, the negative response from the public to the lane reduction removed it from consideration for implementation.

6.2 Final Conclusions

The study and analysis conducted under the US 250 STARS study highlighted a range of issues within the study area that were reinforced by public feedback and involvement. After a full evaluation of the available data, a combination of Alternatives 1, Corridor-Wide Upgrades, and Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road provides the most significant improvements to the most prevalent issues and concerns for the traveling public within the study area. Alternative 3 is also recommended for further exploration for future implementation. This combination of improvements includes:

1. Installation of a raised median on the US 250 corridor within the study area, with the removal of the existing two-way left turn lane and the conversion of all business driveways and side street access points to right-in/right-out. Exceptions for full access/partial access with permissions for left turns in would be made at noted locations.
2. Revising left turns in the corridor to uniformly operate with permitted/protected left turns utilizing flashing yellow arrows. Existing left turn phasing is inconsistent between signals and may impact driver expectations.
3. Shifting the through lanes on the eastbound US 250 approach to Hopeman Parkway to tie-in to the left turn and through lanes. Conversion of the existing right turn drop lane into a tapered right turn storage lane.
4. Addition of right turn overlaps where appropriate.
5. Optimization of lead/lag.
6. Optimization of cycle lengths, splits, and offsets.
7. Modification of signal system to operate as fully actuated, coordinated signals. Synchro model outputs showed favorable traffic conditions for coordination between existing signals.
8. Reconstruction of the signals at Vedette Avenue and the K-Mart/Big Lots business entrances to replace outdated signal structures and equipment.
9. Installation of high visibility backplates.
10. Sidewalk, unsignalized, and signalized pedestrian accommodation improvements.
11. Installation of new BRITE bus stops at two locations on US 250 adjacent to Lew Dewitt Boulevard/Pelham Drive.
12. Modification of the existing side street phasing at the intersection of US 250 and Old White Bridge Road/Goose Creek Road from split phasing to concurrent phasing.
13. Further explore the future installation of a roundabout in place of the existing traffic signal at the intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive.

This combination of alternatives is expected to provide the best combination of safety and operational benefits to the corridor through access management improvements, modernization of the signal system, and provision of pedestrian and bus facilities. With a thorough and expansive public involvement effort, the options put forth demonstrate the level of support needed to pursue the outlined concepts towards implementation for funding and are recommended for further development and engineering.

6.3 Cost Estimate

High-level cost estimates were developed for the preferred alternative in both the City of Waynesboro and Augusta County. Full cost estimate breakdowns are included in the Appendix. Cost estimate summaries for preliminary engineering, right-of-way, and construction are shown in **Table 23** for The City of Waynesboro and in **Table 24** for Augusta County, respectively. These cost estimates assume that the existing pavement will not be resurfaced as part of the project. A 25% contingency has been factored into the cost estimates. The cost of potential further engineering development and construction of the roundabout at US 250 and Lew Dewitt Boulevard and Pelham Drive is not included in these cost estimates.

Table 23: US 250 STARS Preferred Alternative Cost Estimate - City of Waynesboro

US 250 STARS Preferred Alternative Cost Estimate - City of Waynesboro	
Phase	Cost
Preliminary Engineering	\$ 657,000.00
Right-of-Way	\$ 500,000.00
Construction	\$ 4,043,000.00
Total	\$ 5,200,000.00

Table 24: US 250 STARS Preferred Alternative Cost Estimate – Augusta County

US 250 STARS Preferred Alternative Cost Estimate - Augusta County	
Phase	Cost
Preliminary Engineering	\$ 400,000.00
Right-of-Way	\$ 300,000.00
Construction	\$ 1,200,000.00
Total	\$ 1,900,000.00

APPENDIX

US 250 Proposed Alternatives Memo

TECHNICAL MEMORANDUM

DATE: December 6, 2019

TO: Adam Campbell, PLA
Assistant District Planner

FROM: Nathan Umberger, PE, PTOE
John Albonetti
ATCS, PLC - Traffic Engineering

SUBJECT: VDOT STARS US-250 – West Main Street/Jefferson Highway - City of Waynesboro and Augusta County
Future Alternatives Operational Analysis

INTRODUCTION

This memo summarizes the improvement alternatives considered for the US 250 (West Main Street/Jefferson Highway) corridor in the city of Waynesboro, Virginia and Augusta County from Route 1023 (Hopeman Parkway) to Route 640 (Old White Bridge Road/Goose Creek Road) as a result of Stakeholders Meeting #2, held October 3, 2019. The alternatives were developed based on the results of the existing conditions and no-build conditions analyses, field observations, and coordination with the Study Team.

SUMMARY OF FINDINGS

A combination of the four proposed alternatives would likely provide the most substantial overall benefit to the corridor. In terms of operations, corridor-wide signal upgrades as well as the removal of split side street phasing at Old White Bridge Road/Goose Creek Road would provide a noticeable benefit. Safety-wise, a reduction to a single through lane on the portion of the corridor within the City of Waynesboro, construction of a roundabout at US 250 and Lew Dewitt Boulevard/Pelham Drive, access management improvements of a raised median and left turn restrictions, and upgrades to the pedestrian facilities are likely to provide a substantial safety benefit to the corridor.

FUTURE YEAR ALTERNATIVES CONSIDERED

The study corridor consists of five major signalized intersections on US 250. They are:

- US 250 and Hopeman Parkway
- US 250 and Vedette Avenue
- US 250 and K Mart/Big Lots Business Driveways
- US 250 and Lew Dewitt Boulevard/Pelham Drive
- US 250 and Old White Bridge Road/Goose Creek Road

The alternatives considered as part of this analysis are as follows:

1. Alternative 1: Corridor-Wide Signal Upgrades

2. Alternative 2: Road Diet/Lane Reduction
3. Alternative 3: Roundabout at the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive
4. Alternative 4: Concurrent Side Street Phasing at Old White Bridge Road/Goose Creek Road

Though not relevant to the purposes of this analysis it should be noted that access management improvements are also recommended through the corridor. These improvements are discussed in more detail as part of the safety section of this report.

For the analysis results, the intersections at Hopeman Parkway and Vedette Avenue were grouped and the intersections of the K Mart/Big Lots Business Driveways and Lew Dewitt Boulevard/Pelham Drive were grouped due to their proximity.

Future alternatives use volumes grown by a factor of 0.5% per year for most movements except for Lew Dewitt Boulevard and Old White Bridge Road/Goose Creek Road, which were grown by 1% per year. The future study year used for this analysis is 2030 as outlined in the STARS Study Framework Document. These growth factors were obtained from the US 250 Growth Rate Memo provided by the VDOT Staunton Planning District dated October 30, 2019.

Because there is relatively little congestion on the corridor in the existing year and configuration, the focus of these alternatives is to improve safety conditions at the intersections and on the corridor in between while maintaining or improving on the current operations. Planning level conceptual layouts for each of the proposed future alternatives were developed and are summarized below.

Discussion of Intersection Alternatives

A more detailed summary of the alternatives proposed for the intersection is as follows:

1. No-Build. The No-Build alternative tested what effects maintaining existing conditions would have on the signal operations in the corridor. For this analysis, cycle lengths were left unchanged and the signals were left uncoordinated. Splits and offsets were optimized, however.
2. Alternative 1: Corridor-Wide Signal Upgrades. This alternative tested the effects of significantly upgrading the existing signals in the corridor with a variety of changes, including:
 - a. Revising left turns in the corridor to uniformly operate with permitted/protected left turns utilizing flashing yellow arrows.
 - b. Right turn overlaps were added where appropriate.
 - c. Lead/lag was optimized.
 - d. Cycle lengths, splits, and offsets were optimized.
 - e. The signals were modified to operate as fully actuated, coordinated signals.

Additional improvements, such as the installation of high-visibility backplates, pedestrian accommodations, time-of-day phasing, and turn prohibitions were not tested or irrelevant to the operations analysis portion of this technical memo but should be considered for further enhanced safety and operations benefits.

3. Alternative 2: Road Diet. This alternative includes all the upgrades made in Alternative 1, while also reducing the number of through lanes in each direction from two to one in the portion of the corridor between Lew Dewitt Boulevard and Hopeman Parkway. It was noted during the existing conditions analysis, US 250 through the corridor was operating significantly under capacity and

would likely be able to accommodate the through lane reduction. This alternative would also allow for additional safety upgrades and pedestrian accommodations through the corridor, such as sidewalk and bike lanes, in addition to cost savings by maximizing the use of the existing right of way and pavement.

4. Alternative 3: Roundabout at Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive. This alternative tested the effect of replacing the existing signal at the Lew Dewitt Boulevard intersection with a roundabout. The geometry of this roundabout is assumed to be the same for both Alternatives 1 and 2.
5. Alternative 4: Concurrent Side Street Phasing at Old White Bridge/Goose Creek Road. In existing conditions, the side streets at this intersection operate under split phasing. This alternative tested the effect of removing that split. It also added right turn overlaps for the side street movements to better utilize the dedicated right turn lanes on those approaches. This alternative was separated from Alternative 2 for the purposes of analysis due to the fact that the signal is too far away from the other signals for coordination purposes and already has flashing yellow arrow signal heads installed on US 250.

The impacts of these alternatives on the signals are further discussed in the analysis results sections of this technical memo. As existing conditions showed that the PM peak hour volumes are higher than the AM peak hour in all regards, only the PM peak hour was analyzed as part of this document. It is assumed and reasonable that all measures of effectiveness would perform equal to or better during AM hours as compared to PM hours. The PM peak hour is noted as 4:45 PM to 5:45 PM.

SAFETY ANALYSIS FOR THE US 250 CORRIDOR WITHIN THE STUDY AREA

Though the effects were not tested as part of this analysis, access management improvements are also proposed on the corridor between the two signals. Currently, the existing two-way left turn lane and high number of commercial access driveways throughout the corridor on US 250 present a safety issue as evidenced by the crash history. Due to the length of the corridor, crash analysis was broken down into three segments. Crash data was taken from the VDOT Crash Analysis Tool and includes all recorded crashes from January 2013 to April 2019. The three segments are as follows:

1. On US 250 between Old White Bridge Road/Goose Creek Road and Lew Dewitt Boulevard/Pelham Drive
2. On US 250 between Lew Dewitt Boulevard/Pelham Drive and Barksdale Road
3. On US 250 between Barksdale Road and Hopeman Parkway

There are five Staunton District potential safety improvement (PSI) segments located on US 250 between Lew Dewitt Boulevard and Hopeman Parkway that were studied between 2013 and 2017. Within the district, they are ranked #40, #76, #77, #124, and #196. Additionally, the northbound approach to US 250 on Lew Dewitt Boulevard is ranked #27.

A summary of the crashes on Segment 1 is shown below in **Table 1**.

<i>US 250 From Old White Bridge Rd. to Lew Dewitt Blvd.</i>				
	Total	B	C	PDO
Angle	7	0	1	6
Rear End	1	1	0	0
Pedestrian	1	1	0	0
Deer	1	0	0	1

Table 1: Crash Summary for Study Corridor Segment 1

There were 10 crashes recorded in this segment during the studied time period. Most of these crashes were angle crashes related to various access points along the segment. There was also a pedestrian crash along this segment resulting in a visible injury. The crashes for Segment 2 are summarized below in **Table 2**.

<i>US 250 From Lew Dewitt Blvd. to Barksdale Rd.</i>					
	Total	A	B	C	PDO
Angle	19	3	4	8	4
Rear End	18	0	3	5	10
Sideswipe	3	0	0	1	2
Other	7	1	0	1	5

Table 2: Crash Summary for Study Corridor Segment 2

Segment 2 shows a similar pattern of angle crashes for the access points and a significant number of rear ends associated with the signalization in this portion of the corridor. This portion of the corridor also trends towards more severe crashes, with four severe injuries and seven visible injuries. A summary of the crashes for Segment 3 is shown below in **Table 3**.

<i>US 250 From Barksdale Rd. to Hopeman Pkwy.</i>						
	Total	K	A	B	C	PDO
Angle	23	1	0	1	2	19
Rear End	45	1	0	4	14	26
Sideswipe	2	0	0	0	0	2
Fixed Object	8	0	1	1	3	3
Other	4	0	1	2	0	1

Table 3: Crash Summary for Study Corridor Segment 3

Segment 3 has the highest rate of crash activity, with a significant number of angle and rear end crashes mostly caused by the access driveways and signals. This segment also experiences the worst crash severity, with two recorded fatalities, two severe injuries, and eight visible injuries.

Overall, the data suggests that the high number of driveways with two-way left turn lane access and queueing at the signals is likely the cause of most of the crash issues along the corridor. The presence of pedestrian related crashes also suggests that there may not be adequate facilities along the corridor.

To help mitigate these issues, a road diet as proposed in Alternative 2 combined with access management improvements and would likely further improve conditions within the study corridor if implemented. This proposal would include a reduction to a single through lane in each direction with a raised median in-between and a limited number of left turn lanes for commercial access. An image of the proposed typical section can be seen below in **Figure 1**.

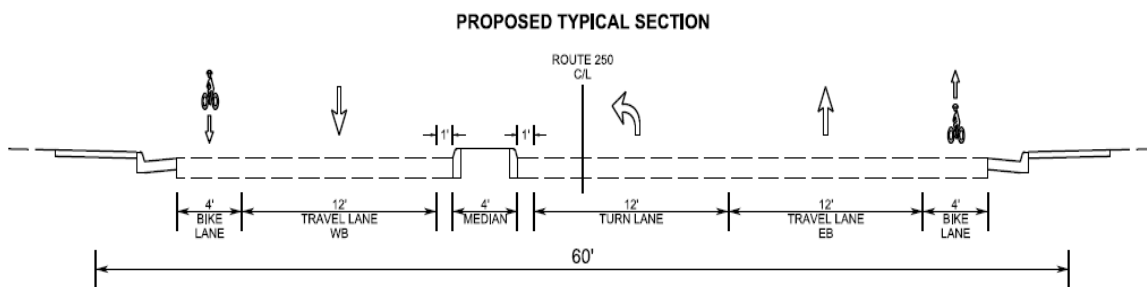


Figure 1: Proposed Typical Section for Combined Road Diet and Access Management Improvements

The reduced footprint of the travel lanes would allow for the addition of sidewalk and bike lanes within the existing right of way and potentially allow for right turn lanes at some access points to accommodate vehicle deceleration and reduce rear end crashes. There is a potential for a significant reduction in crashes through the corridor with the installation of these traffic calming measures, possibly up to a 60% reduction based on Smart Scale CMFs.

Based on the CMF for access management improvements, the portion of the US 250 between Lew Dewitt Boulevard and Barksdale Road could see a reduction in injury crashes from 26 to 11 over a similar time period as the one data was collected for. Similarly, the portion of US 250 between Barksdale Road and Hopeman Parkway could see a reduction in injury crashes from 31 to 13 over the same time period. These numbers could be further reduced by approximately 20-25% with the installation of Alternative 2, based on similar project results.

It was also noted during the crash data analysis that the intersection of US 250 and Lew Dewitt Boulevard and Pelham Drive experiences a particularly high crash rate among the five study signals. A summary of these crashes is shown below in **Table 4**. Of the intersections in the Staunton District, the referenced signal ranked #14 on the PSI ranking. While the Vedette Avenue intersection ranked higher at #10, an investigation showed that the likely cause for this high ranking was due to the lack of access management on the segment in the direct vicinity of the intersection.

US 250 @ Lew Dewitt Blvd.					
	Total	A	B	C	PDO
Angle	35	1	4	7	23
Rear End	31	0	5	11	15
Sideswipe	7	0	0	0	7
Other	8	0	1	0	7

Table 4: Crash Summary for the Intersection of US 250 and Lew Dewitt Boulevard/Pelham Drive

Given the presence of 81 total reported crashes in the vicinity of this intersection over the studied years, the roadway diet and signal upgrades may not be sufficient to significantly reduce the crash rates at this intersection. The installation of a roundabout has the potential to reduce the crashes at this intersection by up to 60% based on Smart Scale CMFs. This may reduce the injury crashes at the intersection from a total of 29 over the studied years to 12. The effects the installation of a roundabout would have on the operations at the intersection are further discussed in the analysis results section of this technical memo.

OPERATIONAL ANALYSIS FOR THE US 250 CORRIDOR WITHIN THE STUDY AREA

It was noted during the existing data collection period that the existing travel time through the corridor is generally low and consistent and would likely not be heavily affected by the through lane reduction. Through traffic in the corridor already generally skews towards use of the left lane in both directions, and the hourly traffic entering the corridor from both directions sits well below the hourly capacity for a single lane. A summary of the travel time for the study corridor, the average lane-use in the study corridor, and the hourly traffic entering the corridor are shown in **Table 5**, **Table 6**, and **Figure 2**, respectively, below.

US Route 250 Through Waynesboro Average Travel Time		
Period	EB TT (Min)	WB TT (Min)
AM	3.4	3.4
PM	4.4	3.6

Table 5: US Route 250 Travel Time Through Study Corridor

US Route 250 Through Waynesboro Average % Lane Use in Corridor		
Lane	Eastbound	Westbound
Right Lane	25%	44%
Left Lane	75%	56%

Table 6: US Route 250 Average Lane Use in Study Corridor

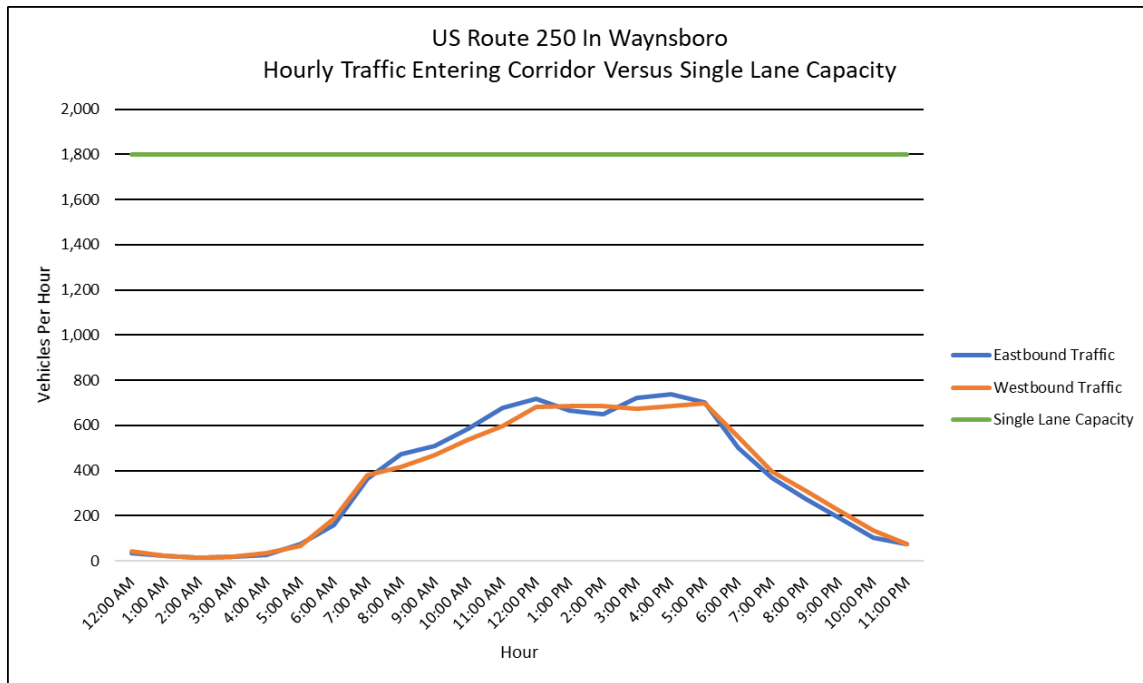


Figure 2: Hourly Traffic Entering the Study Corridor Versus Single Lane Capacity

For the purposes of these proposed alternatives, a reduction to a single lane is not proposed in the portion of the US 250 corridor between Old White Bridge Road/Goose Creek Road and Lew Dewitt Boulevard/Pelham Drive. Any recommendations for that portion of the corridor would be limited to access management improvements including a raised median and left turn restrictions. As these possible recommendations do not affect the operations at the signals in a noticeable way, the effects were not tested as part of the analysis in this document.

The impacts that the reduction to a single through lane would have on the signals are discussed in detail in the analysis results sections of this report. It is likely that the proposed modifications to the signals, including flashing yellow arrow signal heads, signal timing optimization, installation of pedestrian facilities, right turn overlaps, driver expectancy, and the installation of high-visibility backplates, would also have a noticeable positive impact on the safety metrics at the signals. Coordination and optimization will also likely provide for a lower and more consistent travel time through the corridor itself.

OPERATIONAL RESULTS SUMMARY FOR US 250 AND HOPEMAN PARKWAY AND US 250 AND VEDETTE AVENUE

This section summarizes the operational impacts that Alternatives 1 and 2 would have on the intersections at Hopeman Parkway and Vedette Avenue. The future volumes used for the analysis at these intersections are shown below in **Figure 3** for Hopeman Parkway and **Figure 4** for Vedette Avenue.

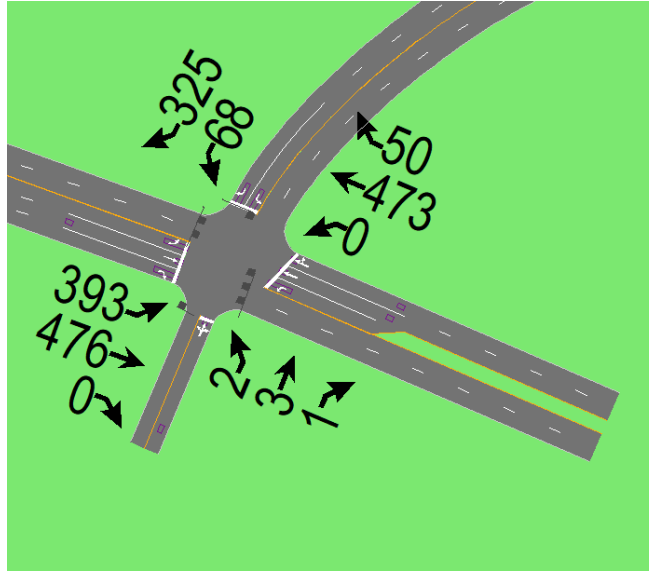


Figure 3: 2030 Traffic Volumes at US 250 and Hopeman Parkway

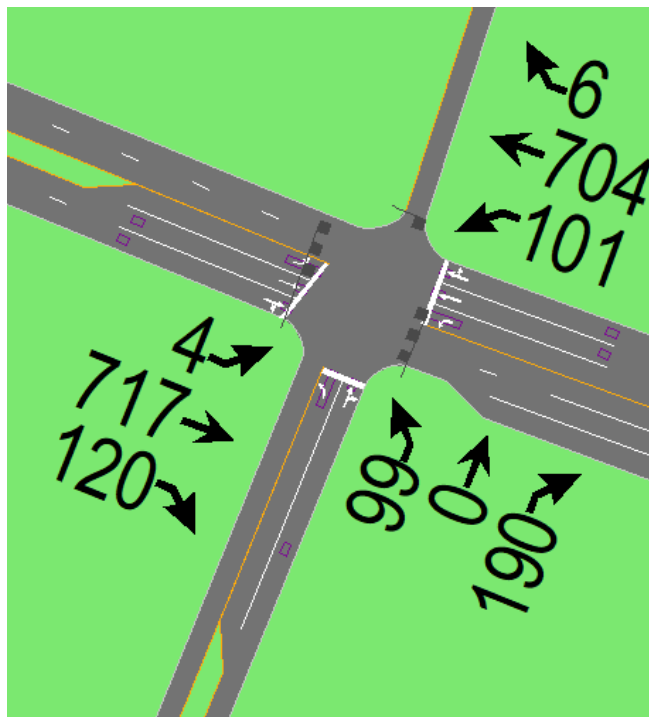


Figure 4: 2030 Traffic Volumes at US 250 and Vedette Avenue

A summary of the 2030 proposed alternative results compared to the existing 2019 results and the 2030 No-Build results are shown below in **Table 7**. Synchro was used to generate the analysis results. Queue lengths represent the 95th percentile queue. The existing models use signal timings provided by the City of Waynesboro. No-Build splits and offsets were optimized within the existing cycle length. Alternatives 1 and 2 use optimized splits and offsets and include optimized cycle lengths.

2030 Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary														
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Alternative 1			2030 Alternative 2		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and Hopeman Parkway	Driveway	NBLTR	34.2	C	11	37.6	D	16	37.9	D	13	57.8	E	17
	Hopeman Parkway	SBL	21.3	C	66	27.3	C	88	30.8	C	72	51.0	D	113
		SBR	11.4	B	50	11.0	B	56	16.6	B	25	27.6	C	55
	West Main Street	EBL	69.1	E	355	15.7	B	222	11.9	B	233	11.9	B	165
		EBT	11.3	B	252	9.4	A	232	5.0	A	96	2.4	A	68
		EBR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
	West Main Street	WBL	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
		WBTR	20.1	C	156	25.1	C	220	24.3	C	204	26.9	C	425
Overall			27.0	C	-	16.4	B	-	15.4	B	-	18.0	B	-
West Main Street (US 250) and Vedette Avenue	Vedette Avenue	NBL	26.1	C	98	25.2	C	99	30.4	C	87	47.6	D	122
		NBTR	24.5	C	0	23.6	C	24	28.1	C	0	43.5	D	5
	West Main Street	EBL	37.1	D	12	35.3	D	12	3.3	A	1	6.1	A	1
		EBTR	14.6	B	235	14.5	B	246	7.9	A	90	12.1	B	363
	West Main Street	WBL	31.3	C	100	31.0	C	104	6.5	A	19	8.1	A	14
		WBTR	8.7	A	157	9.1	A	168	4.1	A	64	5.3	A	196
	Overall			15.0	B	-	14.9	B	-	9.6	B	-	13.7	B

Table 7: Analysis Results for US 250 and Hopeman Parkway and US 250 and Vedette Avenue

It is noted that the westbound through right lane at Hopeman Parkway was modified to a right turn lane in Alternative 2. A representation of this modification is shown in Figure 5. The data for the westbound through right at that intersection only includes delay data for the westbound through movement in Alternative 2. The separated westbound right turn movement operates at LOS B with an average of 18.1 seconds of delay and a 0 foot 95th percentile queue. Similarly, an eastbound right turn lane was added at Vedette Avenue. A representation of this modification is shown in Figure 6. This turn lane operates at LOS A with an average of 2.1 seconds of delay and a 5 foot 95th percentile queue.



Figure 5: Revised Lane-Use at US 250 and Hopeman Parkway for Alternative 2

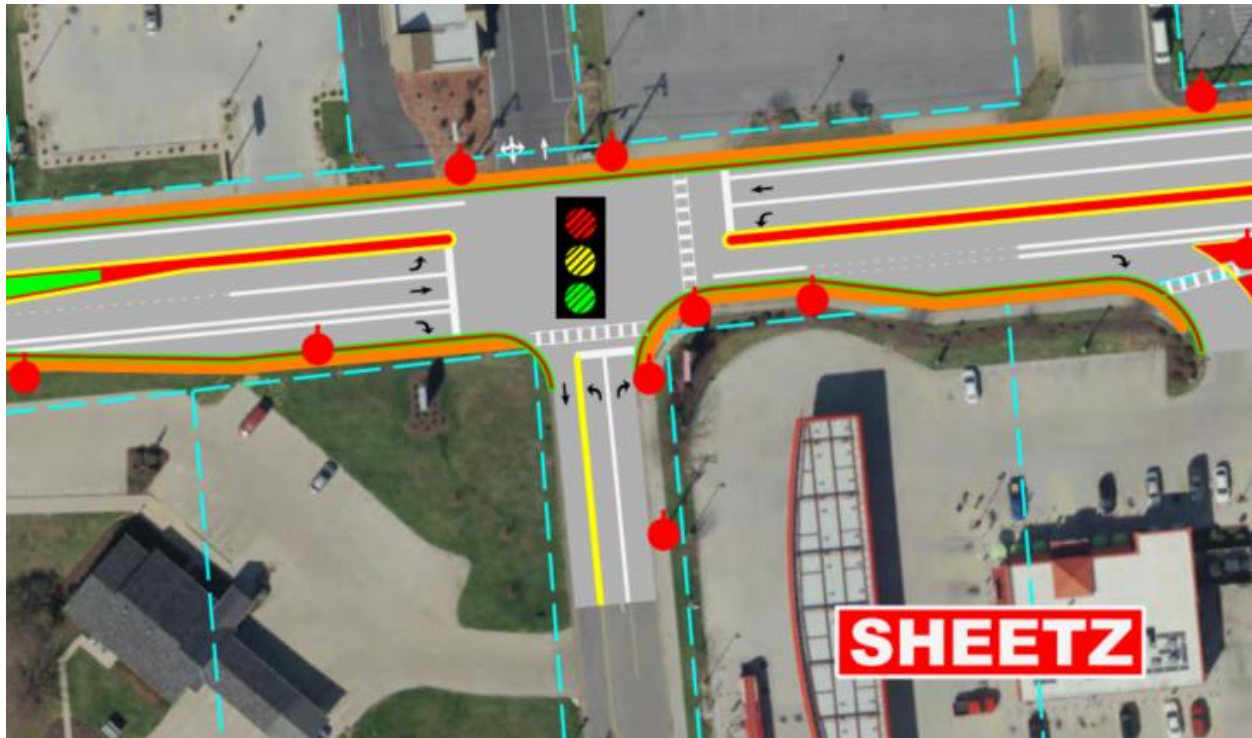


Figure 6: Revised Lane-Use at US 250 and Vedette Avenue for Alternative 2

Overall, there are no significant expected differences in the performance of the alternatives from an operations standpoint. While the signals will generally operate within acceptable ranges in the No-Build scenario after split optimization, Alternative 1 provides for further improved signal operations in addition to the likely safety benefits that the signal upgrades would provide.

Alternative 2 sees relatively little degradation to the operations at the signals. While the side streets degrade somewhat versus Alternative 1, likely due to the higher green time necessary to accommodate similar operations on the mainline, the overall delay is still well within acceptable levels and equal to or better than existing.

OPERATIONAL RESULTS SUMMARY FOR US 250 AND K MART/BIG LOTS BUSINESS DRIVEWAYS AND US 250 AND LEW DEWITT BOULEVARD/PELHAM DRIVE.

This section summarizes the operational impacts that Alternatives 1 and 2 would have on the intersections at the driveway entrances to K Mart and Big Lots and at Low Dewitt Boulevard/Pelham Drive. The operations results for the proposed roundabout at Low Dewitt Boulevard are also included. The future volumes used for the analysis at these intersections are shown below in **Figure 7** for K Mart/Bit Lots and **Figure 8** for Low Dewitt Boulevard/Pelham Drive.

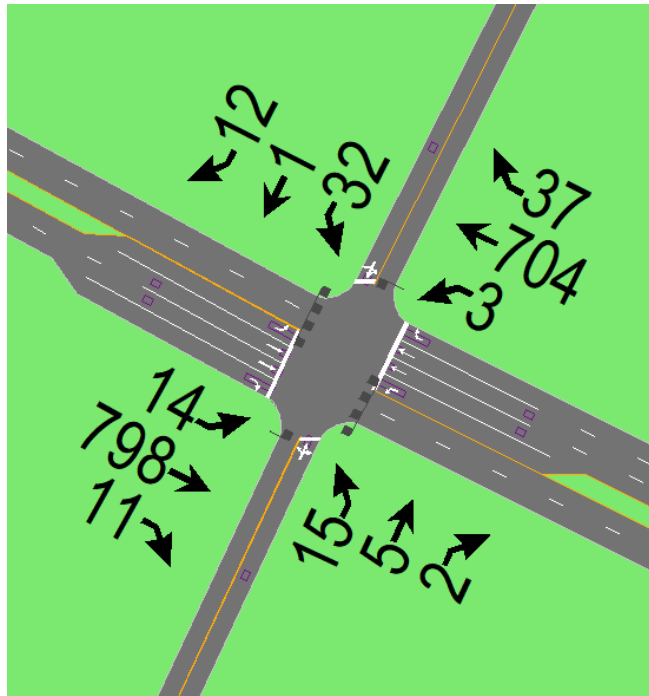


Figure 7: 2030 Volumes for US 250 and K Mart/Big Lots Business Driveways

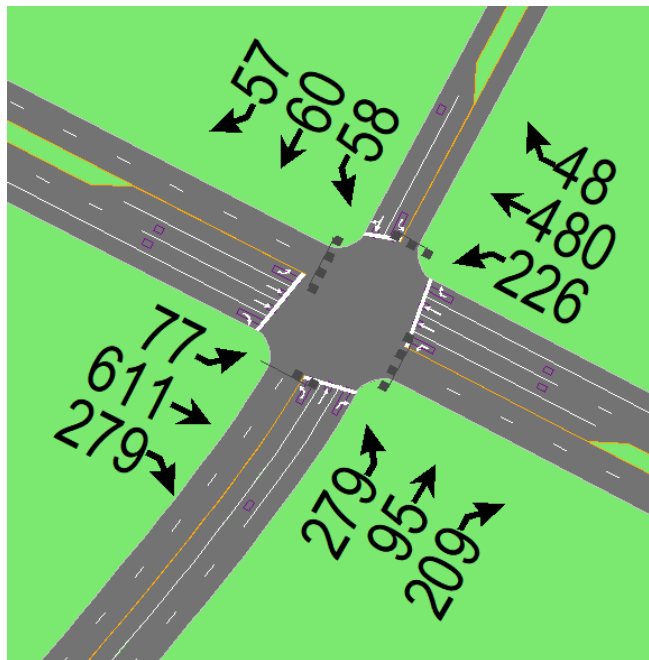


Figure 8: 2030 Volumes for US 250 and Low Dewitt Boulevard/Pelham Drive

A summary of the 2030 proposed alternative results compared to the existing 2019 results and the 2030 No-Build results are shown below in **Table 8**. Synchro was used to generate the analysis results. Queue lengths represent the 95th percentile queue. The existing models use signal timings provided by the City

of Waynesboro. No-Build splits and offsets were optimized within the existing cycle length. Alternatives 1 and 2 use optimized splits and offsets and include optimized cycle lengths.

2030 Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary														
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Alternative 1			2030 Alternative 2		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and K Mart/Big Lots Business Entrances	K Mart	NBLTR	36.4	D	28	32.7	C	33	36.7	D	32	55.2	E	42
	Big Lots	SBLTR	34.4	C	43	31.0	C	51	33.3	D	45	51.5	D	62
	West Main Street	EBL	60.7	E	24	66.3	E	26	4.0	A	2	9.2	A	3
		EBT	10.4	B	234	10.5	B	244	4.1	A	68	7.2	A	172
		EBR	7.6	A	0	7.8	A	0	6.6	A	0	4.7	A	0
	West Main Street	WBL	36.7	D	10	34.6	C	10	5.7	A	1	9.8	A	2
		WBT	9.7	A	205	10.1	B	211	7.1	A	87	13.4	B	431
		WBR	7.8	A	0	7.9	A	0	5.4	A	0	4.5	A	4
	Overall		11.8	B	-	11.6	B	-	6.7	A	-	11.7	B	-
	West Main Street (US 250) and Lew Dewitt Boulevard/Pelham Drive	Lew Dewitt Boulevard	NBL	27.3	C	246	29.7	C	320	24.1	C	164	44.7	D
NBT			32.6	C	111	32.5	C	129	23.9	C	80	37.6	D	113
NBR			32.0	C	61	31.9	C	65	16.5	B	25	27.6	C	42
Pelham Drive		SBL	35.1	D	67	39.6	D	80	19.0	B	42	32.0	C	67
		SBTR	43.2	D	141	46.9	D	178	29.5	C	81	51.1	D	149
West Main Street		EBL	23.3	C	62	25.4	C	69	10.9	B	27	8.8	A	27
		EBT	33.9	C	331	37.3	D	384	22.4	C	110	30.6	C	313
		EBR	29.4	C	123	32.0	C	132	12.8	B	4	3.8	A	6
West Main Street		WBL	46.9	D	262	49.6	D	324	22.0	C	134	36.0	D	198
		WBT	22.0	C	195	23.4	C	210	15.7	B	74	9.9	A	44
		WBR	19.2	B	0	20.3	C	0	14.8	B	0	See note*		
Overall			31.2	C	-	33.5	C	-	19.5	B	-	25.6	C	-

Table 8: Analysis Results for US 250 and K Mart/Big Lots Business Driveways and US 250 and Lew Dewitt Boulevard/Pelham Drive

It is noted that the westbound right lane at Lew Dewitt Boulevard was modified to a shared through right lane in Alternative 2 to accommodate a second through lane for connectivity to the existing two westbound through lanes west of the intersection. A representation of this modification is shown in Figure 9. As such, the results for the westbound right turn are part of the westbound through movement for Alternative 2.

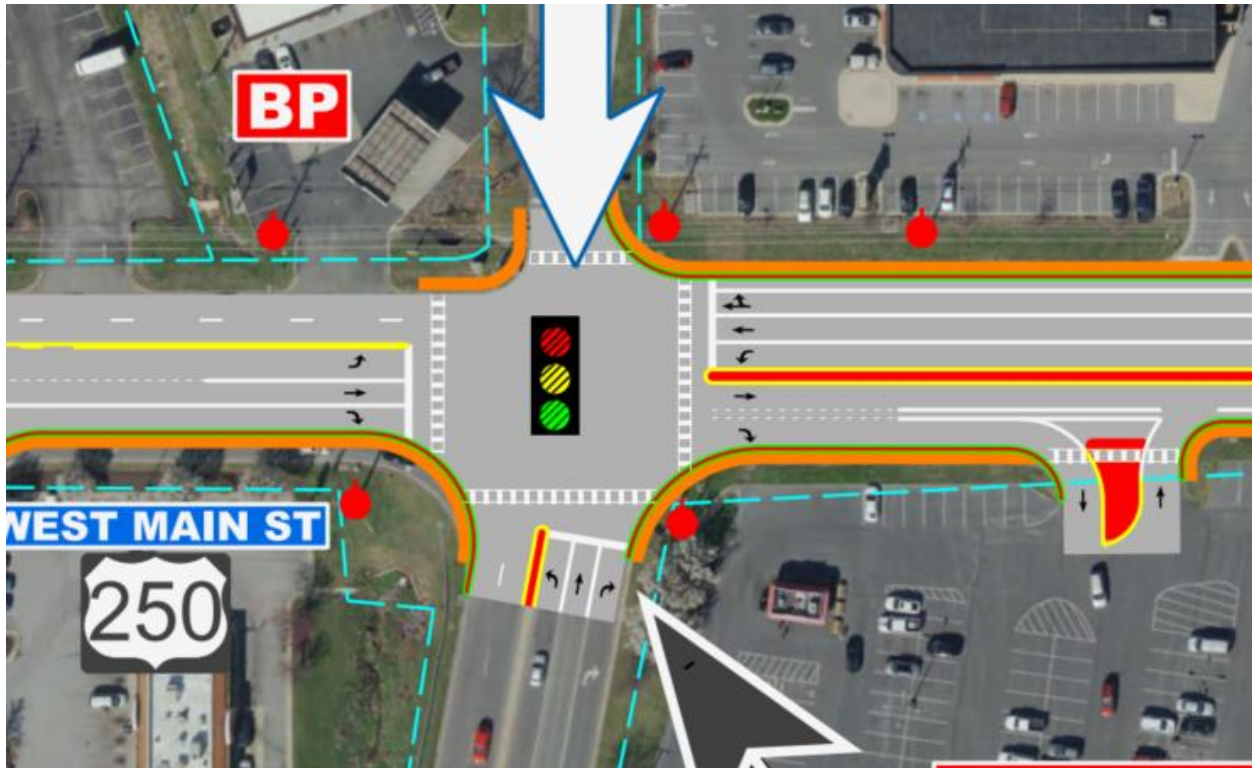


Figure 9: Revised Lane-Use at US 250 and Lew Dewitt Boulevard/Pelham Drive for Alternative 2

There are no projected significant differences between the alternatives regarding operation performance metrics in any of the alternatives. Similar to the previously analyzed signals, Alternative 1 provides the best overall performance, while Alternative 2 shows a slight comparative decrease in performance, particularly on side street movements, but overall still operates at acceptable levels of delay.

OPERATIONAL RESULTS SUMMARY FOR PROPOSED ROUNDABOUT AT US 250 AND LEW DEWITT BOULEVARD/PELHAM DRIVE

Analysis was also performed for Alternative 3 at Lew Dewitt Boulevard to test how the proposed roundabout would operate utilizing SIDRA. The proposed layout for the roundabout, in conjunction with Alternative 2, can be seen in **Figure 10**.

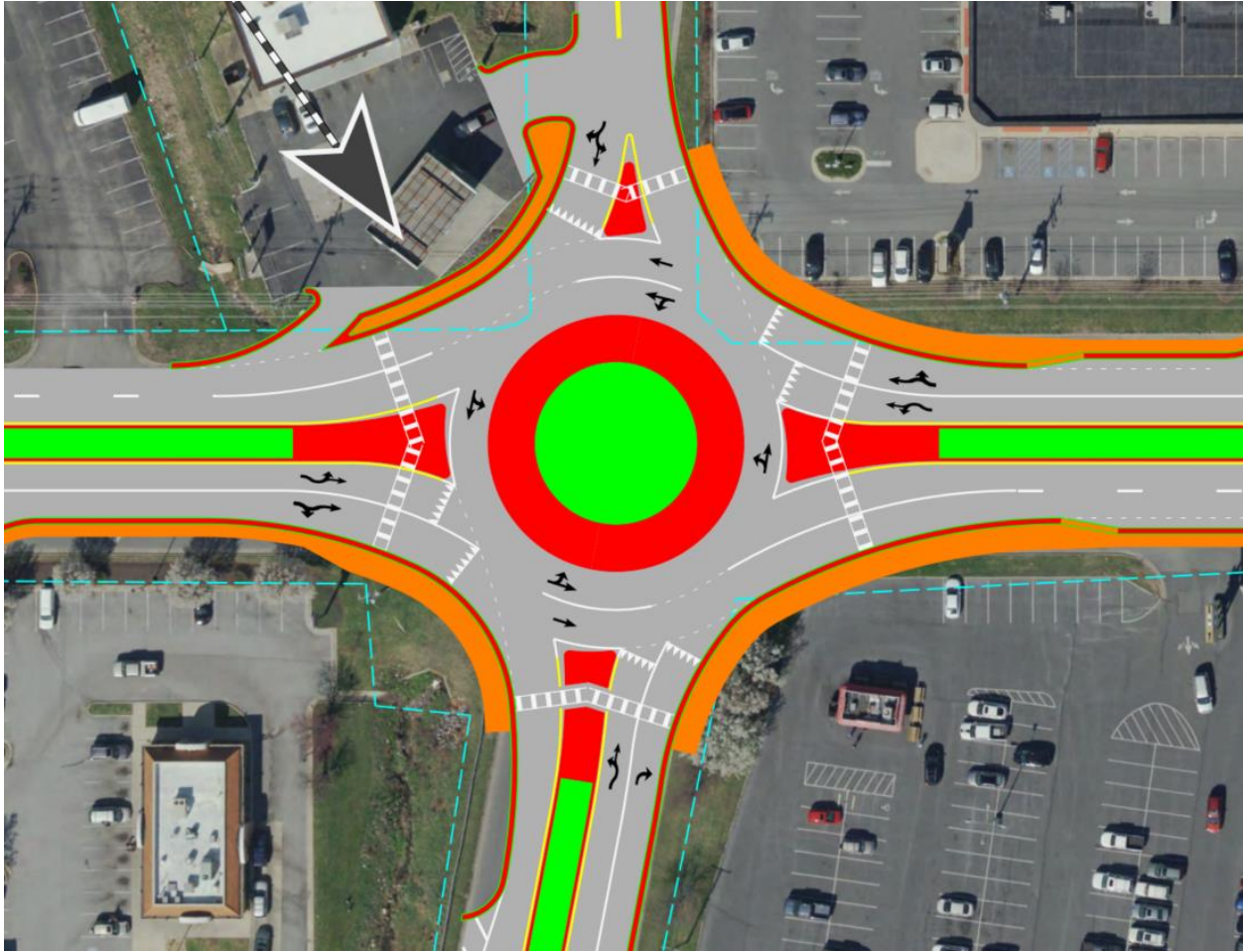


Figure 10: US 250 and Low Dewitt Boulevard/Pelham Drive Proposed Roundabout Layout

The results of the roundabout analysis are summarized below in **Table 9**. A comparison of the approach delay for each future alternative at the intersection is shown in **Table 10**.

2030 Alternative 3 - Delay, LOS, and 95th Percentile Queue Summary					
Intersection	Roadway	Lane Group	2030 Alternative 3		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)
West Main Street (US 250) and Low Dewitt Boulevard/Pelham Drive	Lew Dewitt Boulevard	NBLT	24.4	C	93
		NBR	13.9	B	38
	Pelham Drive	SBLTR	15.0	B	33
	West Main Street	EBLT	37.2	E	314
		EBTR	17.0	C	108
	West Main Street	WBLT	19.4	C	110
		WBTR	19.5	C	110
	Overall			23.2	C

Table 9: Analysis Results for Roundabout Alternative at US 250 and Low Dewitt Boulevard/Pelham Drive

2030 Future Alternatives Analysis - Approach Delay and LOS										
Intersection	Roadway	Approach	2030 No-Build		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
			Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS	Delay (Sec/Veh.)	LOS
West Main Street (US 250) and Low Dewitt Boulevard/Pelham Drive	Lew Dewitt Boulevard	NB	30.9	C	21.3	C	37.4	D	20.6	C
	Pelham Drive	SB	44.5	D	26.0	C	44.8	D	15.0	B
	West Main Street	EB	34.8	C	18.7	B	21.1	C	28.9	D
	West Main Street	WB	31.0	C	17.5	B	17.7	B	19.4	C
	Overall			23.2	C	19.5	B	25.6	C	23.2

Table 10: Approach Delay Analysis Results for US 250 and Low Dewitt Boulevard/Pelham Drive

Compared to the signalized option in Alternative 2, Alternative 3 will provide for lower overall delay and decreased queueing throughout the intersection. While the eastbound through movement shows slightly increased delay, the 95th percentile queue for that movement is significantly lower and more closely matches the No-Build option. The roundabout also provides for reduced side street delay compared to all three other options. Coupled with the traffic calming and crash benefits, Alternative 3 would potentially provide a substantial benefit to this portion of the corridor.

RESULTS SUMMARY FOR US 250 AND OLD WHITE BRIDGE ROAD/GOOSE CREEK ROAD

This section summarizes the operational impacts that Alternative 4 would have on the signal at US 250 and Old White Bridge Road/Goose Creek Road. Alternative 2 was not tested for this intersection, as the reduction to a single lane is not recommended in this portion of the corridor. In addition, fewer changes were made to this signal. The future volumes used for the analysis at this intersection are shown below in Figure 11.

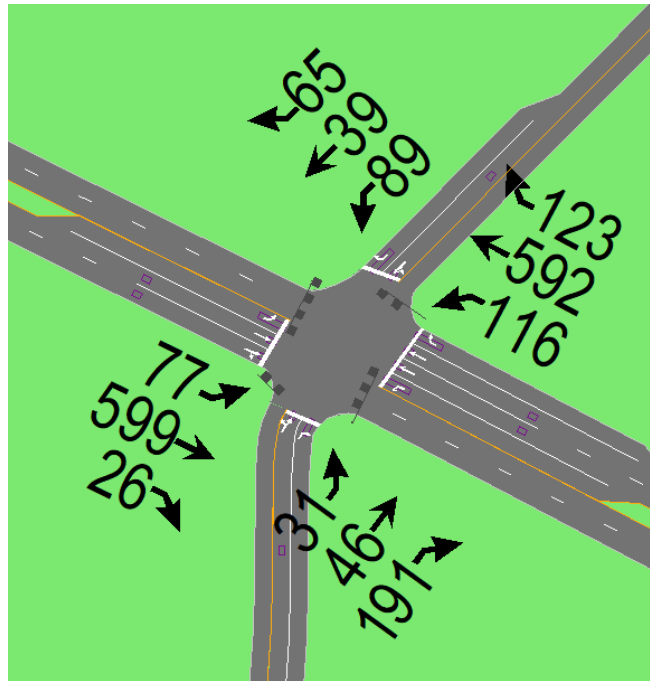


Figure 11: 2030 Volumes for US 250 and Old White Bridge Road/Goose Creek Road

A summary of the 2030 proposed alternative results compared to the existing 2019 results and the 2030 No-Build results are shown below in **Table 11**. Synchro was used to generate the analysis results. Queue lengths represent the 95th percentile queue. The existing models use signal timings provided by the City of Waynesboro. No-Build splits and offsets were optimized within the existing cycle length. Alternative 4 uses optimized splits and offset and an optimized cycle length.

2030 Future Alternatives Analysis - Delay, LOS, and 95th Percentile Queue Summary											
Intersection	Roadway	Lane Group	2019 Existing			2030 No-Build			2030 Alternative 4		
			Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)	Delay (Sec/Veh.)	LOS	Queue Length (Feet)
Jefferson Highway (US 250) and Old White Bridge Road/Goose Creek Road	Goose Creek Road	NBLT	38.1	D	94	39.3	D	105	30.3	C	70
		NBR	36.1	D	54	37.0	D	68	19.5	B	41
	Old White Bridge Road	SBLT	37.9	D	140	39.2	D	156	37.1	D	109
		SBR	33.6	C	0	34.3	C	0	21.8	C	0
	Jefferson Highway	EBL	18.5	B	54	18.6	B	59	8.8	A	32
		EBTR	30.4	C	262	30.2	C	271	17.6	B	173
	Jefferson Highway	WBL	19.3	B	79	19.5	B	87	10.6	B	36
		WBT	27.3	C	254	26.6	C	260	12.1	B	113
		WBR	22.2	C	3	21.9	C	11	12.4	B	5
Overall			29.3	C	-	29.3	C	-	17.0	B	-

Table 11: Analysis Results for US 250 and Old White Bridge Road/Goose Creek Road

Overall, the removal of the split and optimized timing provides for a noticeable benefit to both the mainline and side street movements.

RECOMMENDATIONS

It is recommended that a combination of all four alternatives be implemented to best serve the corridor. Alternative 1 will likely provide for a substantial benefit to the operations throughout the corridor, and the implementation of Alternative 2 in conjunction with Alternative 1 will allow for relatively stable operations while also providing for a significant benefit to the safety in the corridor for drivers, pedestrians, and cyclists. Alternative 3 will further improve safety and operations at the intersection of US 250 and Low Dewitt Boulevard/Pelham Drive, and Alternative 4 will likely improve operational efficiency at the western end of the corridor at the intersection of US 250 and Old White Bridge Road/Goose Creek Road. The access management improvements and pedestrian upgrades not analyzed are also likely to provide for a substantial benefit to safety in the corridor and are recommended for installation.

US 250 Study Area Traffic Growth Memo

The US 250 Main Street / Jefferson Highway STARS Study will evaluate operational and safety recommendations along a 2.3-mile segment of US 250 in the City of Waynesboro and Augusta County. As part of the initial data collection to support the study, traffic counts (turning movement counts at the study intersections and daily counts) were collected along the study corridor (August 2019). An evaluation of these counts indicated that the afternoon PM peak hour contains the highest traffic volumes for both directions at all study intersections. Therefore, the study will only require traffic analysis for the afternoon PM peak hour. In order to evaluate projected horizon-year 2030 corridor characteristics for No-Build and Recommended Improvement scenarios, a future growth rate for the existing traffic volumes needs to be determined and approved by the study team. This memo utilizes existing traffic data, known or anticipated future developments, and historical traffic growth trends to recommend a future growth rate for the study corridor.

HISTORICAL TRAFFIC DATA

Historical traffic data for the study and major intersecting corridors from the VDOT statewide count program is provided below, based on years that actual counts were conducted (other years have a projected growth rate applied to the previous count). The VDOT count station on the segment of US 250 in Augusta County between Tinkling Springs Road (Route 285) and the western Waynesboro City Limits is a VDOT Continuous Count Station. The data indicates that traffic volumes have generally experienced flat to minimal growth in recent years, including an overall decrease in corridor volumes over the past decade with corridor volume peaks in the early 2000's.

US 250 Road Segment	2019 ADT Study Count	2016 AADT	2013 AADT	2010 AADT	2007 AADT	2004 AADT
Route 285 to City Limits	17,300	17,900	17,900	18,000	19,000	19,800
City Limits to Carman Ave	--	18,300	18,000	18,400	20,900	20,900
Carman Ave to Hopeman Pkwy	17,800	18,800	18,200	18,300	19,600	21,300

US 250 Road Segment	Growth Trend (annual) 2004 - 2016	Growth Trend (annual) 2013 - 2016
Route 285 to City Limits	-0.8%	0.0%
City Limits to Carman Ave	-1.0%	0.6%
Carman Ave to Hopeman Pkwy	-1.0%	1.0%

Rt. 640 Road Segment	2016 AADT	2013 AADT	2010 AADT	2007 AADT	2004 AADT
Route 834 to US 250	3,500	3,100	3,100	3,300	3,000

Rt. 640 Road Segment	Growth Trend (annual) 2004 - 2016
Route 834 to US 250	1.4%

Lew DeWitt Blvd Segment	2016 AADT	2013 AADT	2010 AADT	2007 AADT	2004 AADT
Rosser Ave to Main St	12,000	12,500	12,600	11,500	9,200

Lew DeWitt Blvd Segment	Growth Trend (annual) 2007 - 2016
Rosser Ave to Main St	0.5%*

* Growth has been relatively flat since the significant increase between 2004 and 2007

Hopeman Pkwy Segment	2016 AADT	2013 AADT	2010 AADT	2007 AADT	2004 AADT
Main St to Ivy St	9,800	-	9,500	9,700	9,300

Hopeman Pkwy Segment	Growth Trend (annual) 2004 - 2016
Main St to Ivy St	0.5%

KNOWN AND ANTICIPATED DEVELOPMENT

With the exception of low to moderate additional single-family residential construction, there are no known short-term land development projects in the study area. Along the County segment of the corridor, Pratts Run is planned to be extended south to connect to Boyington Boulevard and the existing residential development. Consideration should be given to adjustments in turning movement counts in the future scenario models to account for this connection and the associated vehicle diversion. The overall study corridor is generally developed with the exception of vacant properties zoned commercial and residential along Lew DeWitt Blvd.

FUTURE BACKGROUND GROWTH RATE

Given the flat to minimal traffic growth along the corridor over the past several years, VDOT District Planning recommends a minimum linear growth rate of 0.5% across the 2030 scenario analysis network, with Lew DeWitt Blvd and Route 640 assigned a 1.0% linear growth rate. This is a conservative approach to capture unknown future development / redevelopment along the corridor. Heavy vehicles percentages from the existing 2019 counts will be maintained for all future year analysis. Depending on the preferred improvement recommendations developed for the corridor, future year traffic volumes could be increased to match the volume peaks from 2004 to provide a recommendation "sensitivity test", if necessary as determined by the study team.

US 250 Design Considerations Memo and Cost Estimates

TECHNICAL MEMORANDUM

DATE: May 22, 2020

TO: Adam Campbell, PLA
Assistant District Planner

FROM: Nathan Umberger, PE, PTOE
John Albonetti
ATCS, PLC - Traffic Engineering

SUBJECT: VDOT STARS US-250 – West Main Street/Jefferson Highway
City of Waynesboro and Augusta County
Design Considerations

INTRODUCTION

The purpose of the US 250 (West Main Street/Jefferson Highway) STARS Study in the City of Waynesboro and Augusta County, Virginia is to improve traffic operations and safety in the US 250 corridor between the intersection with Old White Bridge Road/Goose Creek Road to the intersection with Hopeman Parkway while minimizing impacts to private property and utilities. The proposed improvements consist of installing a continuous raised median with full and partial median openings (intersections) at key locations along US 250 according to Virginia Department of Transportation (VDOT) access management standards. Sidewalk on at least one side of the road is also proposed to improve pedestrian accommodations and safety along the corridor.

The purpose of this memorandum is to document the design assumptions and considerations that are included as part of development of the preferred project concept and in support of the estimate for this phase of design. Note that a field survey and utility designation has not been conducted at the time of this memorandum and the preliminary design is based solely on aerial imagery, GIS information, and field observations.

EXISTING CORRIDOR CONDITIONS

Existing conditions on the corridor are summarized below in **Table 1** and **Table 2**.

Table 1: Existing Corridor Conditions – City of Waynesboro

US 250 Characteristics - City of Waynesboro	
Functional Classification	Urban Minor Arterial
2019 Annual Average Daily Traffic (AADT)	18,000 Vehicles/Day
Posted Speed Limit	35 MPH
Typical Lane Width	12 Feet

Table 2: Existing Corridor Conditions – Augusta County

US 250 Characteristics - Augusta County	
Functional Classification	Urban Minor Arterial
2019 Annual Average Daily Traffic (AADT)	17,000 Vehicles/Day
Posted Speed Limit	45 MPH
Typical Lane Width	12 Feet

TYPICAL SECTIONS

The existing 60' wide, 5-lane curb and gutter cross section of the road is arranged as follows:

- Two 12' northbound travel lanes
- Two 12' southbound travel lanes
- One 12' center two-way left turn lane

The concept in this study proposes to reconfigure the existing section with a continuous raised median. With a design speed of 45 MPH, travel lane widths may be reduced to 11'. This will allow the existing center two-way left turn lane to be converted to a 16' wide continuous raised median within the existing outside curb lines, shown as TS 1 in **Figure 1** below. Due to the fact that many utilities and parking facilities are currently located adjacent to the existing roadway, maintaining the existing outside curb lines in their current location is imperative to minimize impacts. Left turn lanes at partial access intersections include installation of dual 2' wide concrete MS-1A median islands with a 12' turn lane (TS 2 below). At conventional intersections where left turns are permitted, a single 4' wide concrete MS-1A median island (TS 3 below) can be provided with a 12' turn lane.

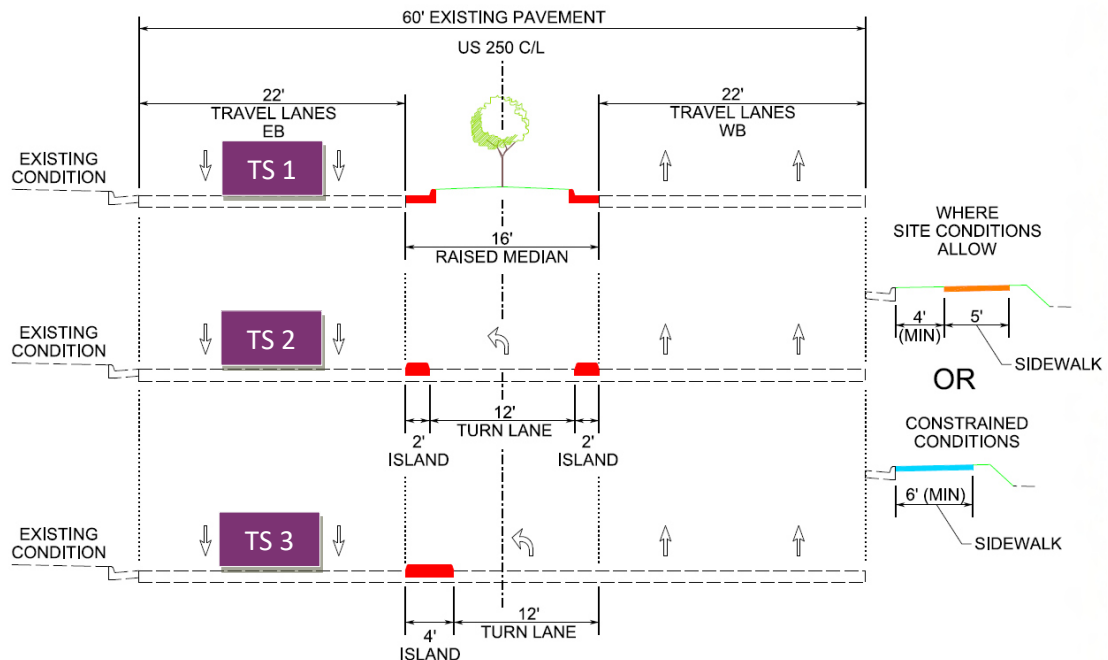


Figure 1: Proposed Typical Sections

SIDEWALK DESIGN

The proposed sidewalk within the City of Waynesboro will be located on the south side of US 250 to provide a continuous pedestrian facility with minimal impact to adjacent properties. It was determined that sidewalk facilities on the northern side of US 250 would likely result in more significant impacts to utilities and properties. Pedestrian crossings will be provided at signalized locations to access to the north side.

The proposed sidewalk within Augusta County is anticipated to utilize the north side of US 250. This location was chosen due to the more prevalent commercial and residential land uses on the northern side as well as the presence of a more challenging slope areas on the southern side that would more significantly increase grading and potential Right of Way impacts.

The VDOT standard buffer width between the sidewalk and the back of curb is 4'. A design waiver is anticipated for constrained areas where providing this buffer is not feasible due to limited right-of-way and probable impacts to utilities and/or parking facilities. Where the buffer cannot be provided, a 6' sidewalk abutting the back of curb is proposed. Short retaining walls are also anticipated behind the sidewalk to avoid excessive slope tie-in impacts.

Utility poles are expected to remain in their current locations for sidewalk installation and the full width of sidewalk will shift around the poles when possible. If a pole must remain within the functional area of a sidewalk, at least 4' of sidewalk width adjacent to the utility pole will be provided to be ADA compliant. A design waiver is anticipated for horizontal clearance from the back of sidewalk to utility poles (1' clearance required) in these constrained areas. Although not shown on the concepts, all private driveways will need to be reconstructed where sidewalk is installed. Driveway slope ties will require additional temporary easements to construct without intruding on private property.

PROPOSED INTERSECTION IMPROVEMENTS

The study proposal includes installing channelized left-in only turns at the following locations where full spacing distance for access management standards and safety would not be met:

- Hannah Circle
- Bookerdale Road

A sketch of the proposed modifications at Hannah Circle is shown below in **Figure 2**.

Minor widening for side street channelization islands is required at several locations and some minor utility relocation will be necessary; however, no large electric transmission poles are expected to be impacted in the vicinity of the project. All other minor side streets and driveways along this segment of US 250 will become right-in and right-out only.

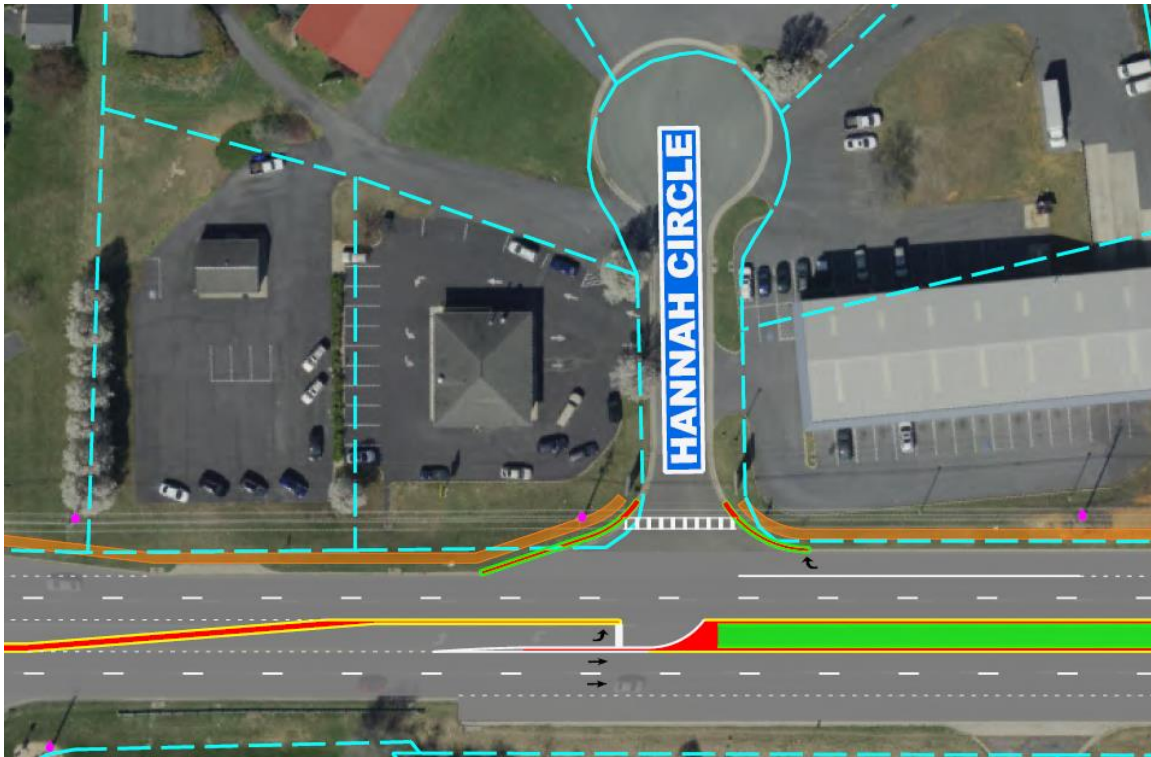


Figure 2: Proposed Partial Access at Hannah Circle

TRANSIT AND PEDESTRIAN ACCOMMODATIONS

In addition to the new sidewalk proposed within the study area, two locations within the corridor will incorporate transit and pedestrian accommodations through separate funding. These improvements include utilizing the existing buffer areas behind the proposed sidewalk for bus stops to preserve the connection and flow between transit and pedestrians accessing local businesses. Proposed transit accommodations are located at:

- Between Community Drive and Lew Dewitt Boulevard
- At Big Lots adjacent to Lew Dewitt Boulevard

A sketch of the proposed transit accommodations at Big Lots is shown below in **Figure 3**.

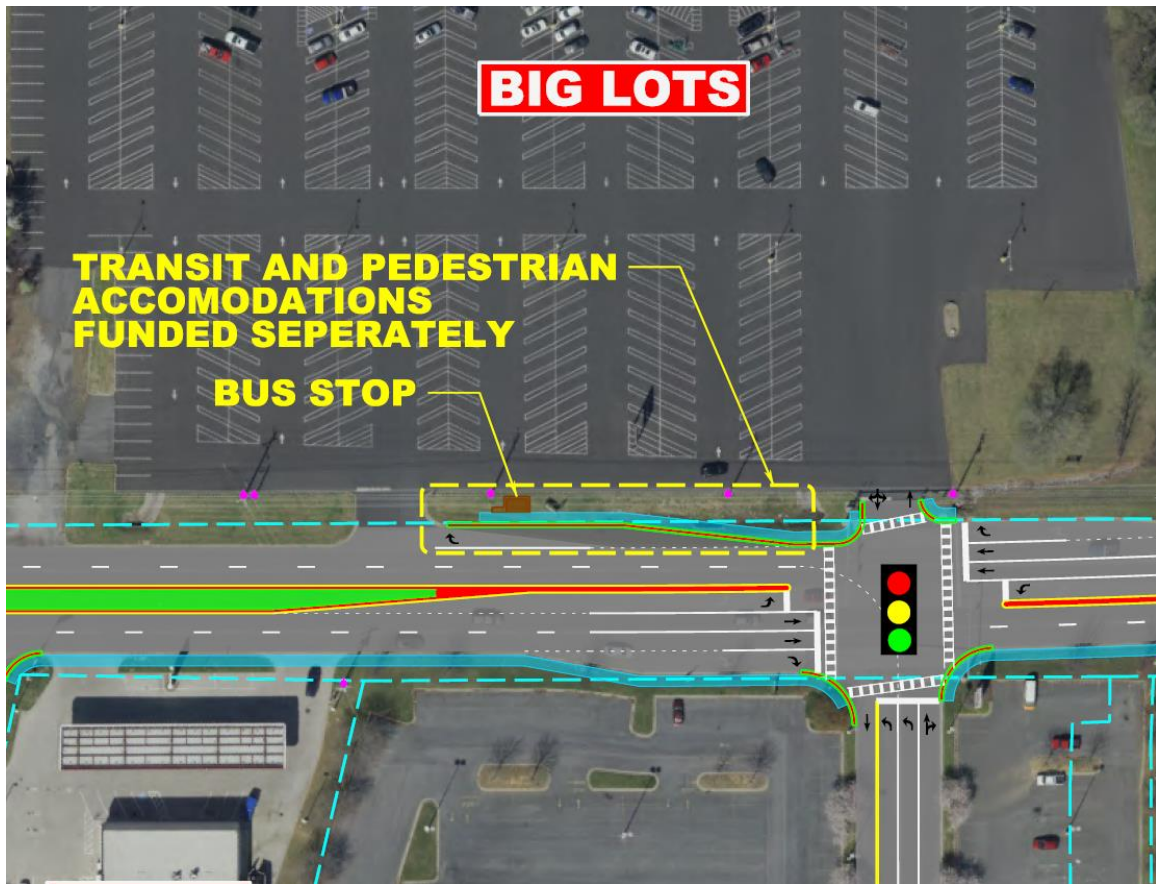


Figure 3: Proposed Transit Accommodations

It is noted that single stage pedestrian crossings are necessitated at locations with limited median width available. At locations where a 6' or wider median is proposed, such as locations with left-in only turns, a two-stage crossing with a median refuge is feasible. Mid-block crossings can be accommodated within the typical section in the future if desired, though none are currently proposed.

DESIGN WAIVERS

Design waivers are required when the proposed design elements do not meet VDOT's criteria and where a design exception is not required. Because the proposed design elements satisfy AASHTO's new construction criteria for the ten controlling design elements, a design exception is not required. The ten controlling design elements include:

1. Design Speed
2. Lane Width
3. Shoulder Width
4. Horizontal Curve
5. Vertical Curve
6. Stopping Sight Distance
7. Cross Slope
8. Vertical Clearance

- 9. Super Elevation Rate
- 10. Structural Capacity

Based on the items discussed and design assumptions considered, anticipated design waivers to satisfy Department’s requirement for the project are as listed below:

- Minimum concrete island width (4’ required)
- VDOT standard buffer width (4’ required)
- Minimum horizontal clearance between edge of sidewalk and utility poles (1’ required)

As design is further refined, it may be possible to provide a 2’ buffer between the edge of sidewalk and utility poles in some areas. Because a survey has not been completed, the preliminary design assumes that the sidewalk will need to be curb abutted in some areas to minimize impacting slopes and existing features on private property.

ANTICIPATED RIGHT-OF-WAY NEEDS

The following right-of-way requirements are anticipated based on the proposed design footprint:

- Proposed Fee Right-of-Way is 2 feet behind the sidewalk. Total Fee R/W is estimated to be approximately 19,050 SF.
- Proposed Temporary Construction Easement (TCE) is 8 feet behind the Fee Right-of-Way. Total TCE is estimated to be approximately 58,100 SF.
- An estimated 42 parcels are expected to be impacted.

The total cost of these impacts is expected to cost approximately \$800,000. This estimate was prepared utilizing aerial imagery, GIS information, and field observations. No field survey nor utility designation has been conducted at the time of this estimate. R/W and easement areas were computed by CAD drawings using general assumptions on the existing terrain.

Assumptions made to estimate the final right-of-way cost are as follows:

1. Proposed utility easement impacts are expected to be minor, as overhead utilities and poles do not appear to be significantly impacted.
2. No parcels are expected to require total acquisition.
3. The anticipated Right-of-Way acquisition Notice to Proceed is in 2023.
4. The project begins immediately west of the US 250 & Old White Bridge Road/Goose Creek Road intersection and ends immediately west of the US 250 & Hopeman Parkway intersection.
5. Access will be provided to all parcels.
6. No Right-of-Way data sheet was provided.
7. Hazardous material remediation is not included in this estimate.
8. Utility estimate is not included in this estimate.

COST ESTIMATE

The likely cost of the project is estimated at \$7.1 million for the full corridor that encompasses segments in both Augusta County & the City of Waynesboro. A separate estimate was prepared for the Transit Stop Improvements as they are currently planned to be completed under a separate project. The cost estimate is broken down by phase in **Table 3** below. This estimate assumes the crown of the roadway does not need to be modified and major utility relocation will not be required. It also assumes the existing drainage and stormwater management system is sufficient and few if any drainage structures will be needed in the proposed median. No drainage analysis has been performed as part of this preliminary design. The current cost estimate assumes that the existing pavement will not be milled and resurfaced.

Table 3: Cost Estimate Breakdown

US 250 STARS Preferred Alternative Cost	
Phase	Cost
Preliminary Engineering	\$ 1,057,000.00
Right-of-Way	\$ 800,000.00
Construction	\$ 5,243,000.00
Total	\$ 7,100,000.00

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:		Project UPC:	US 250 ALT 1 CITY NO RESURFACING
Prepared By:	ATCS PLC.	Milestone	Creation/Pre Scope
Reviewed By:		Date:	3/10/2020
County/City/Town:	Augusta County (07)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway	Bid Tabs	\$ 637,000		\$637,000
Hydraulics	Bid Tabs	\$ 25,000		\$25,000
In-plan Utilities				\$0
Traffic	Bid Tabs	\$ 10,000		\$10,000
Structures/Bridges				\$0
Materials/Geotech		\$ 15,000		\$15,000
Survey	Bid Tabs	\$ 50,000		\$50,000
Environmental		\$ 25,000		\$25,000
Right of Way		\$ 25,000		\$25,000
Other	Bid Tabs			\$0
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 787,000	0.00%	\$787,000
PE Base Estimate Date (XX/XX/XXXX)				
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way		\$800,000		\$800,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$800,000	0.00%	\$800,000
RW Base Estimate Date (XX/XX/XXXX)				
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Aerial Photo	\$234,000		\$234,000
MOT	Aerial Photo	\$299,000		\$299,000
Roadway	Aerial Photo	\$2,445,000		\$2,445,000
Hydraulics + Eros. Cntrl.	Aerial Photo	\$230,000		\$230,000
In-plan Utilities	Aerial Photo			\$0
Traffic	Aerial Photo	\$185,000		\$185,000
Structures/Bridges				\$0
Materials/Geotech				\$0
Soundwalls				\$0
Other (Landscaping/ Pave Marking/25% contingency)	Aerial Photo	\$1,528,000		\$1,528,000
Total Bid Items		\$4,921,000	0.00%	\$4,921,000
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max			0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%			0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			0
	VDOT Oversight (\$)	592,000		592,000
	Total CEI			592,000
Total CN Phase Estimate		\$5,513,000	0.00%	\$5,513,000
CN Base Estimate Date (XX/XX/XXXX)				
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$7,100,000

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:		Project UPC:	US 250 ALT 1 CITY NO RESURFACING
Prepared By:	ATCS PLC.	Milestone	Creation/Pre Scope
Reviewed By:		Date:	3/10/2020
County/City/Town:	Augusta County (07)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway	Bid Tabs	\$ 357,000		\$357,000
Hydraulics	Bid Tabs	\$ 50,000		\$50,000
In-plan Utilities				\$0
Traffic	Bid Tabs	\$ 50,000		\$50,000
Structures/Bridges				\$0
Materials/Geotech		\$ 35,000		\$35,000
Survey	Bid Tabs	\$ 75,000		\$75,000
Environmental		\$ 40,000		\$40,000
Right of Way		\$ 50,000		\$50,000
Other	Bid Tabs			\$0
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 657,000	0.00%	\$657,000
PE Base Estimate Date (XX/XX/XXXX)				
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way		\$500,000		\$500,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$500,000	0.00%	\$500,000
RW Base Estimate Date (XX/XX/XXXX)				
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Aerial Photo	\$165,000		\$165,000
MOT	Aerial Photo	\$225,000		\$225,000
Roadway	Aerial Photo	\$1,795,000		\$1,795,000
Hydraulics + Eros. Cntrl.	Aerial Photo	\$180,000		\$180,000
In-plan Utilities	Aerial Photo			\$0
Traffic	Aerial Photo	\$135,000		\$135,000
Structures/Bridges				\$0
Materials/Geotech				\$0
Soundwalls				\$0
Other (Landscaping/ Pave Marking/25% contingency)	Aerial Photo	\$1,082,000		\$1,082,000
Total Bid Items		\$3,582,000	0.00%	\$3,582,000
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max			0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%			0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			0
	VDOT Oversight (\$)	461,000		461,000
	Total CEI			461,000
Total CN Phase Estimate		\$4,043,000	0.00%	\$4,043,000
CN Base Estimate Date (XX/XX/XXXX)				
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$5,200,000

Prepared by: ATCS

Code	Description	Unit	Qty	Unit Price	Total
Grading Items					
00140	Borrow Excavation	CY	3,570	\$ 30	\$ 107,100

Pavement Items					
10128	Aggr. Base Material Ty. 1 No.21B	TON	1,639	\$ 32	\$ 52,448

Incidental Items					
00588	Underdrain UD-4	LF	600	\$ 11	\$ 6,600
12600	Std. Comb. Curb & Gutter CG-6	LF	2,643	\$ 33	\$ 87,219
12940	Entrance Gutter CG-9D	SY	301	\$ 100	\$ 30,089
13220	Hydr. Cement Concrete Sidewalk 4"	SY	2,919	\$ 60	\$ 175,113
21110	Median Strip MS-1A	SY	1,734	\$ 127	\$ 220,218
21215	Median Strip MS-2	LF	3,000	\$ 39	\$ 117,000
NS	Traffic Signal	EA	2	\$ 500,000	\$ 1,000,000
Subtotal					\$ 1,795,787

Drainage Items	5%	\$ 90,000
Maintenance of Traffic (MOT)	13%	\$ 225,000
Erosion and Sediment Control	5%	\$ 90,000
Landscaping	8%	\$ 135,000
Traffic Items	8%	\$ 135,000
Pavement Marking and Signing Items	13%	\$ 225,000

Construction Cost \$ 2,695,787

Mobilization	LS	1	\$ 165,000	\$ 165,000
Construction Surveying	LS	1	\$ 27,000	\$ 27,000
Subtotal				\$ 192,000

Pre-Contingency Construction Cost \$ 2,887,787

C.E.I	15%	\$ 434,000
Contingency	25%	\$ 722,000

Total \$ 4,043,787

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:		Project UPC:	US 250 ALT 1 COUNTY NO
Prepared By:	ATCS PLC.	Milestone	RESURFACING
Reviewed By:		Date:	Creation/Pre Scope
County/City/Town:	Augusta County (07)	Tier Level	3/10/2020
			1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway	Bid Tabs	\$ 250,000		\$250,000
Hydraulics	Bid Tabs	\$ 25,000		\$25,000
In-plan Utilities				\$0
Traffic	Bid Tabs	\$ 10,000		\$10,000
Structures/Bridges				\$0
Materials/Geotech		\$ 15,000		\$15,000
Survey	Bid Tabs	\$ 50,000		\$50,000
Environmental		\$ 25,000		\$25,000
Right of Way		\$ 25,000		\$25,000
Other	Bid Tabs			\$0
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 400,000	0.00%	\$400,000
PE Base Estimate Date (XX/XX/XXXX)				
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way		\$300,000		\$300,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$300,000	0.00%	\$300,000
RW Base Estimate Date (XX/XX/XXXX)				
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Aerial Photo	\$69,000		\$69,000
MOT	Aerial Photo	\$74,000		\$74,000
Roadway	Aerial Photo	\$500,000		\$500,000
Hydraulics + Eros. Cntrl.	Aerial Photo	\$50,000		\$50,000
In-plan Utilities	Aerial Photo			\$0
Traffic	Aerial Photo	\$50,000		\$50,000
Structures/Bridges				\$0
Materials/Geotech		\$30,000		\$30,000
Soundwalls				\$0
Other (Landscaping/ Pave Marking/25% contingency)	Aerial Photo	\$300,000		\$300,000
Total Bid Items		\$1,073,000	0.00%	\$1,073,000
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max			0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%			0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			0
	VDOT Oversight (\$)	127,000		127,000
	Total CEI			127,000
Total CN Phase Estimate		\$1,200,000	0.00%	\$1,200,000
CN Base Estimate Date (XX/XX/XXXX)				
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$1,900,000

US 250 ALT 1 County Estimate (no resurfacing)

3/10/2020

Prepared by: ATCS

Code	Description	Unit	Qty	Unit Price	Total
Grading Items					
00140	Borrow Excavation	CY	2,765	\$ 30	\$ 82,950
Pavement Items					
10128	Aggr. Base Material Ty. 1 No.21B	TON	1,322	\$ 32	\$ 42,304
Incidental Items					
00588	Underdrain UD-4	LF	550	\$ 11	\$ 6,050
12600	Std. Comb. Curb & Gutter CG-6	LF	476	\$ 33	\$ 15,708
12940	Entrance Gutter CG-9D	SY	147	\$ 100	\$ 14,722
13220	Hydr. Cement Concrete Sidewalk 4"	SY	2,260	\$ 60	\$ 135,620
21110	Median Strip MS-1A	SY	1,200	\$ 127	\$ 152,400
21215	Median Strip MS-2	SY	1,055	\$ 39	\$ 41,141
NS	Traffic Signal	EA	-	\$ 600,000	\$ -
	Subtotal				\$ 490,895
	Drainage Items	5%		\$	25,000
	Maintenance of Traffic (MOT)	15%		\$	74,000
	Erosion and Sediment Control	5%		\$	25,000
	Landscaping	5%		\$	25,000
	Traffic Items	10%		\$	50,000
	Pavement Marking and Signing Items	15%		\$	74,000
	Construction Cost			\$	763,895
	Mobilization	LS	1	\$ 69,000	\$ 69,000
	Construction Surveying	LS	1	\$ 8,000	\$ 8,000
	Subtotal			\$	77,000
	Pre-Contingency Construction Cost			\$	840,895
	C.E.I	15%		\$	127,000
	Contingency	25%		\$	211,000
	Total				\$ 1,178,895

SYIP PROJECTS
DETAILED PROJECT COST ESTIMATE SUMMARY
 (Version: 1/21/2020 - CTS Modified)

Portal ID:		Project UPC:	US 250 ALT 1 COUNTY NO RESURFACING
Prepared By:	ATCS PLC.	Milestone	Creation/Pre Scope
Reviewed By:		Date:	3/10/2020
County/City/Town:	Augusta County (07)	Tier Level	1

Preliminary Engineering

Project Estimate Component		Proposed Project Cost Estimate (\$)		
Discipline	Source	Base (\$)	Contingency (%)	Total
Roadway	Bid Tabs	\$ 40,000		\$40,000
Hydraulics	Bid Tabs	\$ 10,000		\$10,000
In-plan Utilities				\$0
Traffic	Bid Tabs			\$0
Structures/Bridges				\$0
Materials/Geotech				\$0
Survey	Bid Tabs			\$0
Environmental				\$0
Right of Way				\$0
Other	Bid Tabs			\$0
VDOT Oversight Costs				\$0
Total PE Phase Estimate		\$ 50,000	0.00%	\$50,000
PE Base Estimate Date (XX/XX/XXXX)				
PE Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Right-of-Way & Utilities

Discipline	Source	Base (\$)	Contingency (%)	Total
Right-of-Way		\$25,000		\$25,000
Out-of-Plan Utilities (power, cable, gas, etc.)	Aerial Photo			\$0
VDOT Oversight Costs				\$0
Total RW Phase Estimate		\$25,000	0.00%	\$25,000
RW Base Estimate Date (XX/XX/XXXX)				
RW Phase Dates (XX/XX/XXXX)	Start Date		End Date	

Construction

Discipline	Source	Base (\$)	Contingency (%)	Total
Mobilization	Aerial Photo	\$10,000		\$10,000
MOT	Aerial Photo	\$16,000		\$16,000
Roadway	Aerial Photo	\$152,310		\$152,310
Hydraulics + Eros. Cntrl.	Aerial Photo	\$16,000		\$16,000
In-plan Utilities	Aerial Photo			\$0
Traffic	Aerial Photo	\$4,000		\$4,000
Structures/Bridges				\$0
Materials/Geotech				\$0
Soundwalls				\$0
Other (Landscaping/ Pave Marking/25% contingency)	Aerial Photo			\$0
Total Bid Items		\$198,310	0.00%	\$198,310
Incidental-Claims & Work Orders (Percentage of Bid Items)	5% to 10% max			0
Railroad Flagging/Coordination				0
State Forces				0
State Police				0
Contract Requirements (Incentive/Disincentive)	5%			0
Construction Engineering (Inspection)	Environmental Inspection (\$)			0
	VDOT or Locality (\$)			0
	VDOT Oversight (\$)	52,000		52,000
	Total CEI			52,000
Total CN Phase Estimate		\$250,310	0.00%	\$250,310
CN Base Estimate Date (XX/XX/XXXX)				
CN Phase Start Date (XX/XX/XXXX)				
CN Phase End Date (XX/XX/XXXX)				
Total Project Cost Estimate				\$325,310

Prepared by: ATCS

Code	Description	Unit	Qty	Unit Price	Total
Grading Items					
00140	Borrow Excavation	CY	721	\$ 30	\$ 21,630

Pavement Items					
10128	Aggr. Base Material Ty. 1 No.21B	TON	220	\$ 32	\$ 7,040
10628	Flexible Pavement Planing 0"-2"	SY	134	\$ 20	\$ 2,680
10635	Asphalt Concrete Ty. SM-9.5A	TON	16	\$ 120	\$ 1,920
10636	Asphalt Concrete Ty. SM-9.5D	TON	16	\$ 150	\$ 2,400
10604	Asphalt Concrete Ty. IM-19.0D	TON	16	\$ 150	\$ 2,400
10642	Asphalt Concrete Ty. BM-25.A	TON	51	\$ 120	\$ 6,120

Incidental Items					
00588	Underdrain UD-4	LF	300	\$ 11	\$ 3,300
12600	Std. Comb. Curb & Gutter CG-6	LF	300	\$ 33	\$ 9,900
13220	Hydr. Cement Concrete Sidewalk 4"	SY	333	\$ 60	\$ 20,000
	CIP Concrete Platform	SF	330	\$ 100	\$ 33,000
	Wind Screen Shelter	EA	2	\$ 15,000	\$ 30,000
	Furnishings (lighting, benches, bike racks, maps, etc)	EA	2	\$ 5,000	\$ 10,000
	Subtotal				\$ 152,310

Drainage Items	5%	\$ 8,000
Maintenance of Traffic (MOT)	10%	\$ 16,000
Erosion and Sediment Control	5%	\$ 8,000
Landscaping	5%	\$ 8,000
Pavement Marking and Signing Items	2%	\$ 4,000

Construction Cost \$ 196,310

Mobilization	LS	1	\$ 10,000	\$ 10,000
Construction Surveying	LS	1	\$ 2,000	\$ 2,000
Subtotal				\$ 12,000

Pre-Contingency Construction Cost \$ 208,310

C.E.I	10%	\$ 21,000
Contingency	10%	\$ 21,000

Total \$ 250,310

US 250 Corridor Improvement Study Framework Document

STARS Program - Framework Document

Route 250 (Jefferson Highway/West Main Street) Corridor Improvement Study

1. Stakeholder Acceptance

The undersigned parties from VDOT, August County, City of Waynesboro, SAWMPO, and BRITE, concur with the methods and assumptions for the Route 250 (Jefferson Highway/W. Main Street) Corridor Improvement Study as presented in this document

VDOT District PM

DISTRICT PLANNING

Title



Signature

6/27/19

Date

VDOT – TMPD

Title

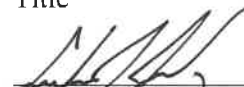
Signature

Date

City of Waynesboro

DIRECTOR OF PLANNING

Title



Signature

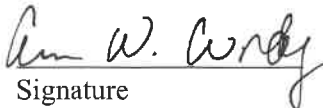
6/28/19

Date

SAWMPO

Transportation Manager

Title



Signature

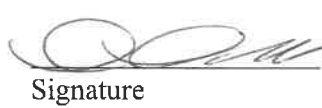
6/27/19

Date

Augusta County

County Engineer

Title



Signature

6/28/19

Date

BRITE

Transit Manager

Title



Signature

6/27/2019

Date

- (1) Signing of this document does not constitute approval of the Route 250 (W. Main Street) Corridor Improvement Study.
- (2) All members will use this document as a guide and reference as the study progresses through the various states of project development. If there are any agreed upon changes to the assumptions in this document, a revised document will be prepared and signed by the parties who originally signed it.

2. Introduction and Purpose

Route 250 (Jefferson Highway/W. Main Street) in Augusta County & the City of Waynesboro is a minor arterial route with some intermittent operational issues and significant safety issues due to peak hour traffic volumes and number of access points. The purpose of this Strategically Targeted and Affordable Roadway Solutions (STARS) study is to evaluate operational and safety conditions and identify improvements that can be programmed into the Virginia Department of Transportation’s (VDOT) Six-Year Improvement Program (SYIP). The alternatives evaluation will consider operational and safety improvements through multi-modal facilities, geometric design, access management improvements, lane utilization/repurposing and innovative intersection configurations. This framework document outlines the scope of work and associated assumptions for the traffic operations and safety analyses. The assumptions used in this framework document align with the standards and guidance from VDOT’s Traffic Operations and Safety Analysis Manual (TOSAM), the VDOT Road Design Manual, and applicable city standards

This project is scheduled to be completed by January 2020.

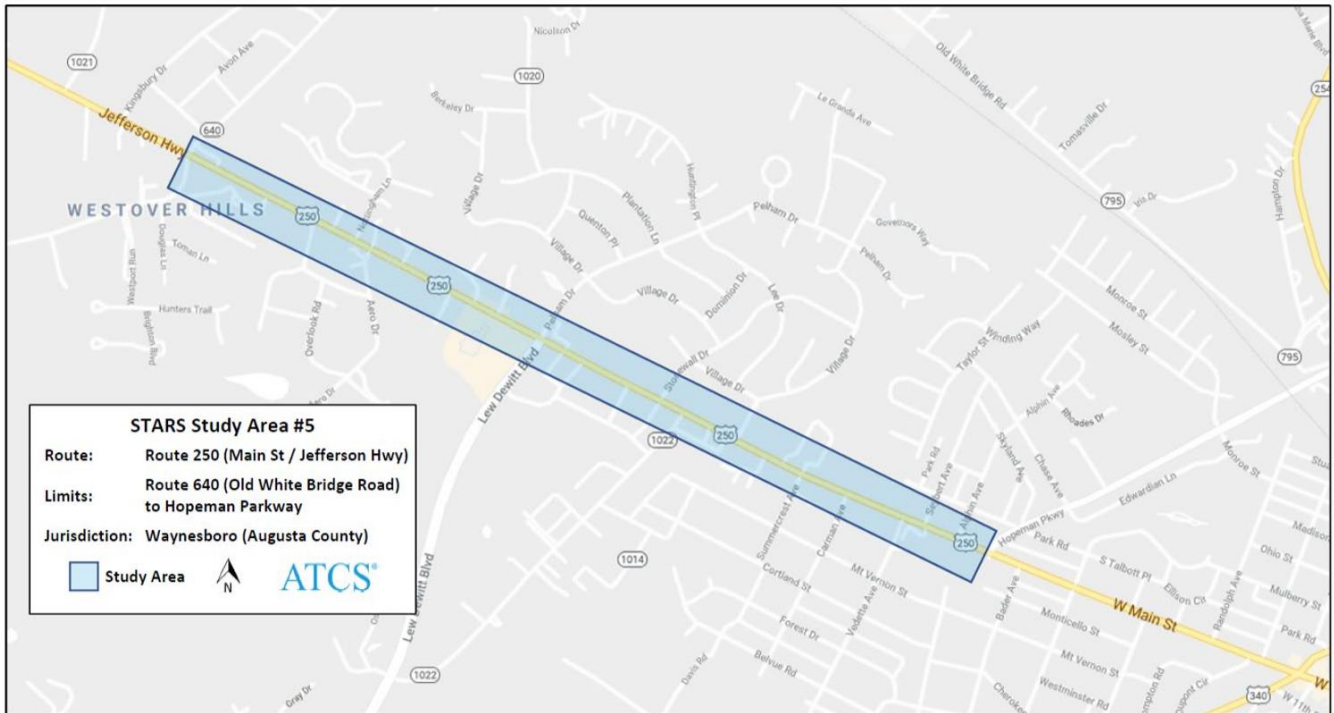
3. Project Study Area

The study area for this project is shown in Figure 1. The study area consists of a section of Route 250 between the functional areas of the intersections with Route 640 (Old White Bridge Road) and Hopeman Parkway, approximately 2.0-miles in length. The study area includes multiple intersections and direct access points to adjacent properties. The more significant intersections and access locations are listed in the table below.

Int #	Description	Control
1	US-250 at Old White Bridge Road/Goose Creek Road	Signalized
2	US-250 at Chandelle Boulevard	Unsignalized
3	US-250 at Nottingham Lane	Unsignalized
4	US-250 at Aero Drive	Unsignalized
5	US-250 at Community Dr/Comm Entrance (Waynesboro Commons)	Unsignalized
6	US-250 at Lew Dewitt Boulevard	Signalized
7	Lew Dewitt Blvd at Commercial Connector Road/Entrance (Waynesboro Commons)	Unsignalized
8	US-250 at Commercial Connector Road (Exxon/West Main Plaza)	Unsignalized
9	US-250 at Signalized Shopping Center Entrance	Signalized
10	US-250 at Stonewall Drive	Unsignalized
11	US-250 at Bookerdale Road	Unsignalized

12	US-250 at Barksdale Road	Unsignalized
13	US-250 at Summercrest Avenue	Unsignalized
14	US-250 at Carman Avenue	Unsignalized
15	US-250 at Vedette Avenue	Signalized
16	US-250 Seybert Avenue	Unsignalized
17	US-250 at Alpin Avenue	Unsignalized
18	US-250 at Hopeman Parkway	Signalized

Figure 1: Project Study Area



4. Analysis Years / Periods

This study will analyze existing conditions in 2019 and future conditions depending on the solutions proposed, short term solutions will be based off of existing traffic volumes while medium to longer term projects will be analyze future conditions in the 2030 time horizon as a baseline with potential for 2035-2040 analysis if sensitivity for growth is needed for specific proposed alternatives. The time periods to be analyzed for existing and future conditions include weekday AM and PM peak hours at all corridor signalized intersections. In addition, analyses of selected unsignalized intersections will also be undertaken. The field data collection program will be completed during the summer months of 2019. This time frame will not include background school traffic, however, school traffic patterns do not have a strong influence on corridor volumes. Following data collection, the Study Team will review the traffic counts to determine if adjustments are necessary based on historical VDOT Count Data and continuous count data available on the corridor. The plan will include the following data elements:

- Three Hour Weekday AM (6:00-9:00) & PM (3:30-6:30) Peak Hour turning movement counts at 5 signalized intersections and 10 unsignalized intersections
- Weekday volume and classification ADT counts for two roadway segment locations
- Weekday corridor travel time runs
- Weekday intersection queue lengths at intersections to be analyzed

5. Traffic Operations Analysis

VDOT Staunton District & City of Waynesboro will provide the most current signal timing plans and/or Synchro files if available for the corridor. The traffic operations analysis and simulation will be performed using Synchro 10/SimTraffic 10 software for all the study intersections along the arterial corridor. Inputs and analysis methodologies will be consistent with VDOT's Traffic Operations and Safety Analysis Manual (TOSAM), and will be documented with the calibration of existing conditions memo. The ATCS Team will calibrate existing conditions SimTraffic models based on simulated traffic volumes and queue lengths at critical signalized intersections as detailed in TOSAM. It is assumed Synchro (macro simulation) will generally be utilized and more detailed microsimulation via SimTraffic may be appropriate depending on solutions proposed.

6. Safety Analysis

The ATCS Team will conduct a crash analysis for the study corridor using the latest five years of available crash data from VDOT's crash database. The ATCS Team will review, analyze, and summarize the crash data by year, severity, type, time of day, and location. The team will identify any crash patterns, and likely causes for crashes, and develop collision diagrams at key locations to further understand vehicular behaviors of each crash. The team will develop collision diagrams for the overall corridor and will compare to the latest available statewide average crash rates for corridors with similar functional classification to determine any "hot spots" for specific countermeasure potential.

The team will conduct AM and PM peak period field reviews of the study corridor to review traffic conditions, driver behavior, geometric layouts, and the presence and condition of signing, pavement markings, and delineation. Following completion of the field reviews, the team will provide recommendations for varying levels of mitigation. Typical recommendations will include signing/pavement marking improvements, sight distance improvements, improvements to traffic and pedestrian signals, as well as bike and pedestrian facilities. These recommendations will be based on historical crash data, field reviews and a review of compliance with the Manual on Uniform Traffic

Control Devices (MUTCD) and VDOT/COUNTY/CITY/LOCAL standards and policies. Recommendations will also include “maintenance-type” safety improvements which are expected to be low-cost and short-term measures. The recommendations will be utilized to conduct a crash reduction analysis using the FHWA Desktop Reference for Crash Reduction Factors, utilizing Crash Reduction Factors (CRFs) to determine effects of potential safety improvements. The team will calculate the crash reduction benefit/cost by assigning monetary value to crash reductions using the VDOT Highway Safety Improvement Program (HSIP) costs.

7. Traffic Forecasting

Working with the Study Team, ATCS will develop and apply an average annual growth rate (AAGR) to the 2019 traffic count volumes to generate future year traffic forecasts. The AAGR will be based upon a review of VDOT historic traffic volumes and data from the VDOT Statewide Planning System (SPS) as well as local Comprehensive Plans.

The team will develop Average Daily Traffic (ADT) volumes as well as AM and PM peak hour volumes for appropriate design years. Volumes will be reported and summarized in graphical format and will be submitted to the Study Team for review and approval prior to initiation of future No-Build conditions analysis.

8. Concept Development and Cost Estimates

Based upon the future No-Build operational analysis results, safety analysis, as well as field investigations, the team will identify operational and safety deficiencies within the study area and develop improvement alternatives along the corridor. Alternatives will also take into consideration BRITE as a stakeholder and transit routes along the corridor. ATCS will then present and discuss an initial set of potential improvements with the Study Team to determine those that should be analyzed in greater detail.

An initial screening will be performed using Synchro 10 software and/or the VDOT Junction Screening Tool (VJuST), where applicable, to test innovative intersection concepts that may be advanced to more detailed testing. Preliminary alternatives will be presented with concept sketch/layout drawings for review. The team will conduct an analysis of future year traffic operations within the study area using SimTraffic. Up to two (2) corridor alternatives will be analyzed. The ATCS team will present findings to the Study Team during an “Alternatives Evaluation Workshop.”

ATCS will prepare planning-level cost estimates for the improvements’ construction costs for each of the preferred alternatives using the current version of the Project Cost Estimating System (PCES), Version 8.1. ATCS will consult with District L&D for their input regarding right-of-way, utility relocation costs and will adjust PCES estimates with appropriate assumptions. The initial cost estimates prepared by ATCS will be submitted for review by VDOT and revised as needed based upon this review.

9. Measures of Effectiveness (MOE)

MOEs for intersections will include Synchro or SimTraffic output for delay (sec/veh) and queue length (ft). Unsignalized intersection operations will be reported as Stop Control Approach delay (in sec/veh) and queue length (ft). MOEs will be documented in figure and/or tabular format. For Safety Analysis, Virginia specific CMFs will be applied where available to determine projected reductions in crashes. Corridor travel time may also be included to evaluate corridor wide improvements.

10. Public Meetings

The SAWMPO and VDOT, with the assistance of the City of Waynesboro and Augusta County, will coordinate to conduct a Public Information Meeting (PIM) following the analysis of the Future Year Build alternatives. The ATCS Team will provide meeting display boards and related materials for the public meeting and will present the study findings using a Powerpoint presentation.

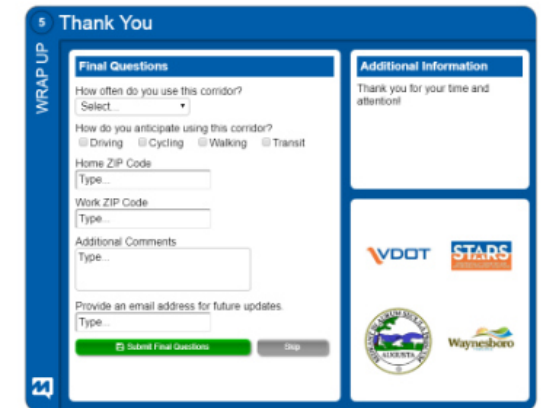
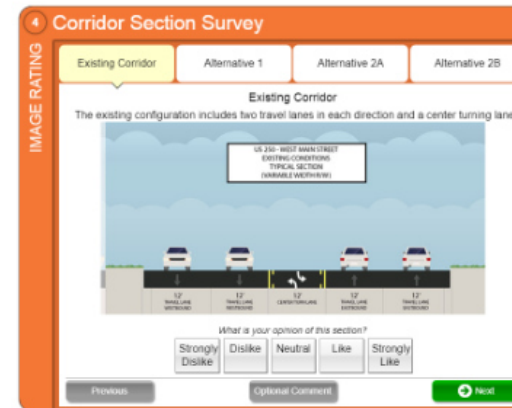
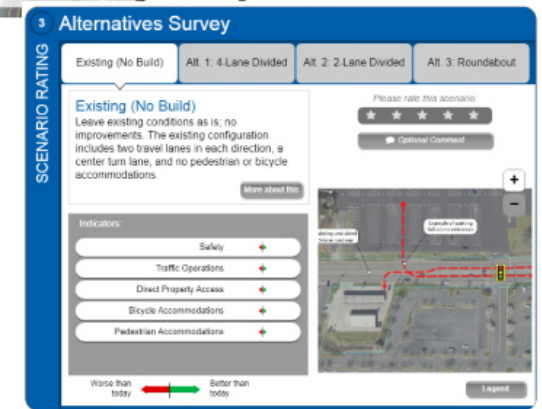
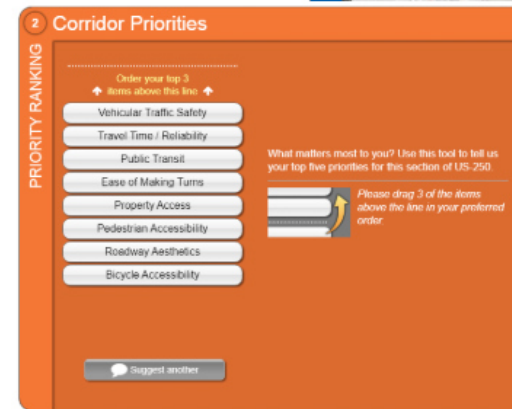
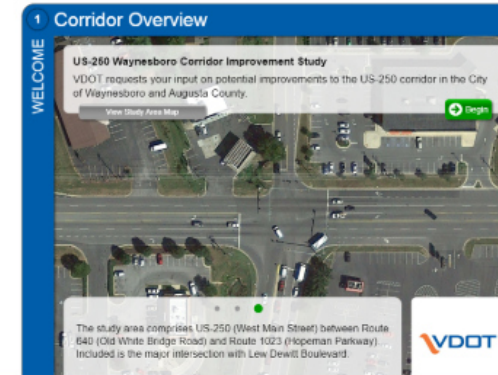
Public Involvement Survey Summary Presentation

US-250 STARS Corridor Study Online Survey Results Summary



Agenda

- Introduction
- Survey Analysis
 - Corridor Priorities
 - Alternatives Survey
 - Corridor Section Survey
 - Usage & Respondent Info
- Key Takeaways



Introduction

- Study Area: US-250 (W. Main Street) from Old White Bridge Rd. to Hopeman Pkwy.
- Online survey available from January 21 to February 3, 2020

942
completed
surveys

449
additional
comments



Survey Analysis: Corridor Properties



2

Corridor Priorities

? What to do

Next Task

3

4

5

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Order your top 3 items above this line

- Vehicular Traffic Safety
- Bicycle Accessibility
- Roadway Aesthetics
- Travel Time / Reliability
- Ease of Making Turns
- Public Transit
- Pedestrian Accessibility
- Property Access

What matters most to you? Use this tool to tell us your top five priorities for this section of US-250.

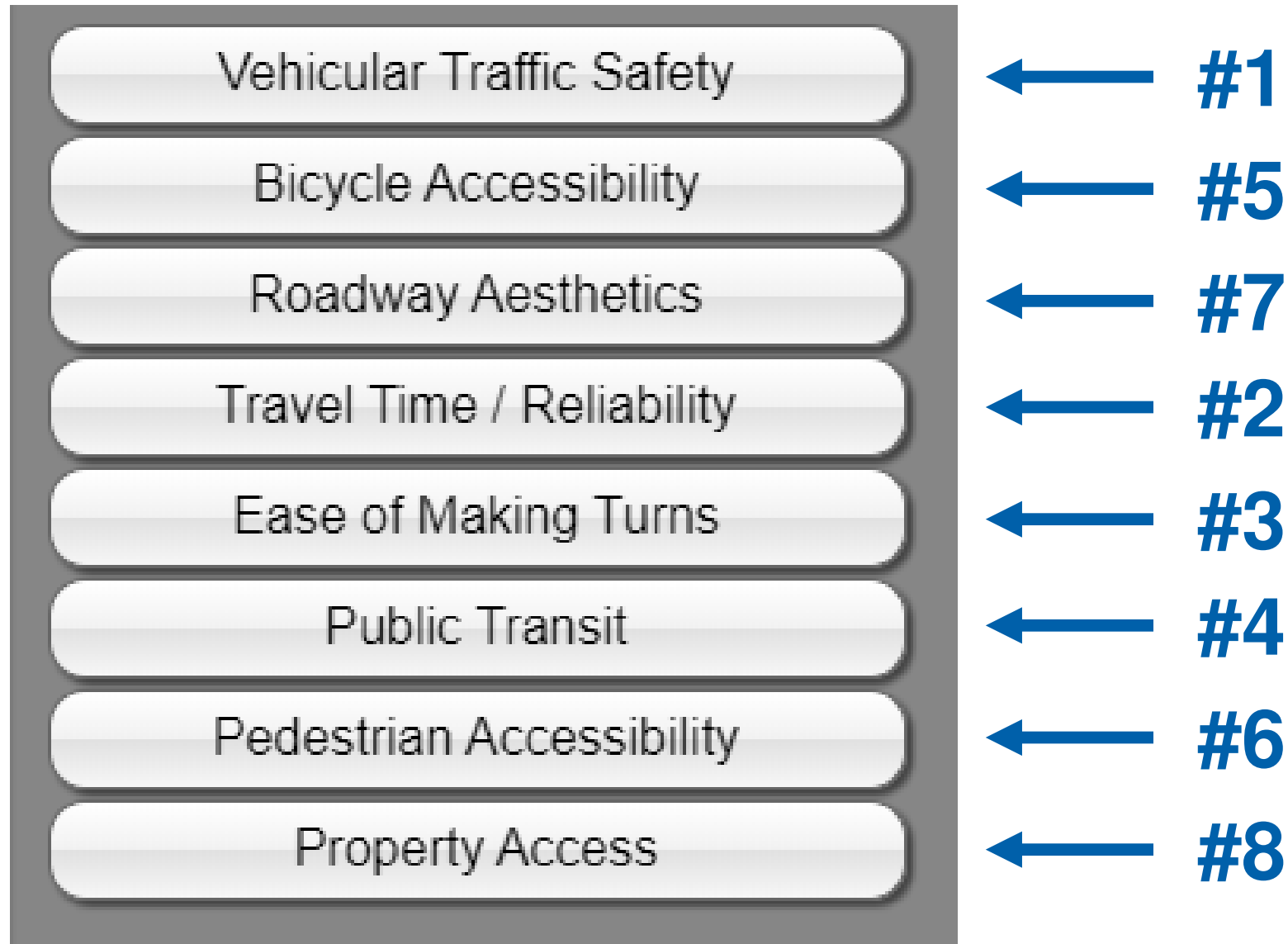


Please drag 3 of the items above the line in your preferred order.

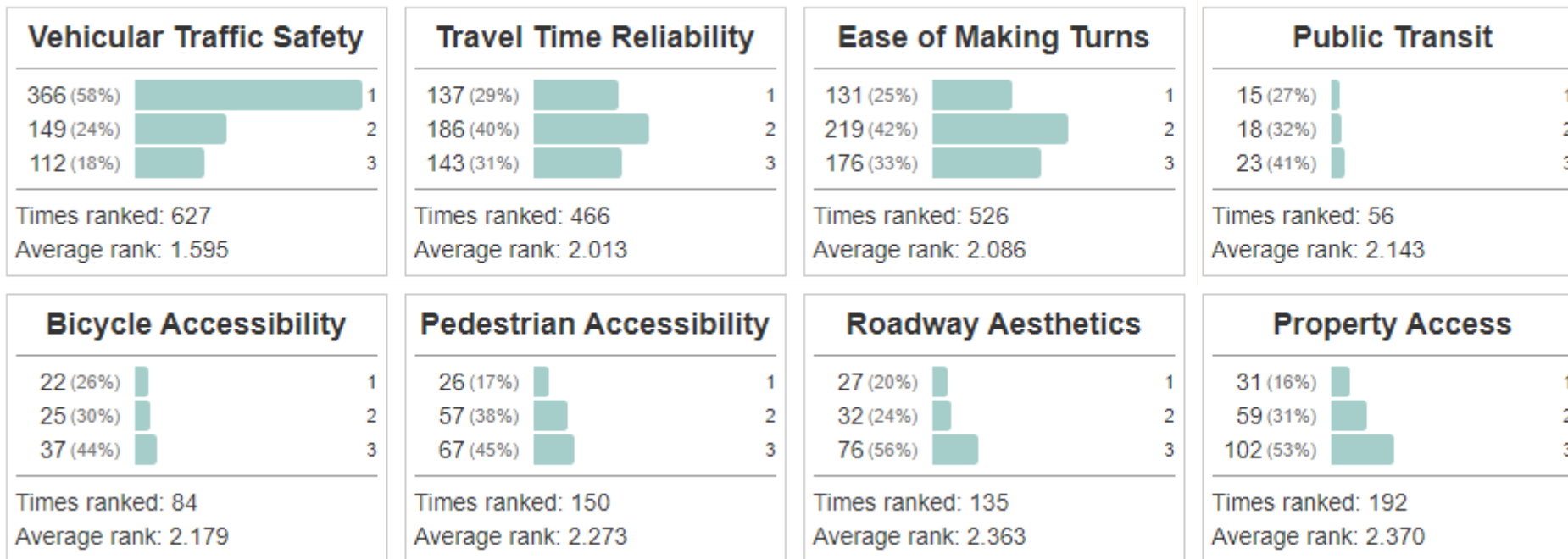
Suggest another



By Ranking Average



No. of Times Ranked in Top 3



Survey Analysis: Alternatives Survey

1
Alternatives Survey
What to do
Next Task

WELCOME

2

3

4

5

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Existing (No Build)

Leave existing conditions as is; no improvements. The existing configuration includes two travel lanes in each direction, a center turn lane, and no pedestrian or bicycle accommodations.

More about this

Please rate this scenario:

★ ★ ★ ★ ★

Optional Comment

Indicators:

Safety	◀▶
Traffic Operations	◀▶
Direct Property Access	◀▶
Bicycle Accommodations	◀▶
Pedestrian Accommodations	◀▶

Worse than today
←
→
Better than today

Legend

WELCOME

2

3

4

5

WELCOME

2

3

4

5

Alternatives Survey

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Alt. 1: 4-Lane Divided

Alternative 1 incorporates a raised median between Low Dewitt Blvd. and Hopeman Pkwy., corridor-wide signal efficiency upgrades, and pedestrian accommodations, including sidewalk to the south side.

More about this

Indicators:

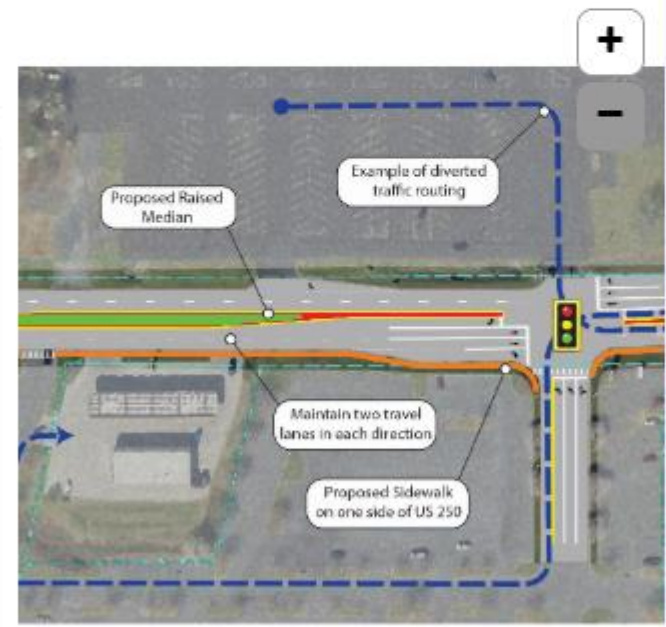


Worse than today ← | → Better than today

Please rate this scenario:



Optional Comment



Legend



Alternatives Survey

- Existing (No Build)
- Alt. 1: 4-Lane Divided
- Alt. 2: 2-Lane Divided**
- Alt. 3: Roundabout

Alt. 2: 2-Lane Divided
 Alternative 2 includes all of the upgrades made in Alt. 1 while also reducing the number of through lanes in each direction from two to one, allowing for bike lanes and sidewalk in each direction.

[More about this](#)

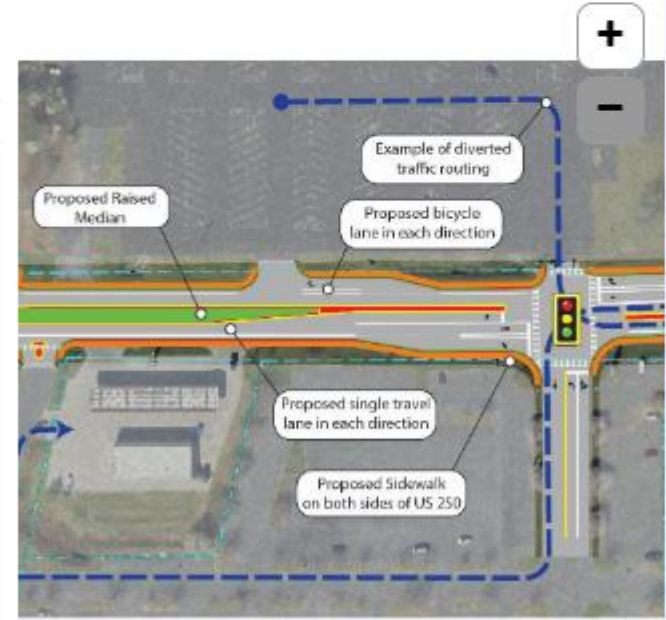


Worse than today ← | → Better than today

Please rate this scenario:

★ ★ ★ ★ ★

[Optional Comment](#)



Legend

Alternatives Survey

Existing (No Build)

Alt. 1: 4-Lane Divided

Alt. 2: 2-Lane Divided

Alt. 3: Roundabout

Alt. 3: Roundabout

Alternative 3 places a multi-lane roundabout at the intersection of US-250 and Lew Dewitt Boulevard and adds a sidewalk to the south. (This can be utilized with Alt. 1, with Alt. 2, or on its own.)

More about this

Indicators:

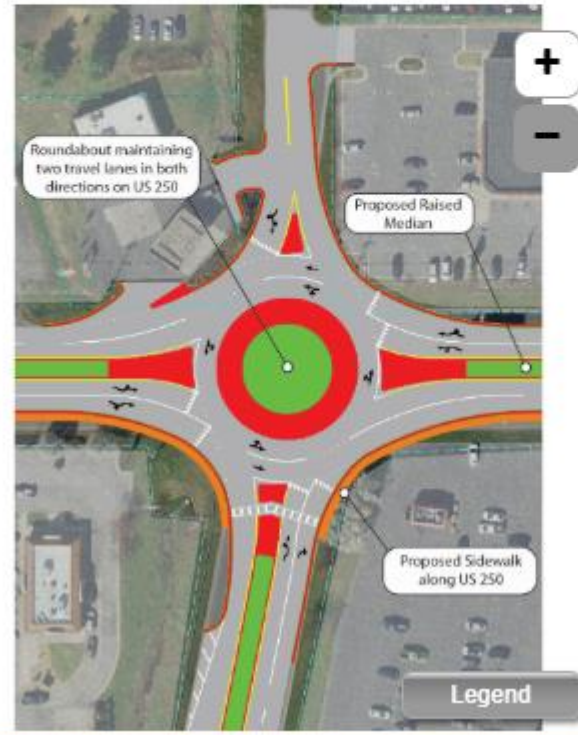


Worse than today ← | → Better than today

Please rate this scenario:



Optional Comment



Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Existing (No Build)
 Leave existing conditions as is; no improvements. The existing configuration includes two travel lanes in each direction, a center turn lane, and pedestrian or bicycle accommodation.

Please rate this scenario:

Optional Comment

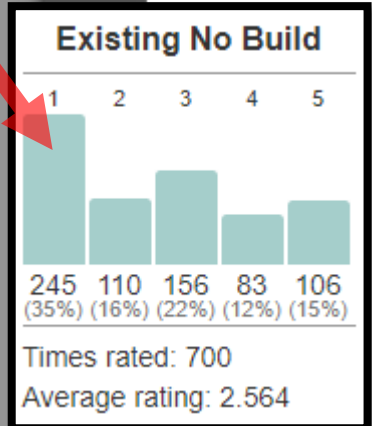
Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

Legend

2.56



Alternatives Survey

Existing (No Build) | **Alt. 1: 4-Lane Divided** | Alt. 2: 2-Lane Divided | Alt. 3: Roundabout

Alt. 1: 4-Lane Divided
 Alternative 1 incorporates a raised median between Low Dewitt Blvd. and Hopeman Pkwy., corridor-wide signal efficiency upgrades, and pedestrian accommodations, including sidewalks to the south side.

Please rate this scenario:
 ★ ★ ★ ★ ★
 Optional Comment

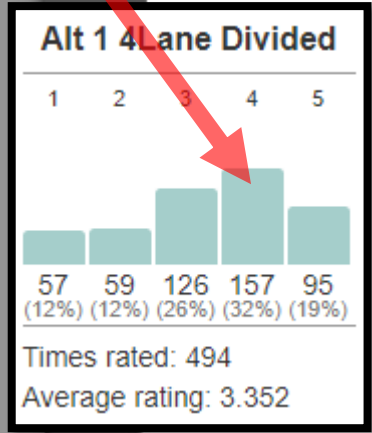
Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today | Better than today

Legend

3.35



Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Alt. 2: 2-Lane Divided

Alternative 2 includes all of the upgrades made in Alt. 1 while also reducing the number of through lanes in each direction from two to one, allowing for bike lanes and sidewalk in each direction.

Please rate this scenario:

Optional Comment

Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

Example of diverted traffic routing

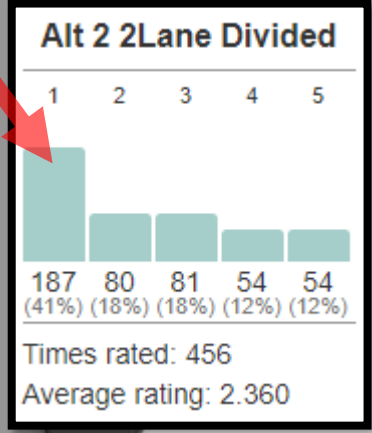
Proposed bicycle lane in each direction

Proposed single travel lane in each direction

Proposed Sidewalk on both sides of US 250

Legend

2.36



2 Alternatives Survey

Existing (No Build) Alt. 1: 4-Lane Divided Alt. 2: 2-Lane Divided Alt. 3: Roundabout

Alt. 3: Roundabout

Alternative 3 places a multi-lane roundabout at the intersection of US-250 and Low Dewitt Boulevard and adds a sidewalk to the south. (This can be utilized with Alt. 1, with Alt. 2, or on its own.)

Please rate this scenario:

Optional Comment

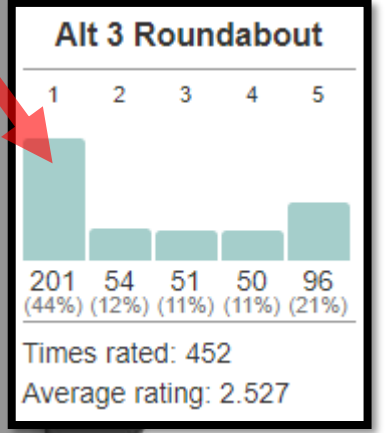
Indicators:

- Safety
- Traffic Operations
- Direct Property Access
- Bicycle Accommodations
- Pedestrian Accommodations

Worse than today Better than today

2.52

IMAGE RATING WRAP UP



3.35

#1: Alt. 1: 4-Lane Divided

2.56

#2: Existing Corridor

2.52

#3: Roundabout

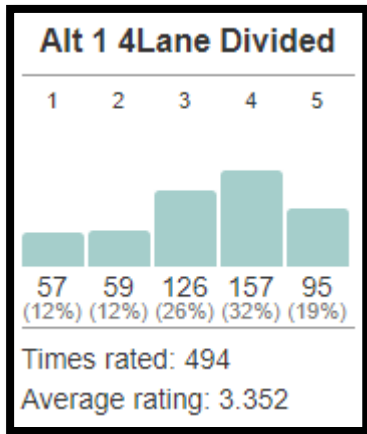
2.36

#4: 2-Lane Divided (Road Diet)



3.35

Alt. 1: 4-Lane Divided



Survey comments in favor:

- *“If U-turns are legal at all nearby stop lights to ensure drivers can enter any business etc. on either side of the road, this seems like a good option.”*
- *“Reasonable changes, but make sure to allow enough opportunities to access businesses and properties.”*
- *“I like this idea about as much as the no build scenario. Although it is a bit of an inconvenience, after implementation, folks will get accustomed to the new pattern.”*
- *“That would be a major improvement. Accidents waiting to happen would be greatly reduced!”*

Survey comments in opposition:

- *“So pedestrians are only allowed on one side of the street? There's only one crosswalk and no access for pedestrians to businesses on the other side other street.”*
- *“Raised median will promote panhandlers.”*

Survey Analysis: Corridor Section Survey



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

What to do

Next Task

5

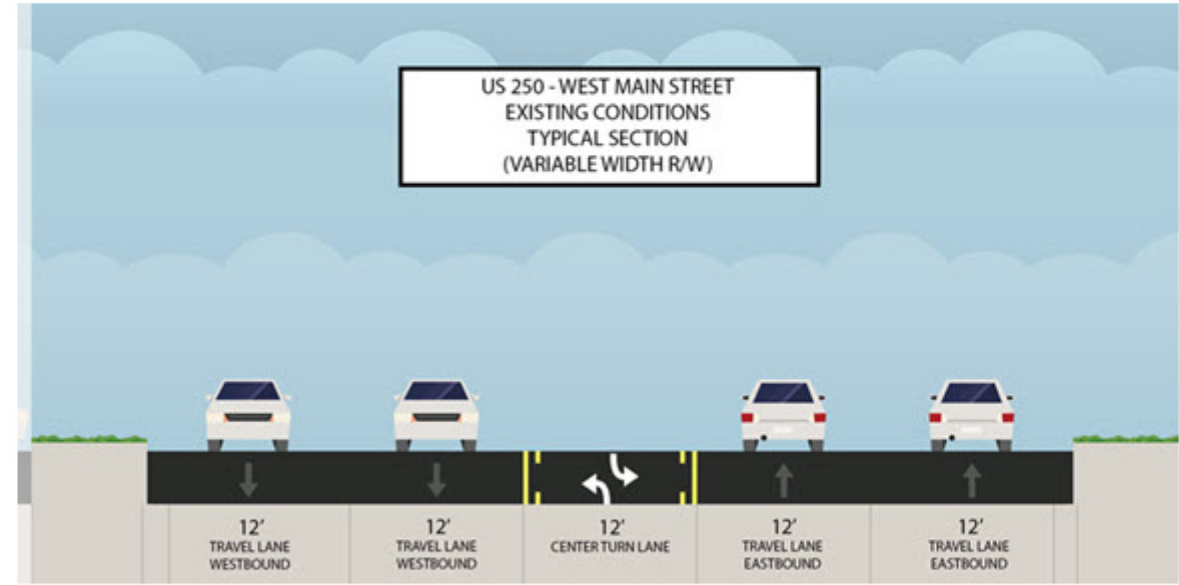
WRAP UP



- Existing Corridor
- Alternative 1
- Alternative 2A
- Alternative 2B

Existing Corridor

The existing configuration includes two travel lanes in each direction and a center turning lane.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

What to do

Next Task

5

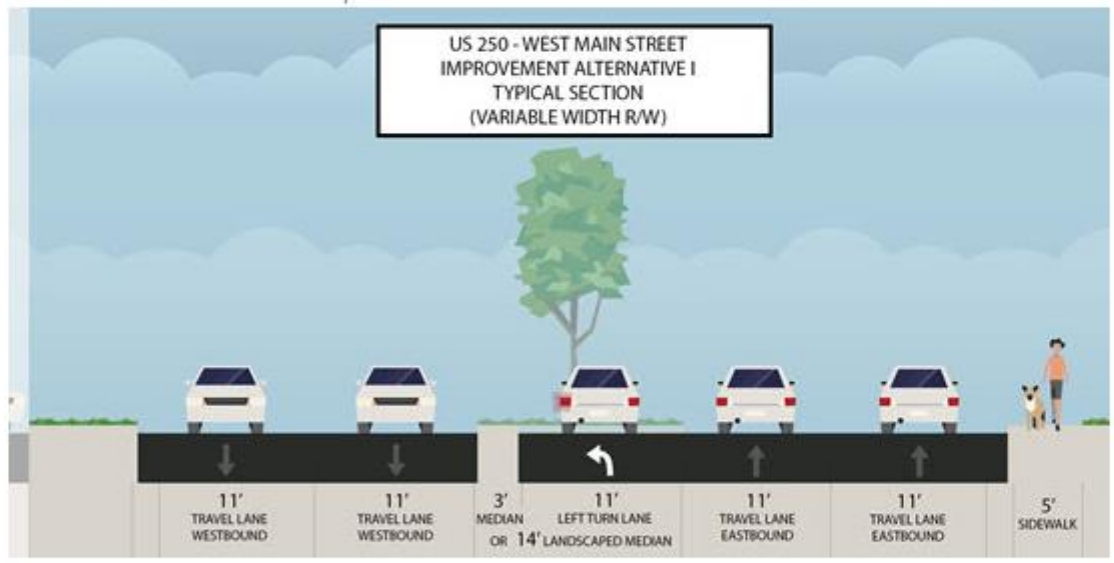
WRAP UP



- Existing Corridor
- Alternative 1**
- Alternative 2A
- Alternative 2B

Alternative 1

Alternative 1 includes **two** travel lanes in each direction, a center raised median, turn lanes at intersections, and a sidewalk to the south side of US-250.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



WELCOME



2

PRIORITY RANKING

3

SCENARIO RATING

4

IMAGE RATING

Corridor Section Survey

? What to do

Next Task

5

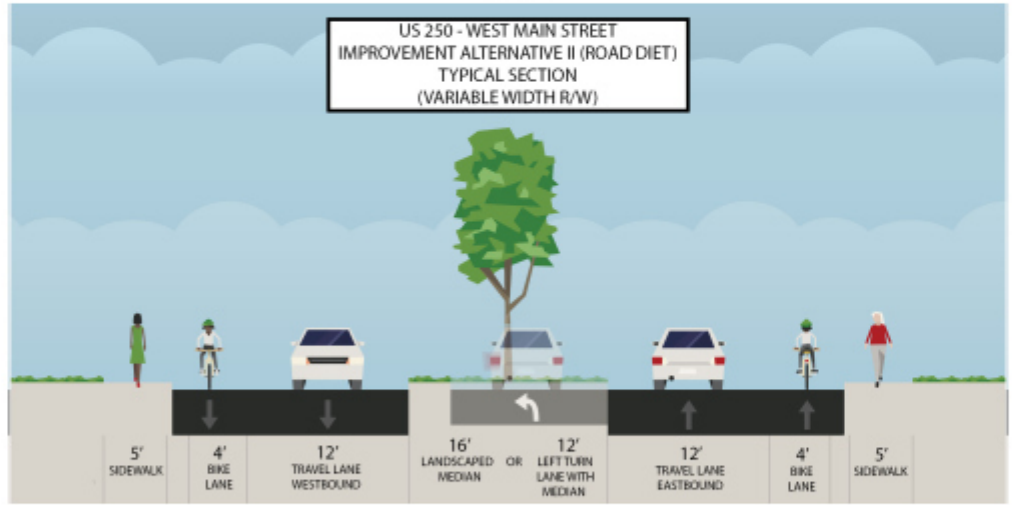
WRAP UP



- Existing Corridor
- Alternative 1
- Alternative 2A
- Alternative 2B

Alternative 2A

Alternative 2A includes **one** travel lane in each direction, a center raised median, bike lanes in each direction, turn lanes at intersections, and sidewalk to the north and south sides of US-250.



What is your opinion of this section?

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Optional Comment

Next



Corridor Section Survey

What to do Next Task

Existing Corridor Alternative 1 Alternative 2A **Alternative 2B**

Alternative 2B

Alternative 2B is the same as Alternative 2A, except the bike lanes are removed and the sidewalk on the south side of US-250 is converted to a 10' shared use path.

US 250 - WEST MAIN STREET
IMPROVEMENT ALTERNATIVE II (ROAD DIET)
TYPICAL SECTION
(VARIABLE WIDTH R/W)

5' SIDEWALK 4' BIKE LANE 12' TRAVEL LANE WESTBOUND 16' LANDSCAPED MEDIAN OR 12' LEFT TURN LANE WITH MEDIAN 12' TRAVEL LANE EASTBOUND 4' BIKE LANE 5' SIDEWALK

What is your opinion of this section?

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

WELCOME 2 PRIORITY RANKING 3 SCENARIO RATING 4 IMAGE RATING 5 WRAP UP

Corridor Section Survey

Existing Corridor Alternative 1 Alternative 2A Alternative 2B

Existing Corridor

The existing configuration includes two travel lanes in each direction and a center turning lane.

US 250 - WEST MAIN STREET
EXISTING CONDITIONS
TYPICAL SECTION
(VARIABLE WIDTH R/W)

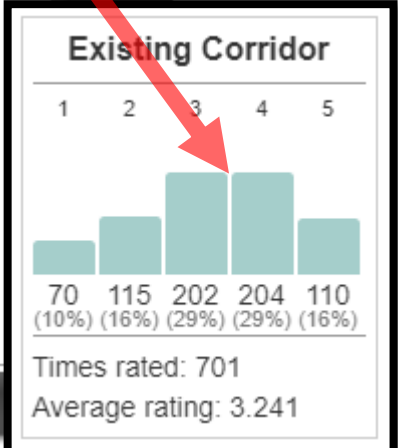
12' TRAVEL LANE WESTBOUND 12' TRAVEL LANE WESTBOUND 12' CENTER TURN LANE 12' TRAVEL LANE EASTBOUND 12' TRAVEL LANE EASTBOUND

What is your opinion of this section?

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

3.24



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | WRAP UP

Existing Corridor | Alternative 1 | Alternative 2A | Alternative 2B

Alternative 1

Alternative 1 includes two travel lanes in each direction, a center raised median, turn lanes at intersections, and a sidewalk to the east side of US 250.

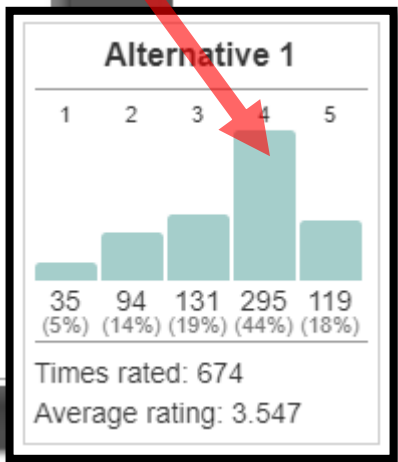
US 250 - WEST MAIN STREET IMPROVEMENT ALTERNATIVE TYPICAL SECTION (VARIABLE WIDTH)

What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

3.55



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | 5 WRAP UP

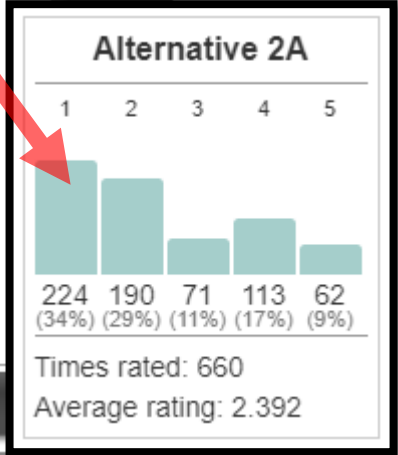
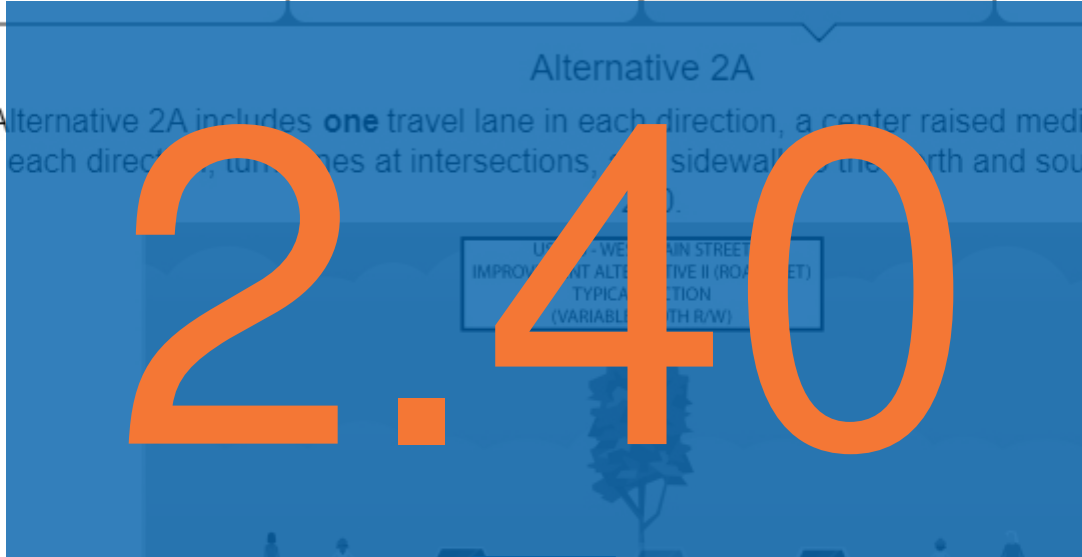
Existing Corridor | Alternative 1 | **Alternative 2A** | Alternative 2B

Alternative 2A includes **one** travel lane in each direction, a center raised median, bike lanes in each direction, turn lanes at intersections, sidewalks on the north and south sides of US-...

What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next



Corridor Section Survey

WELCOME | 2 PRIORITY RANKING | 3 SCENARIO RATING | 4 IMAGE RATING | 5 WRAP UP

Existing Corridor | Alternative 1 | Alternative 2A | Alternative 2B

Alternative 2B

Alternative 2B is the same as Alternative 2A, except the bike lanes are removed and the sidewalk on the south side of US-58 is converted to a 10' shared use path.

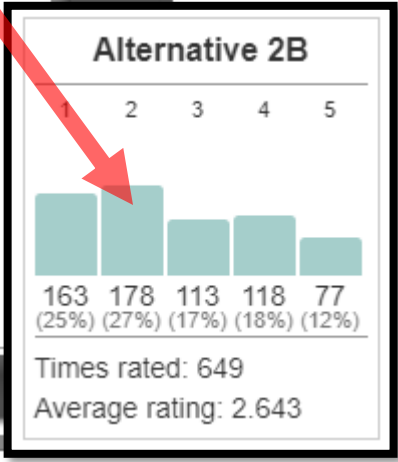
US-58 WEST MAIN STREET IMPROVEMENT PROJECT ALTERNATIVE II (ROAD DIET) PICTURE

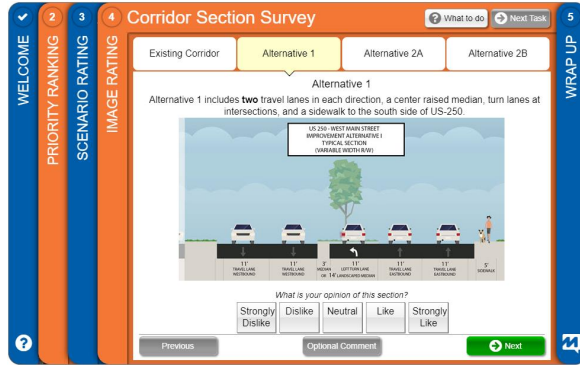
What is your opinion of this section?

Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

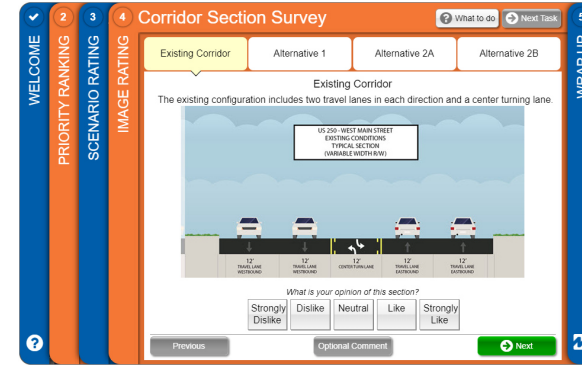
2.64





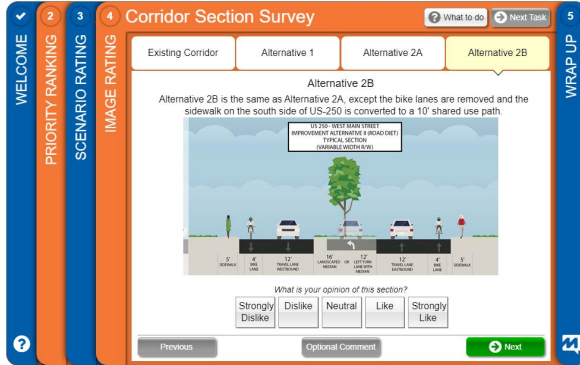
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#1: Alt. 1 (4 Lane Divided)



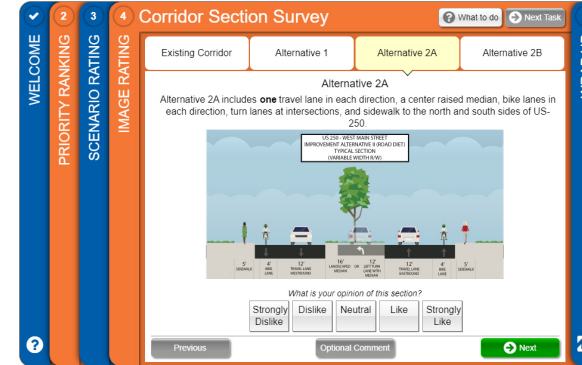
3.24

#2: Existing Corridor



2.64

#3: Alternative 2B
(Road Diet & Shared Use Path)



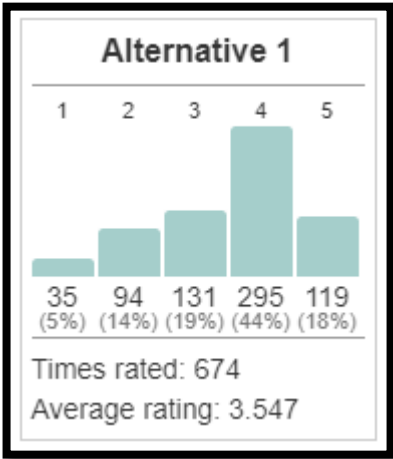
2.39

#4: Alternative 2A
(Road Diet & Bike Lanes/Sidewalks)

3.35

Alternative 1

- Survey comments in favor:**
- “I think this would work well. The loss of access would be a pain at first, but folks would get used to it soon enough.”
 - “The middle turn lane is extremely dangerous to everyone.”
 - “I like having two travel lanes on each side. The middle turn lane is the problem.”
 - “Yuck! Too many vehicles, especially during the afternoon rush. Please oh please don't reduce through capacity.”
 - “In forty years of traveling, shopping, working and driving through this section of town there is just not a case for pedestrian traffic.”



- Survey comments in opposition:**
- “Of the alternative options this probably makes the most sense but I don't like the decrease in accessibility to properties.”
 - “Madison Heights heading in and out of Lynchburg has a version of this and it works and stinks at the same time. Great for through traffic but not great for local traffic.”

Survey Analysis: Usage & Respondent Info

1

2

3

4

5

Thank You

? What to do

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Final Questions

How often do you use this corridor?

How do you anticipate using this corridor?
 Driving Cycling Walking Transit

Home ZIP Code

Work ZIP Code

Additional Comments


Provide an email address for future updates.


Submit Final Questions


Skip


Additional Information

Thank you for your time and attention!









1

2

3

4

5

Thank You

? What to do

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Final Questions

How often do you use this corridor?

Select... ▾

How do you anticipate using this corridor?

Driving
 Cycling
 Walking
 Transit

Home ZIP Code

Type...

Work ZIP Code

Type...

Additional Comments

Type...

Provide an email address for future updates.


Type...


Submit Final Questions


Skip


Additional Information

Thank you for your time and attention!

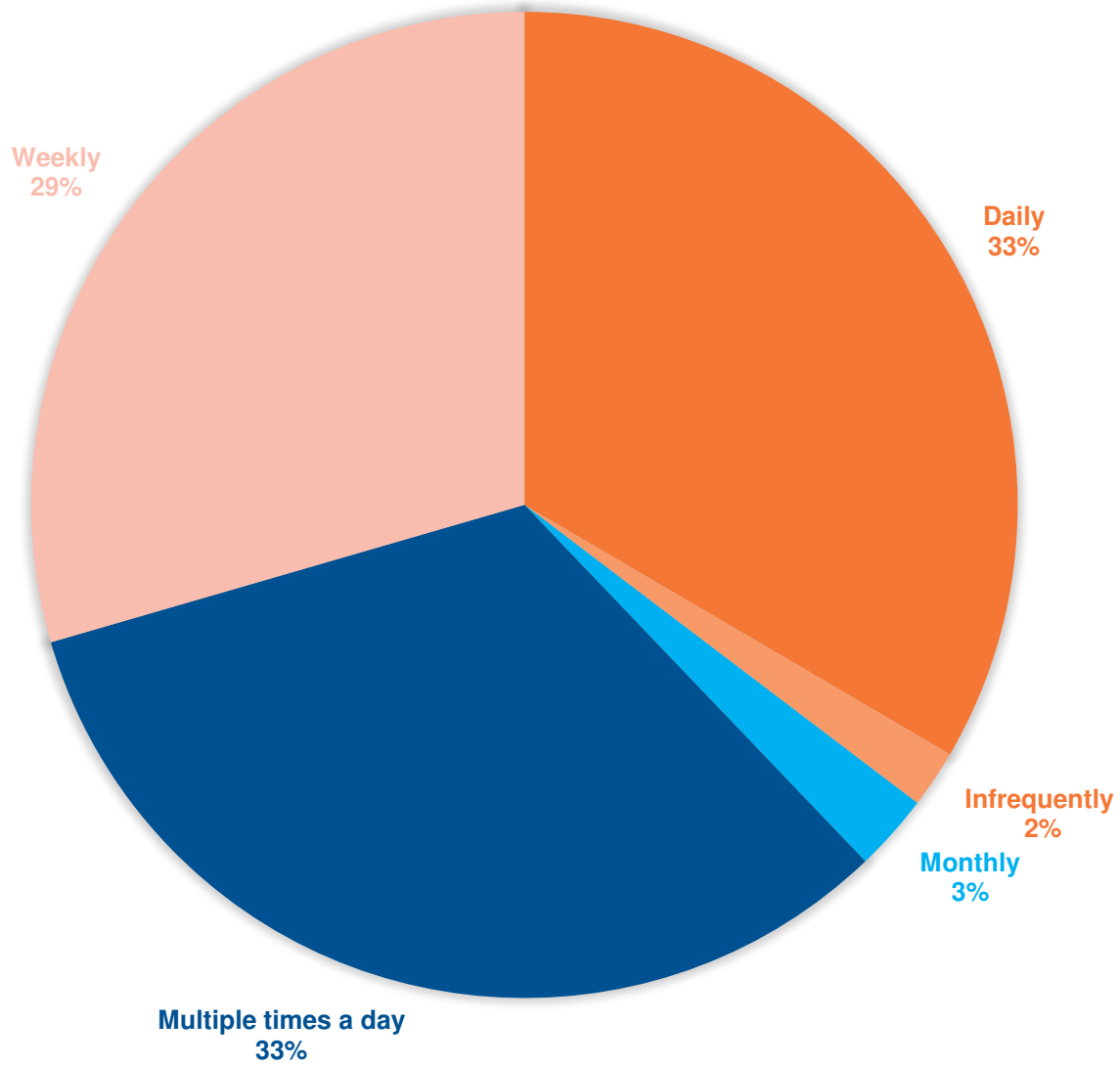




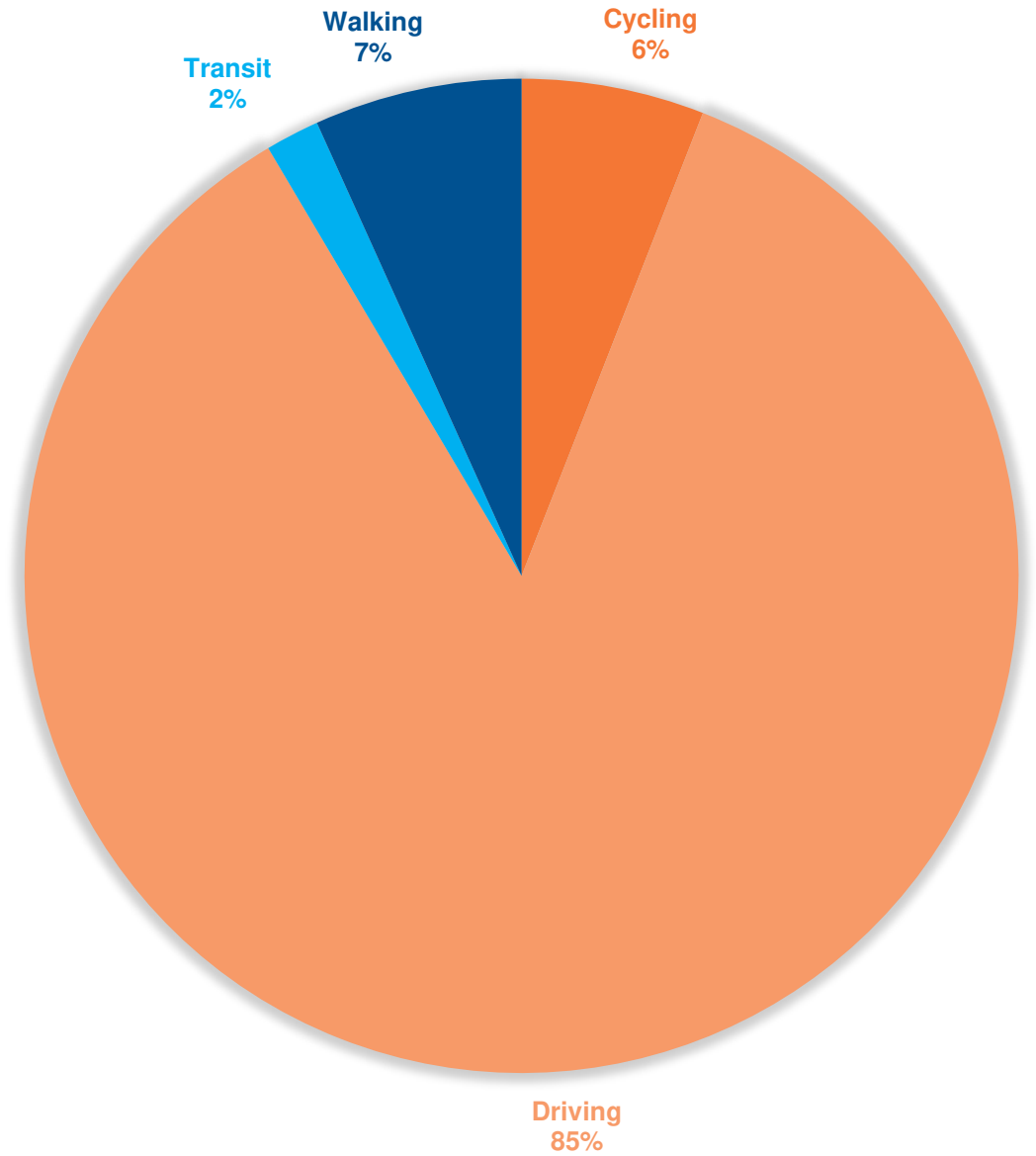




HOW OFTEN DO YOU USE THIS CORRIDOR?



HOW DO YOU ANTICIPATE USING THIS CORRIDOR?



1

2

3

4

5

Thank You

? What to do

WELCOME

PRIORITY RANKING

SCENARIO RATING

IMAGE RATING

WRAP UP

Final Questions

How often do you use this corridor?

How do you anticipate using this corridor?
 Driving Cycling Walking Transit

Home ZIP Code

Work ZIP Code

Additional Comments


Provide an email address for future updates.


Submit Final Questions


Skip


Additional Information

Thank you for your time and attention!



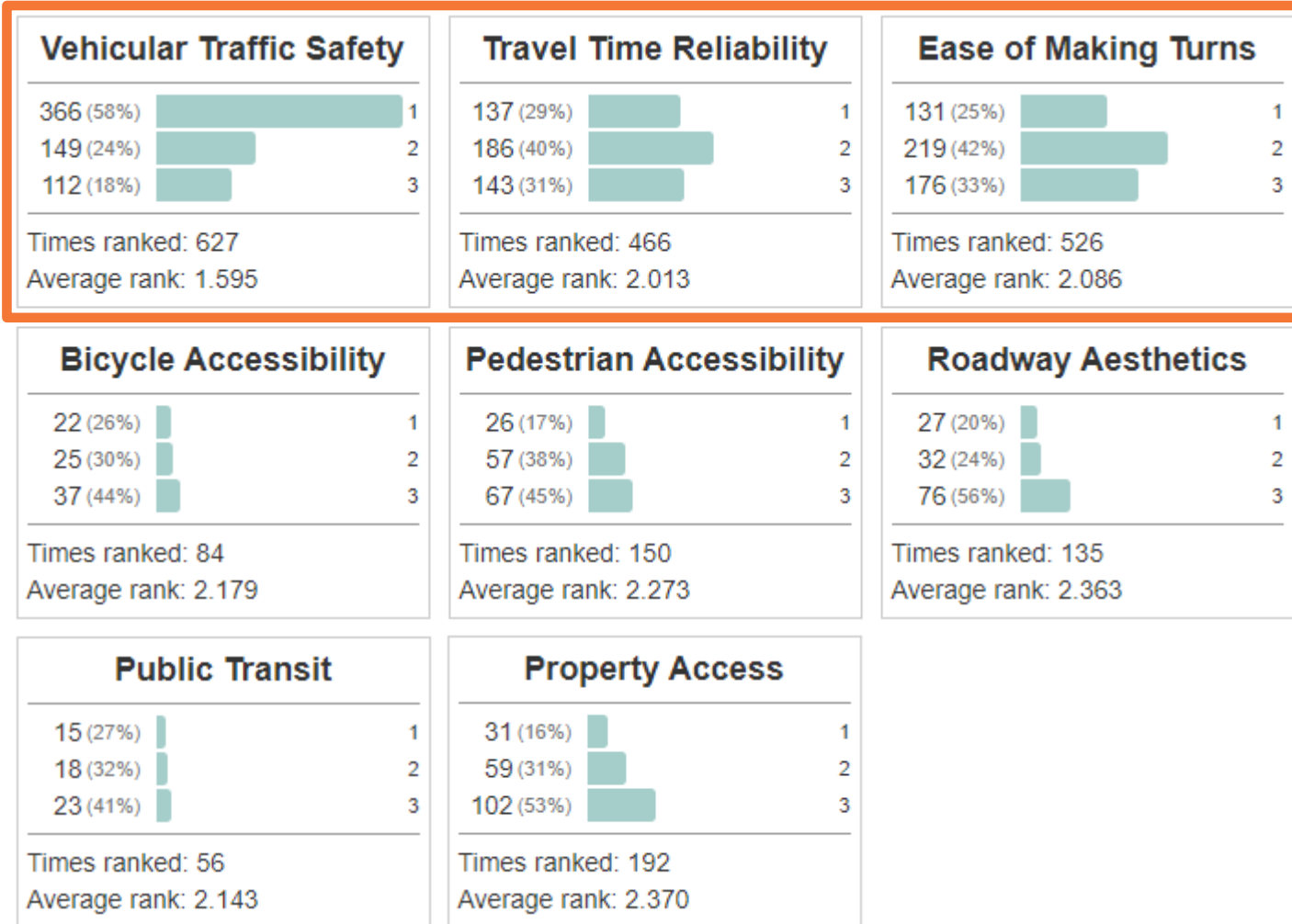






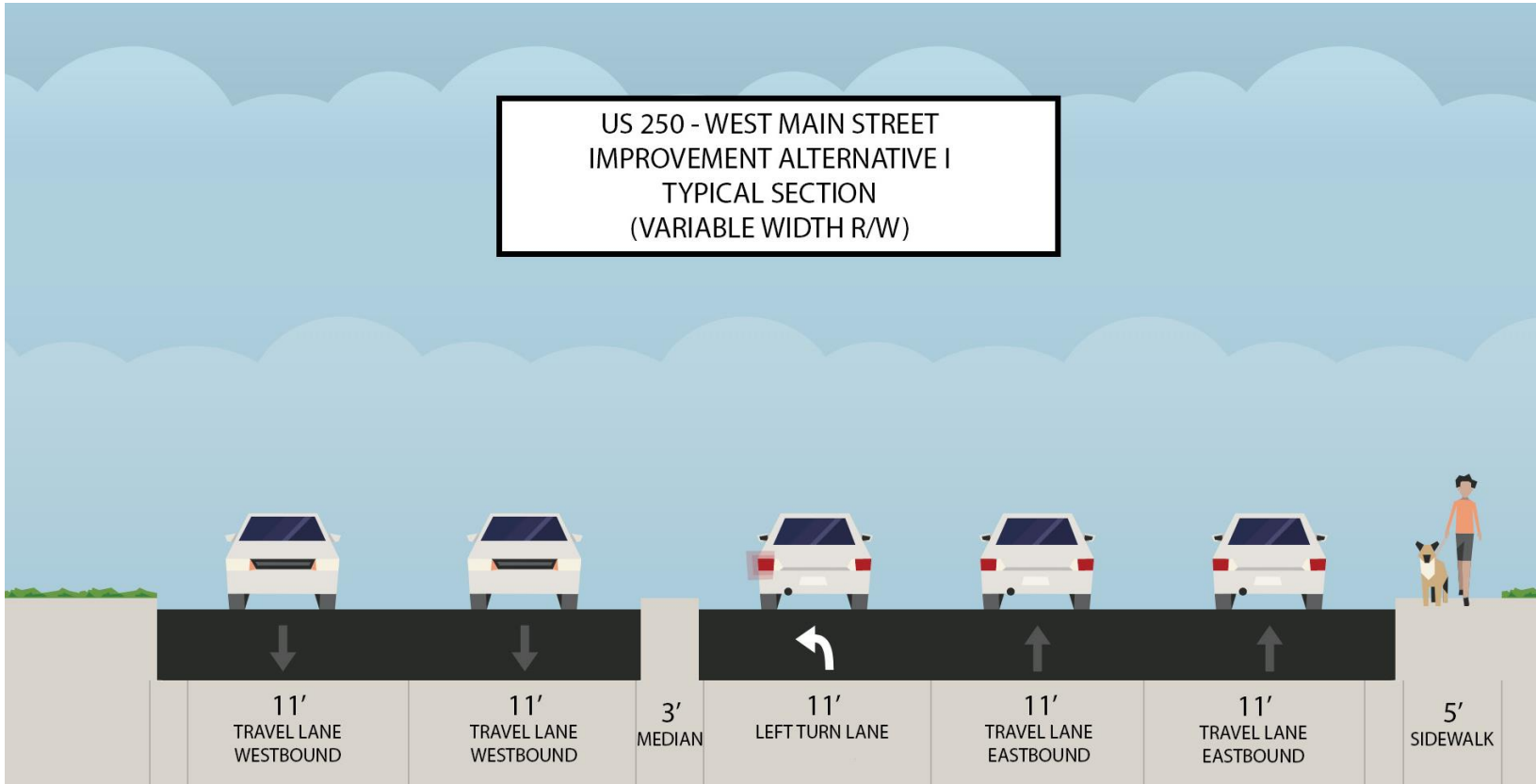
Key Takeaways

No. of Times Ranked in Top 3



Respondents value **traffic safety, travel time reliability, and ease of making turns** above all else.

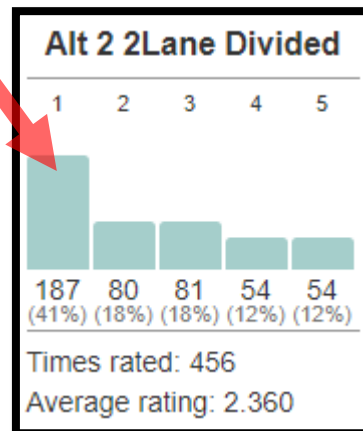
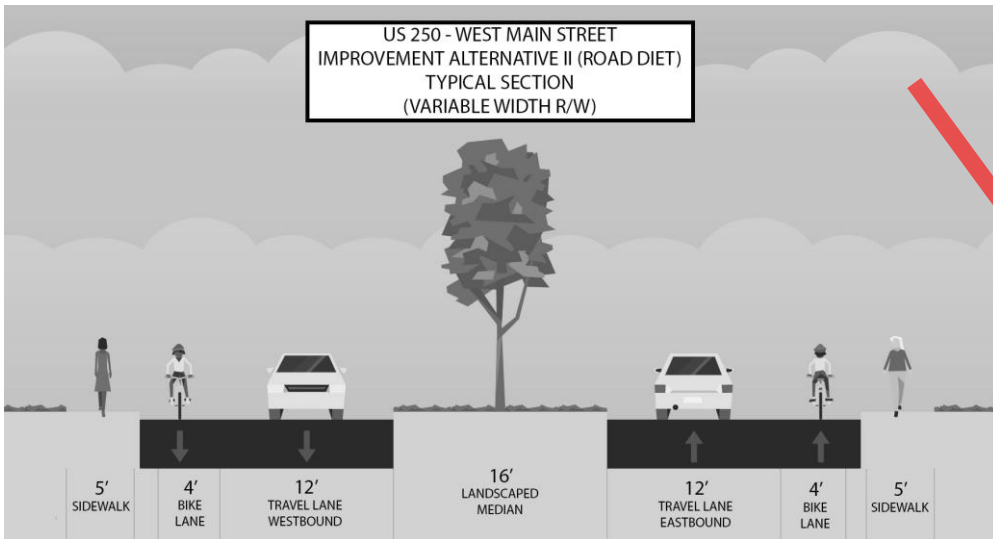
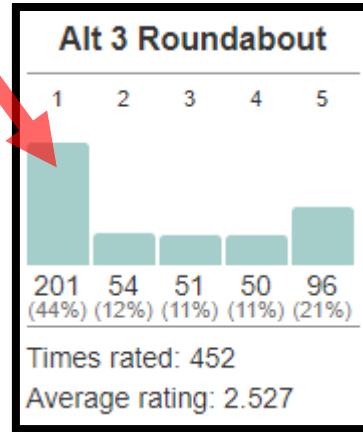
US 250 - WEST MAIN STREET
IMPROVEMENT ALTERNATIVE I
TYPICAL SECTION
(VARIABLE WIDTH R/W)



The **4-lane section with raised median** was the most well-received solution, and the only alternative to outscore the existing “no-build” scenario.

Respondents appeared to accept the trade-off between **safety** and **direct property access**.

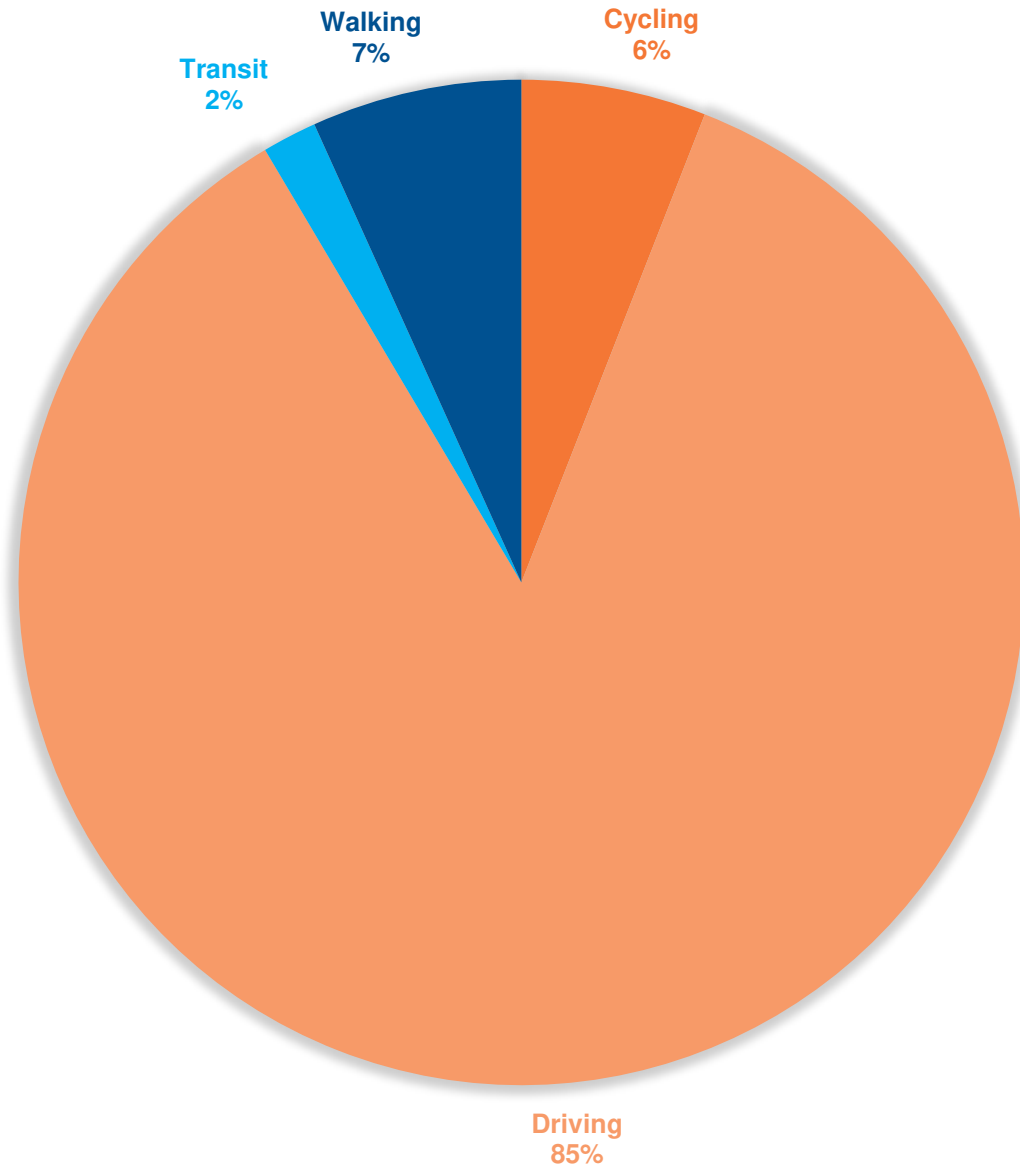
The roundabout and road diet alternatives were strongly disliked.



Survey comments in opposition:

- “People don’t slow down or use turn signals so a roundabout would be a disaster.”
- “There’s only one crosswalk. I can’t imagine being able to navigate my wheelchair through this mess. This only benefits cars. If cars aren’t required to stop they will NEVER yield to pedestrians.”
- “Waynesboro drivers will never be ready for a roundabout. You are asking for trouble here.”
- “Definitely no reducing lanes, too much traffic for this.”
- “We need two lanes from this spot allll the way to McDonald’s, do not single lane a thing!!! We bottleneck enough.”

HOW DO YOU ANTICIPATE USING THIS CORRIDOR?



The overwhelming majority of respondents intend to **drive** along this corridor, with few indicating interest in multimodal usage.

Thank You!

Additional Information:

http://www.virginiadot.org/projects/staunton/waynesboro_and_augusta_county_-_route_250_corridor_improvement_study.asp



Analysis Model Outputs

HCM Signalized Intersection Capacity Analysis

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	338	1	0	286	46	1	2	0	130	0	309
Future Volume (vph)	214	338	1	0	286	46	1	2	0	130	0	309
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0			6.0		6.0		6.0
Lane Util. Factor	1.00	1.00	1.00		0.95			1.00		1.00		1.00
Frt	1.00	1.00	0.85		0.98			1.00		1.00		0.85
Flt Protected	0.95	1.00	1.00		1.00			0.98		0.95		1.00
Satd. Flow (prot)	1719	1845	1615		3446			1356		1770		1583
Flt Permitted	0.36	1.00	1.00		1.00			0.98		0.75		1.00
Satd. Flow (perm)	657	1845	1615		3446			1356		1402		1583
Peak-hour factor, PHF	0.80	0.80	0.80	0.86	0.86	0.86	0.38	0.38	0.38	0.87	0.87	0.87
Adj. Flow (vph)	268	422	1	0	333	53	3	5	0	149	0	355
RTOR Reduction (vph)	0	0	1	0	14	0	0	0	0	0	0	306
Lane Group Flow (vph)	268	423	0	0	372	0	0	8	0	149	0	49
Heavy Vehicles (%)	5%	3%	0%	0%	3%	0%	100%	0%	0%	2%	0%	2%
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm		Over
Protected Phases	1	6			2			3				1
Permitted Phases	6		6	2			3			4		
Actuated Green, G (s)	27.3	27.3	27.3		13.6			1.0		9.6		7.7
Effective Green, g (s)	27.3	27.3	27.3		13.6			1.0		9.6		7.7
Actuated g/C Ratio	0.49	0.49	0.49		0.24			0.02		0.17		0.14
Clearance Time (s)	6.0	6.0	6.0		6.0			6.0		6.0		6.0
Vehicle Extension (s)	3.5	3.5	3.5		3.5			3.5		3.5		3.5
Lane Grp Cap (vph)	467	901	788		838			24		240		218
v/s Ratio Prot	0.08	c0.23			0.11							0.03
v/s Ratio Perm	c0.20		0.00					0.01		c0.11		
v/c Ratio	0.57	0.47	0.00		0.44			0.33		0.62		0.22
Uniform Delay, d1	9.1	9.5	7.3		17.9			27.1		21.5		21.4
Progression Factor	1.00	1.00	1.00		1.00			1.00		1.00		1.00
Incremental Delay, d2	1.8	0.5	0.0		0.4			9.5		5.1		0.6
Delay (s)	11.0	10.0	7.3		18.4			36.6		26.6		22.1
Level of Service	B	A	A		B			D		C		C
Approach Delay (s)		10.3			18.4			36.6			23.4	
Approach LOS		B			B			D			C	

Intersection Summary

HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	55.9	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗				
Traffic Volume (vph)	0	449	43	82	542	0	65	0	101	0	0	0
Future Volume (vph)	0	449	43	82	542	0	65	0	101	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0		6.0	6.0				
Lane Util. Factor		0.95		1.00	0.95		1.00	1.00				
Flt		0.99		1.00	1.00		1.00	0.85				
Flt Protected		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3431		1805	3539		1770	1583				
Flt Permitted		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (perm)		3431		1805	3539		1770	1583				
Peak-hour factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.73	0.73	0.73	0.92	0.92	0.92
Adj. Flow (vph)	0	499	48	88	583	0	89	0	138	0	0	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	117	0	0	0	0
Lane Group Flow (vph)	0	539	0	88	583	0	89	21	0	0	0	0
Heavy Vehicles (%)	0%	4%	2%	0%	2%	0%	2%	0%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Perm	NA				
Protected Phases	5	2		1	6			4				
Permitted Phases							4					
Actuated Green, G (s)		20.4		4.7	31.1		7.6	7.6				
Effective Green, g (s)		20.4		4.7	31.1		7.6	7.6				
Actuated g/C Ratio		0.40		0.09	0.61		0.15	0.15				
Clearance Time (s)		6.0		6.0	6.0		6.0	6.0				
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0				
Lane Grp Cap (vph)		1380		167	2170		265	237				
v/s Ratio Prot		c0.16		c0.05	0.16			0.01				
v/s Ratio Perm							c0.05					
v/c Ratio		0.39		0.53	0.27		0.34	0.09				
Uniform Delay, d1		10.7		21.9	4.5		19.3	18.6				
Progression Factor		1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2		0.3		3.0	0.1		1.0	0.2				
Delay (s)		11.0		24.9	4.6		20.3	18.8				
Level of Service		B		C	A		C	B				
Approach Delay (s)		11.0			7.3			19.4			0.0	
Approach LOS		B			A			B			A	
Intersection Summary												
HCM 2000 Control Delay			10.6			HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			50.7			Sum of lost time (s)		18.0				
Intersection Capacity Utilization			42.5%			ICU Level of Service		A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: K Mart/Big Lots & W. Main Street

05/10/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	477	5	0	547	6	11	0	1	4	0	1	
Future Volume (vph)	0	477	5	0	547	6	11	0	1	4	0	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0		6.0			6.0		
Lane Util. Factor		0.95	1.00		0.95	1.00		1.00			1.00		
Frt		1.00	0.85		1.00	0.85		0.99			0.98		
Flt Protected		1.00	1.00		1.00	1.00		0.96			0.96		
Satd. Flow (prot)		3471	1346		3539	1615		1436			1783		
Flt Permitted		1.00	1.00		1.00	1.00		1.00			1.00		
Satd. Flow (perm)		3471	1346		3539	1615		1503			1857		
Peak-hour factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90	0.75	0.75	0.75	0.42	0.42	0.42	
Adj. Flow (vph)	0	555	6	0	608	7	15	0	1	10	0	2	
RTOR Reduction (vph)	0	0	3	0	0	3	0	16	0	0	12	0	
Lane Group Flow (vph)	0	555	3	0	608	4	0	0	0	0	0	0	
Heavy Vehicles (%)	0%	4%	20%	0%	2%	0%	27%	0%	0%	0%	0%	0%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA		
Protected Phases	5	2		1	6			3				4	
Permitted Phases			2			6	3			4			
Actuated Green, G (s)		26.5	26.5		26.5	26.5		0.7			0.7		
Effective Green, g (s)		26.5	26.5		26.5	26.5		0.7			0.7		
Actuated g/C Ratio		0.58	0.58		0.58	0.58		0.02			0.02		
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0			6.0		
Vehicle Extension (s)		3.5	3.5		3.5	3.5		3.0			3.0		
Lane Grp Cap (vph)		2003	777		2043	932		22			28		
v/s Ratio Prot		0.16			c0.17								
v/s Ratio Perm			0.00			0.00		c0.00			c0.00		
v/c Ratio		0.28	0.00		0.30	0.00		0.01			0.01		
Uniform Delay, d1		4.9	4.1		5.0	4.1		22.3			22.3		
Progression Factor		1.00	1.00		1.00	1.00		1.00			1.00		
Incremental Delay, d2		0.1	0.0		0.1	0.0		0.2			0.1		
Delay (s)		5.0	4.1		5.0	4.1		22.5			22.4		
Level of Service		A	A		A	A		C			C		
Approach Delay (s)		5.0			5.0			22.5			22.4		
Approach LOS		A			A			C			C		
Intersection Summary													
HCM 2000 Control Delay			5.4									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.36										
Actuated Cycle Length (s)			45.9									Sum of lost time (s)	24.0
Intersection Capacity Utilization			29.3%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

11: Low Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	364	151	118	397	35	122	35	91	49	39	56
Future Volume (vph)	21	364	151	118	397	35	122	35	91	49	39	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	1.00	1.00	0.85	1.00	0.91	0.91
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3438	1553	1752	3505	1568	1736	1743	1615	1736	1731	1731
Flt Permitted	0.50	1.00	1.00	0.95	1.00	1.00	0.55	1.00	1.00	0.73	1.00	1.00
Satd. Flow (perm)	948	3438	1553	1752	3505	1568	1008	1743	1615	1338	1731	1731
Peak-hour factor, PHF	0.86	0.86	0.86	0.91	0.91	0.91	0.93	0.93	0.93	0.84	0.84	0.84
Adj. Flow (vph)	24	423	176	130	436	38	131	38	98	58	46	67
RTOR Reduction (vph)	0	0	128	0	0	23	0	0	78	0	35	0
Lane Group Flow (vph)	24	423	48	130	436	15	131	38	20	58	78	0
Heavy Vehicles (%)	0%	5%	4%	3%	3%	3%	4%	9%	0%	4%	0%	0%
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	NA
Protected Phases	5	2		1	6		3	8		7	4	4
Permitted Phases	2		2			6	8		8	4		
Actuated Green, G (s)	24.3	21.8	21.8	11.7	31.0	31.0	25.6	16.0	16.0	19.4	12.9	12.9
Effective Green, g (s)	24.3	21.8	21.8	11.7	31.0	31.0	25.6	16.0	16.0	19.4	12.9	12.9
Actuated g/C Ratio	0.30	0.27	0.27	0.15	0.39	0.39	0.32	0.20	0.20	0.24	0.16	0.16
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	314	936	423	256	1358	607	409	348	323	356	279	279
v/s Ratio Prot	0.00	c0.12		c0.07	0.12		c0.04	0.02		0.01	0.04	0.04
v/s Ratio Perm	0.02		0.03			0.01	c0.06		0.01	0.03		
v/c Ratio	0.08	0.45	0.11	0.51	0.32	0.02	0.32	0.11	0.06	0.16	0.28	0.28
Uniform Delay, d1	19.7	24.1	21.8	31.5	17.1	15.1	20.1	26.2	25.9	23.7	29.5	29.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.5	0.2	1.6	0.2	0.0	0.5	0.2	0.1	0.2	0.7	0.7
Delay (s)	19.8	24.6	22.0	33.1	17.3	15.2	20.5	26.4	26.0	24.0	30.2	30.2
Level of Service	B	C	C	C	B	B	C	C	C	C	C	C
Approach Delay (s)		23.7			20.6			23.4			28.1	
Approach LOS		C			C			C			C	

Intersection Summary		
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.43	
Actuated Cycle Length (s)	80.0	Sum of lost time (s) 24.0
Intersection Capacity Utilization	45.2%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	406	27	123	399	40	19	25	132	64	46	98
Future Volume (vph)	32	406	27	123	399	40	19	25	132	64	46	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)	1703	3416		1805	3471	1568		1859	1583		1825	1568
Flt Permitted	0.49	1.00		0.30	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (perm)	874	3416		578	3471	1568		1859	1583		1825	1568
Peak-hour factor, PHF	0.84	0.84	0.84	0.87	0.87	0.87	0.88	0.88	0.88	0.85	0.85	0.85
Adj. Flow (vph)	38	483	32	141	459	46	22	28	150	75	54	115
RTOR Reduction (vph)	0	4	0	0	0	30	0	0	134	0	0	99
Lane Group Flow (vph)	38	511	0	141	459	16	0	50	16	0	129	16
Heavy Vehicles (%)	6%	5%	0%	0%	4%	3%	0%	0%	2%	2%	0%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2		2			4			3
Actuated Green, G (s)	28.8	24.1		42.6	31.0	31.0		9.3	9.3		12.8	12.8
Effective Green, g (s)	28.8	24.1		42.6	31.0	31.0		9.3	9.3		12.8	12.8
Actuated g/C Ratio	0.32	0.27		0.48	0.35	0.35		0.10	0.10		0.14	0.14
Clearance Time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	324	919		434	1202	543		193	164		261	224
v/s Ratio Prot	0.01	c0.15		c0.04	c0.13			c0.03			c0.07	
v/s Ratio Perm	0.03			0.11		0.01			0.01			0.01
v/c Ratio	0.12	0.56		0.32	0.38	0.03		0.26	0.10		0.49	0.07
Uniform Delay, d1	21.1	28.1		14.1	22.0	19.3		36.9	36.3		35.4	33.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.9		0.6	0.3	0.0		1.0	0.3		2.0	0.2
Delay (s)	21.3	29.0		14.7	22.3	19.3		37.9	36.6		37.4	33.4
Level of Service	C	C		B	C	B		D	D		D	C
Approach Delay (s)		28.5			20.4			37.0			35.5	
Approach LOS		C			C			D			D	

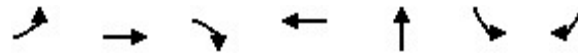
Intersection Summary

HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	89.5	Sum of lost time (s)	31.7
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBT	NBT	SBL	SBR
Lane Group Flow (vph)	268	423	1	386	8	149	355
v/c Ratio	0.51	0.39	0.00	0.42	0.03	0.41	0.65
Control Delay	15.7	11.6	0.0	18.8	25.3	22.9	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	11.6	0.0	18.8	25.3	22.9	11.1
Queue Length 50th (ft)	38	65	0	45	2	35	0
Queue Length 95th (ft)	126	200	0	113	7	108	#92
Internal Link Dist (ft)		305		255	83		
Turn Bay Length (ft)							
Base Capacity (vph)	524	1434	1278	1911	599	619	545
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.29	0.00	0.20	0.01	0.24	0.65

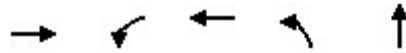
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



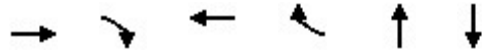
Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	547	88	583	89	138
v/c Ratio	0.34	0.26	0.26	0.24	0.19
Control Delay	13.3	22.8	5.7	21.2	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	22.8	5.7	21.2	0.6
Queue Length 50th (ft)	66	23	38	23	0
Queue Length 95th (ft)	126	67	72	52	0
Internal Link Dist (ft)	586		159		316
Turn Bay Length (ft)				145	
Base Capacity (vph)	2843	627	2929	738	938
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.14	0.20	0.12	0.15

Intersection Summary

Queues

10: K Mart/Big Lots & W. Main Street

05/10/2020



Lane Group	EBT	EBR	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	555	6	608	7	16	12
v/c Ratio	0.18	0.00	0.19	0.00	0.04	0.03
Control Delay	3.2	0.0	3.2	0.0	0.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.2	0.0	3.2	0.0	0.2	0.2
Queue Length 50th (ft)	0	0	0	0	0	0
Queue Length 95th (ft)	81	0	93	0	0	0
Internal Link Dist (ft)	434		331		271	274
Turn Bay Length (ft)		135		130		
Base Capacity (vph)	3027	1191	3086	1426	1289	1586
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.01	0.20	0.00	0.01	0.01

Intersection Summary

Queues

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	423	176	130	436	38	131	38	98	58	113
v/c Ratio	0.06	0.52	0.35	0.47	0.30	0.05	0.32	0.10	0.23	0.15	0.38
Control Delay	12.3	28.2	6.6	36.9	17.1	0.1	20.8	30.2	8.7	19.4	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	28.2	6.6	36.9	17.1	0.1	20.8	30.2	8.7	19.4	25.7
Queue Length 50th (ft)	5	86	0	54	56	0	40	15	0	17	29
Queue Length 95th (ft)	18	150	43	127	137	0	97	47	41	46	81
Internal Link Dist (ft)		434			424			592			267
Turn Bay Length (ft)	120		200	135		350	315			100	
Base Capacity (vph)	816	1882	930	719	1919	903	722	954	929	725	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.22	0.19	0.18	0.23	0.04	0.18	0.04	0.11	0.08	0.12

Intersection Summary

Queues

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NET	NER	SWT	SWR
Lane Group Flow (vph)	38	515	141	459	46	50	150	129	115
v/c Ratio	0.10	0.63	0.34	0.37	0.07	0.25	0.44	0.48	0.29
Control Delay	15.1	33.8	16.5	24.1	0.2	42.3	7.0	41.8	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	33.8	16.5	24.1	0.2	42.3	7.0	41.8	1.8
Queue Length 50th (ft)	11	126	41	105	0	25	0	63	0
Queue Length 95th (ft)	29	195	87	168	0	68	27	128	0
Internal Link Dist (ft)		508		1464		386		485	
Turn Bay Length (ft)	155		160		170		215		135
Base Capacity (vph)	508	1212	480	1316	715	438	520	428	517
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.42	0.29	0.35	0.06	0.11	0.29	0.30	0.22

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

2: W. Main Street & Alphin Avenue

05/10/2020





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	561	587	1	0	15
Future Volume (Veh/h)	11	561	587	1	0	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.84	0.84	0.90	0.90	0.75	0.75
Hourly flow rate (vph)	13	668	652	1	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		616	385			
pX, platoon unblocked	0.95				0.97	0.95
vC, conflicting volume	653				1012	326
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522				739	177
tC, single (s)	4.3				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.4
p0 queue free %	99				100	97
cM capacity (veh/h)	941				342	777
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	13	334	334	435	218	20
Volume Left	13	0	0	0	0	0
Volume Right	0	0	0	0	1	20
cSH	941	1700	1700	1700	1700	777
Volume to Capacity	0.01	0.20	0.20	0.26	0.13	0.03
Queue Length 95th (ft)	1	0	0	0	0	2
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	9.8
Lane LOS	A					A
Approach Delay (s)	0.2			0.0		9.8
Approach LOS						A
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			26.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis



















3: W. Main Street & Seybert Avenue

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	536	8	35	576	5	3	0	42	0	2	49
Future Volume (Veh/h)	8	536	8	35	576	5	3	0	42	0	2	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	10	646	10	39	640	6	3	0	48	0	3	61
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)	239					762						
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	0.90
vC, conflicting volume	646			656			1126	1390	323	1112	1397	323
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	646			409			929	1220	41	913	1228	323
tC, single (s)	4.1			4.2			7.5	6.5	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			98	100	95	100	98	91
cM capacity (veh/h)	949			1012			176	156	915	191	155	679
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	225	431	10	39	427	219	51	64				
Volume Left	10	0	0	39	0	0	3	0				
Volume Right	0	0	10	0	0	6	48	61				
cSH	949	1700	1700	1012	1700	1700	734	586				
Volume to Capacity	0.01	0.25	0.01	0.04	0.25	0.13	0.07	0.11				
Queue Length 95th (ft)	1	0	0	3	0	0	6	9				
Control Delay (s)	0.5	0.0	0.0	8.7	0.0	0.0	10.3	11.9				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.2			0.5			10.3	11.9				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization		41.2%		ICU Level of Service	A							
Analysis Period (min)		15										



















HCM Unsignalized Intersection Capacity Analysis
 5: Carman Avenue/Business Entrance & W. Main Street

05/10/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	4	493	2	4	578	6	2	0	6	3	0	3	
Future Volume (Veh/h)	4	493	2	4	578	6	2	0	6	3	0	3	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.67	0.67	0.67	0.75	0.75	0.75	
Hourly flow rate (vph)	4	548	2	4	635	7	3	0	9	4	0	4	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)												666	
pX, platoon unblocked	0.98						0.98	0.98					0.98
vC, conflicting volume	642						550	886	1207	275	938	1204	321
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	605						550	853	1179	275	905	1176	279
tC, single (s)	4.1						4.1	7.5	6.5	6.9	7.5	6.5	7.6
tC, 2 stage (s)													
tF (s)	2.2						2.2	3.5	4.0	3.3	3.5	4.0	3.6
p0 queue free %	100						100	99	100	99	98	100	99
cM capacity (veh/h)	968						1030	249	188	729	227	188	624
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	4	365	185	4	423	219	12	8					
Volume Left	4	0	0	4	0	0	3	4					
Volume Right	0	0	2	0	0	7	9	4					
cSH	968	1700	1700	1030	1700	1700	491	333					
Volume to Capacity	0.00	0.21	0.11	0.00	0.25	0.13	0.02	0.02					
Queue Length 95th (ft)	0	0	0	0	0	0	2	2					
Control Delay (s)	8.7	0.0	0.0	8.5	0.0	0.0	12.5	16.1					
Lane LOS	A			A				B	C				
Approach Delay (s)	0.1			0.1				12.5	16.1				
Approach LOS								B	C				
Intersection Summary													
Average Delay			0.3										
Intersection Capacity Utilization			26.2%		ICU Level of Service				A				
Analysis Period (min)			15										























HCM Unsignalized Intersection Capacity Analysis
 6: Summercrest Avenue/Business Entrance & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	488	5	6	589	1	8	0	4	0	0	2
Future Volume (Veh/h)	3	488	5	6	589	1	8	0	4	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.50	0.50	0.50	0.25	0.25	0.25
Hourly flow rate (vph)	4	574	6	7	647	1	16	0	8	0	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
		None			None							
Median storage (veh)												
Upstream signal (ft)												
					1189							
pX, platoon unblocked												
vC, conflicting volume	648			580			930	1247	290	964	1250	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648			580			930	1247	290	964	1250	324
tC, single (s)	4.1			4.1			7.8	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	100	99	100	100	99
cM capacity (veh/h)	947			1004			202	173	713	208	172	678
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	4	383	197	7	431	217	24	8				
Volume Left	4	0	0	7	0	0	16	0				
Volume Right	0	0	6	0	0	1	8	8				
cSH	947	1700	1700	1004	1700	1700	265	678				
Volume to Capacity	0.00	0.23	0.12	0.01	0.25	0.13	0.09	0.01				
Queue Length 95th (ft)	0	0	0	1	0	0	7	1				
Control Delay (s)	8.8	0.0	0.0	8.6	0.0	0.0	19.9	10.4				
Lane LOS	A			A			C	B				
Approach Delay (s)	0.1			0.1			19.9	10.4				
Approach LOS							C	B				
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization		30.3%		ICU Level of Service	A							
Analysis Period (min)		15										

























HCM Unsignalized Intersection Capacity Analysis
 7: Business Entrance/Barksdale Road & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				
Traffic Volume (veh/h)	7	483	0	2	572	5	0	0	0	24	0	11
Future Volume (Veh/h)	7	483	0	2	572	5	0	0	0	24	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.92	0.92	0.92	0.58	0.58	0.58
Hourly flow rate (vph)	8	543	0	2	636	6	0	0	0	41	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	642			543			900	1205	272	930	1202	321
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	642			543			900	1205	272	930	1202	321
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	81	100	97
cM capacity (veh/h)	952			1036			228	183	732	217	184	681
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	8	362	181	2	424	218	0	41	19			
Volume Left	8	0	0	2	0	0	0	41	0			
Volume Right	0	0	0	0	0	6	0	0	19			
cSH	952	1700	1700	1036	1700	1700	1700	217	681			
Volume to Capacity	0.01	0.21	0.11	0.00	0.25	0.13	0.00	0.19	0.03			
Queue Length 95th (ft)	1	0	0	0	0	0	0	17	2			
Control Delay (s)	8.8	0.0	0.0	8.5	0.0	0.0	0.0	25.4	10.4			
Lane LOS	A			A			A	D	B			
Approach Delay (s)	0.1			0.0			0.0	20.7				
Approach LOS							A	C				
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			26.0%		ICU Level of Service				A			
Analysis Period (min)			15									
























HCM Unsignalized Intersection Capacity Analysis
 8: Bookerdale Road/Business Entrance & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	4	468	6	23	546	9	9	0	23	4	0	2
Future Volume (Veh/h)	4	468	6	23	546	9	9	0	23	4	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.62	0.62	0.62	0.50	0.50	0.50
Hourly flow rate (vph)	5	538	7	26	607	10	15	0	37	8	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		688										
pX, platoon unblocked												
vC, conflicting volume	617			545			908	1217	269	980	1219	308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	617			545			908	1217	269	980	1219	308
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			93	100	95	96	100	99
cM capacity (veh/h)	973			1034			227	177	735	192	176	693
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1		
Volume Total	5	269	269	7	26	405	212	15	37	12		
Volume Left	5	0	0	0	26	0	0	15	0	8		
Volume Right	0	0	0	7	0	0	10	0	37	4		
cSH	973	1700	1700	1700	1034	1700	1700	227	735	253		
Volume to Capacity	0.01	0.16	0.16	0.00	0.03	0.24	0.12	0.07	0.05	0.05		
Queue Length 95th (ft)	0	0	0	0	2	0	0	5	4	4		
Control Delay (s)	8.7	0.0	0.0	0.0	8.6	0.0	0.0	22.0	10.2	19.9		
Lane LOS	A				A			C	B	C		
Approach Delay (s)	0.1				0.3			13.6		19.9		
Approach LOS								B		C		
Intersection Summary												
Average Delay				1.0								
Intersection Capacity Utilization			29.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9: Business Entrance/Stonewall Drive & W. Main Street







05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				 
Traffic Volume (veh/h)	8	475	0	3	546	6	0	0	0	4	0	9
Future Volume (Veh/h)	8	475	0	3	546	6	0	0	0	4	0	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.92	0.92	0.92	0.65	0.65	0.65
Hourly flow rate (vph)	9	559	0	3	620	7	0	0	0	6	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		411										
pX, platoon unblocked				0.95			0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	627			559			907	1210	280	924	1203	310
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	627			427			794	1113	132	811	1106	310
tC, single (s)	4.1			4.8			7.5	6.5	6.9	8.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.5			3.5	4.0	3.3	4.0	4.0	3.3
p0 queue free %	99			100			100	100	100	97	100	98
cM capacity (veh/h)	965			888			257	194	847	189	199	692
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	9	373	186	3	310	310	7	0	20			
Volume Left	9	0	0	3	0	0	0	0	6			
Volume Right	0	0	0	0	0	0	7	0	14			
cSH	965	1700	1700	888	1700	1700	1700	1700	385			
Volume to Capacity	0.01	0.22	0.11	0.00	0.18	0.18	0.00	0.00	0.05			
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	4			
Control Delay (s)	8.8	0.0	0.0	9.1	0.0	0.0	0.0	0.0	14.9			
Lane LOS	A			A				A	B			
Approach Delay (s)	0.1			0.0				0.0	14.9			
Approach LOS								A	B			
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			25.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

12: Aero Drive & Jefferson Highway/W. Main Street

05/10/2020

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑	↵		
Traffic Volume (veh/h)	549	17	10	528	38	16	
Future Volume (Veh/h)	549	17	10	528	38	16	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.71	0.71	
Hourly flow rate (vph)	638	20	12	614	54	23	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			658			969	319
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			658			969	319
tC, single (s)			4.5			6.8	6.9
tC, 2 stage (s)							
tF (s)			2.4			3.5	3.3
p0 queue free %			99			78	97
cM capacity (veh/h)			814			251	683
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	319	319	20	12	307	307	77
Volume Left	0	0	0	12	0	0	54
Volume Right	0	0	20	0	0	0	23
cSH	1700	1700	1700	814	1700	1700	309
Volume to Capacity	0.19	0.19	0.01	0.01	0.18	0.18	0.25
Queue Length 95th (ft)	0	0	0	1	0	0	24
Control Delay (s)	0.0	0.0	0.0	9.5	0.0	0.0	20.5
Lane LOS				A	C		
Approach Delay (s)	0.0		0.2		20.5		
Approach LOS				C			
Intersection Summary							
Average Delay			1.2				
Intersection Capacity Utilization			25.2%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

13: Jefferson Highway & Nottingham Lane

05/10/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↖	↑↑	↑↑	↗	↙	↘			
Traffic Volume (veh/h)	6	555	562	5	11	8			
Future Volume (Veh/h)	6	555	562	5	11	8			
Sign Control	Free		Free		Stop				
Grade	0%		0%		0%				
Peak Hour Factor	0.88	0.88	0.86	0.86	0.68	0.68			
Hourly flow rate (vph)	7	631	653	6	16	12			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None		None						
Median storage (veh)									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume	659				982		326		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	659				982		326		
tC, single (s)	4.1				6.8		7.2		
tC, 2 stage (s)									
tF (s)	2.2				3.5		3.4		
p0 queue free %	99				94		98		
cM capacity (veh/h)	939				248		638		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2	
Volume Total	7	316	316	326	326	6	16	12	
Volume Left	7	0	0	0	0	0	16	0	
Volume Right	0	0	0	0	0	6	0	12	
cSH	939	1700	1700	1700	1700	1700	248	638	
Volume to Capacity	0.01	0.19	0.19	0.19	0.19	0.00	0.06	0.02	
Queue Length 95th (ft)	1	0	0	0	0	0	5	1	
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0	20.5	10.8	
Lane LOS	A						C	B	
Approach Delay (s)	0.1		0.0				16.3		
Approach LOS							C		
Intersection Summary									
Average Delay			0.4						
Intersection Capacity Utilization			25.5%		ICU Level of Service			A	
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

14: Chandelle Boulevard & Jefferson Highway

05/10/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (veh/h)	573	14	5	556	7	3	
Future Volume (Veh/h)	573	14	5	556	7	3	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.63	0.63	
Hourly flow rate (vph)	651	16	6	632	11	5	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			667			979	326
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			667			979	326
tC, single (s)			4.1			7.1	6.9
tC, 2 stage (s)							
tF (s)			2.2			3.6	3.3
p0 queue free %			99			95	99
cM capacity (veh/h)			932			226	676
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	326	326	16	6	316	316	16
Volume Left	0	0	0	6	0	0	11
Volume Right	0	0	16	0	0	0	5
cSH	1700	1700	1700	932	1700	1700	285
Volume to Capacity	0.19	0.19	0.01	0.01	0.19	0.19	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	8.9	0.0	0.0	18.4
Lane LOS				A	C		
Approach Delay (s)	0.0			0.1			18.4
Approach LOS							C
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			25.8%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 16: Commercial Access Loop & W. Main Street

05/10/2020























Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	502	4	6	547	12	5
Future Volume (Veh/h)	502	4	6	547	12	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.71	0.71
Hourly flow rate (vph)	546	4	7	615	17	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	504			514		
pX, platoon unblocked				0.91	0.94	0.91
vC, conflicting volume				550	870	275
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				321	484	21
tC, single (s)				4.1	7.0	7.3
tC, 2 stage (s)						
tF (s)				2.2	3.6	3.5
p0 queue free %				99	96	99
cM capacity (veh/h)				1143	465	911
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	364	186	7	308	308	24
Volume Left	0	0	7	0	0	17
Volume Right	0	4	0	0	0	7
cSH	1700	1700	1143	1700	1700	542
Volume to Capacity	0.21	0.11	0.01	0.18	0.18	0.04
Queue Length 95th (ft)	0	0	0	0	0	3
Control Delay (s)	0.0	0.0	8.2	0.0	0.0	11.9
Lane LOS				A	B	
Approach Delay (s)	0.0		0.1		11.9	
Approach LOS					B	
Intersection Summary						
Average Delay				0.3		
Intersection Capacity Utilization				25.1%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Unsignalized Intersection Capacity Analysis

























17: Low Dewitt Boulevard & Commercial Access Loop/Waynesboro Commons

05/10/2020

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	1	9	16	1	0	5	246	16	2	295	9
Future Volume (Veh/h)	1	1	9	16	1	0	5	246	16	2	295	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.39	0.39	0.39	0.53	0.53	0.53	0.93	0.93	0.93	0.85	0.85	0.85
Hourly flow rate (vph)	3	3	23	30	2	0	5	265	17	2	347	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	494	643	174	477	637	132	358			282		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494	643	174	477	637	132	358			282		
tC, single (s)	9.5	6.5	6.9	7.6	6.5	6.9	4.5			4.1		
tC, 2 stage (s)												
tF (s)	4.5	4.0	3.3	3.6	4.0	3.3	2.4			2.2		
p0 queue free %	99	99	97	93	99	100	100			100		
cM capacity (veh/h)	288	392	846	445	395	899	1078			1292		
Direction, Lane #	SE 1	NW 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4		
Volume Total	29	32	5	132	132	17	2	174	174	11		
Volume Left	3	30	5	0	0	0	2	0	0	0		
Volume Right	23	0	0	0	0	17	0	0	0	11		
cSH	641	441	1078	1700	1700	1700	1292	1700	1700	1700		
Volume to Capacity	0.05	0.07	0.00	0.08	0.08	0.01	0.00	0.10	0.10	0.01		
Queue Length 95th (ft)	4	6	0	0	0	0	0	0	0	0		
Control Delay (s)	10.9	13.8	8.4	0.0	0.0	0.0	7.8	0.0	0.0	0.0		
Lane LOS	B	B	A				A					
Approach Delay (s)	10.9	13.8	0.1				0.0					
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			20.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 18: Waynesboro Commons/Community Drive & W. Main Street

05/10/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 								
Traffic Volume (veh/h)	23	523	2	0	544	39	2	1	0	18	0	14	
Future Volume (Veh/h)	23	523	2	0	544	39	2	1	0	18	0	14	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.75	0.75	0.75	0.62	0.62	0.62	
Hourly flow rate (vph)	25	568	2	0	604	43	3	1	0	29	0	23	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)												514	
pX, platoon unblocked	0.92						0.92	0.92			0.92	0.92	0.92
vC, conflicting volume	647						570	943	1265	284	960	1246	324
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	454						570	775	1123	284	793	1102	104
tC, single (s)	4.2						4.1	7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2						2.2	3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98						100	99	99	100	89	100	97
cM capacity (veh/h)	1006						1013	257	187	719	255	192	866
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2		
Volume Total	25	284	284	2	0	403	244	3	1	29	23		
Volume Left	25	0	0	0	0	0	0	3	0	29	0		
Volume Right	0	0	0	2	0	0	43	0	0	0	23		
cSH	1006	1700	1700	1700	1700	1700	1700	257	187	255	866		
Volume to Capacity	0.02	0.17	0.17	0.00	0.00	0.24	0.14	0.01	0.01	0.11	0.03		
Queue Length 95th (ft)	2	0	0	0	0	0	0	1	0	9	2		
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	0.0	0.0	19.2	24.4	20.9	9.3		
Lane LOS	A							C	C	C	A		
Approach Delay (s)	0.4						0.0		20.5		15.8		
Approach LOS								C			C		
Intersection Summary													
Average Delay						0.9							
Intersection Capacity Utilization						Err%			ICU Level of Service			H	
Analysis Period (min)						15							

HCM Signalized Intersection Capacity Analysis

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	451	0	0	448	47	2	3	1	64	0	308
Future Volume (vph)	372	451	0	0	448	47	2	3	1	64	0	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0		6.0		6.0
Lane Util. Factor	1.00	1.00			0.95			1.00		1.00		1.00
Frt	1.00	1.00			0.99			0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)	1787	1881			3527			1827		1752		1615
Flt Permitted	0.26	1.00			1.00			0.98		0.75		1.00
Satd. Flow (perm)	494	1881			3527			1827		1383		1615
Peak-hour factor, PHF	0.89	0.89	0.89	0.87	0.87	0.87	0.50	0.50	0.50	0.89	0.89	0.89
Adj. Flow (vph)	418	507	0	0	515	54	4	6	2	72	0	346
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	0	203
Lane Group Flow (vph)	418	507	0	0	561	0	0	10	0	72	0	143
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm		pt+ov
Protected Phases	1	6			2			3				14
Permitted Phases	6		6	2			3			4		
Actuated Green, G (s)	28.9	28.9			15.6			1.1		11.0		24.3
Effective Green, g (s)	28.9	28.9			15.6			1.1		11.0		24.3
Actuated g/C Ratio	0.49	0.49			0.26			0.02		0.19		0.41
Clearance Time (s)	6.0	6.0			6.0			6.0		6.0		
Vehicle Extension (s)	3.5	3.5			3.5			3.5		3.5		
Lane Grp Cap (vph)	401	921			932			34		257		665
v/s Ratio Prot	c0.13	0.27			0.16							c0.09
v/s Ratio Perm	c0.38							0.01		0.05		
v/c Ratio	1.04	0.55			0.60			0.30		0.28		0.21
Uniform Delay, d1	12.7	10.5			19.0			28.6		20.6		11.2
Progression Factor	1.00	1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2	56.4	0.8			1.2			5.7		0.7		0.2
Delay (s)	69.1	11.3			20.1			34.2		21.3		11.4
Level of Service	E	B			C			C		C		B
Approach Delay (s)		37.4			20.1			34.2			13.1	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗				
Traffic Volume (vph)	4	679	114	96	666	6	94	0	180	0	0	0
Future Volume (vph)	4	679	114	96	666	6	94	0	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00				
Frt	1.00	0.98		1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1805	3532		1752	3605		1787	1599				
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (perm)	1805	3532		1752	3605		1787	1599				
Peak-hour factor, PHF	0.82	0.82	0.82	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	5	828	139	102	709	6	106	0	202	0	0	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	168	0	0	0	0
Lane Group Flow (vph)	5	952	0	102	715	0	106	34	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	1%	0%	1%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Perm	NA				
Protected Phases	5	2		1	6			4				
Permitted Phases							4					
Actuated Green, G (s)	1.0	31.4		7.7	38.1		11.7	11.7				
Effective Green, g (s)	1.0	31.4		7.7	38.1		11.7	11.7				
Actuated g/C Ratio	0.01	0.46		0.11	0.55		0.17	0.17				
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.0	4.0				
Lane Grp Cap (vph)	26	1611		196	1996		303	271				
v/s Ratio Prot	0.00	c0.27		c0.06	0.20			0.02				
v/s Ratio Perm							c0.06					
v/c Ratio	0.19	0.59		0.52	0.36		0.35	0.13				
Uniform Delay, d1	33.5	13.9		28.8	8.5		25.2	24.2				
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	3.6	0.7		2.5	0.2		1.0	0.3				
Delay (s)	37.1	14.6		31.3	8.7		26.1	24.5				
Level of Service	D	B		C	A		C	C				
Approach Delay (s)		14.7			11.5			25.1			0.0	
Approach LOS		B			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			15.0			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			68.8			Sum of lost time (s)		18.0				
Intersection Capacity Utilization			54.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: K Mart/Big Lots & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				 
Traffic Volume (vph)	13	755	10	3	666	35	14	5	2	30	1	11
Future Volume (vph)	13	755	10	3	666	35	14	5	2	30	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1615		1737			1768	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97	
Satd. Flow (perm)	1805	3574	1615	1805	3610	1615		1737			1768	
Peak-hour factor, PHF	0.81	0.81	0.81	0.92	0.92	0.92	0.66	0.66	0.66	0.75	0.75	0.75
Adj. Flow (vph)	16	932	12	3	724	38	21	8	3	40	1	15
RTOR Reduction (vph)	0	0	6	0	0	18	0	3	0	0	13	0
Lane Group Flow (vph)	16	932	6	3	724	20	0	29	0	0	43	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	1.1	36.5	36.5	0.9	36.3	36.3		2.6			4.4	
Effective Green, g (s)	1.1	36.5	36.5	0.9	36.3	36.3		2.6			4.4	
Actuated g/C Ratio	0.02	0.53	0.53	0.01	0.53	0.53		0.04			0.06	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.0			3.0	
Lane Grp Cap (vph)	29	1907	861	23	1915	857		66			113	
v/s Ratio Prot	c0.01	c0.26		0.00	0.20			c0.02			c0.02	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.55	0.49	0.01	0.13	0.38	0.02		0.44			0.38	
Uniform Delay, d1	33.4	10.1	7.5	33.4	9.4	7.6		32.2			30.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	22.7	0.2	0.0	3.0	0.1	0.0		4.6			2.1	
Delay (s)	56.1	10.3	7.5	36.4	9.6	7.6		36.8			32.8	
Level of Service	E	B	A	D	A	A		D			C	
Approach Delay (s)		11.0			9.6			36.8			32.8	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM 2000 Control Delay			11.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			68.4				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			35.0%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	578	250	203	454	45	250	85	187	55	54	54
Future Volume (vph)	73	578	250	203	454	45	250	85	187	55	54	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1583	1805	1900	1599	1805	1706	
Flt Permitted	0.48	1.00	1.00	0.95	1.00	1.00	0.46	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	914	3574	1615	1805	3610	1583	866	1900	1599	1329	1706	
Peak-hour factor, PHF	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.85	0.85	0.85
Adj. Flow (vph)	83	657	284	211	473	47	260	89	195	65	64	64
RTOR Reduction (vph)	0	0	151	0	0	28	0	0	148	0	25	0
Lane Group Flow (vph)	83	657	133	211	473	19	260	89	47	65	103	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	1%	0%	4%	2%
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6	8		8	4		
Actuated Green, G (s)	38.6	31.7	31.7	18.7	43.5	43.5	38.8	25.9	25.9	22.5	15.6	
Effective Green, g (s)	38.6	31.7	31.7	18.7	43.5	43.5	38.8	25.9	25.9	22.5	15.6	
Actuated g/C Ratio	0.36	0.30	0.30	0.17	0.41	0.41	0.36	0.24	0.24	0.21	0.15	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	386	1056	477	314	1464	642	464	459	386	309	248	
v/s Ratio Prot	0.01	c0.18		c0.12	0.13		c0.09	0.05		0.01	0.06	
v/s Ratio Perm	0.06		0.08			0.01	c0.11		0.03	0.03		
v/c Ratio	0.22	0.62	0.28	0.67	0.32	0.03	0.56	0.19	0.12	0.21	0.42	
Uniform Delay, d1	23.0	32.6	29.0	41.4	21.8	19.2	25.8	32.3	31.8	34.7	41.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	1.3	0.4	5.6	0.2	0.0	1.6	0.3	0.2	0.3	1.5	
Delay (s)	23.3	33.9	29.4	46.9	22.0	19.2	27.3	32.6	32.0	35.1	43.2	
Level of Service	C	C	C	D	C	B	C	C	C	D	D	
Approach Delay (s)		31.8			29.0			29.9			40.5	
Approach LOS		C			C			C			D	

Intersection Summary		
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.64	
Actuated Cycle Length (s)	107.2	Sum of lost time (s) 24.0
Intersection Capacity Utilization	62.7%	ICU Level of Service B
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	69	567	23	104	560	110	28	41	171	80	35	58
Future Volume (vph)	69	567	23	104	560	110	28	41	171	80	35	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)	1805	3542		1805	3574	1615		1862	1615		1836	1615
Flt Permitted	0.31	1.00		0.31	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (perm)	583	3542		587	3574	1615		1862	1615		1836	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.86	0.86	0.86	0.85	0.85	0.85	0.88	0.88	0.88
Adj. Flow (vph)	72	591	24	121	651	128	33	48	201	91	40	66
RTOR Reduction (vph)	0	2	0	0	0	88	0	0	177	0	0	57
Lane Group Flow (vph)	72	613	0	121	651	40	0	81	24	0	131	9
Heavy Vehicles (%)	0%	1%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	2			6		2			4			3
Actuated Green, G (s)	35.2	24.9		35.2	28.2	28.2		10.9	10.9		13.0	13.0
Effective Green, g (s)	35.2	24.9		35.2	28.2	28.2		10.9	10.9		13.0	13.0
Actuated g/C Ratio	0.39	0.27		0.39	0.31	0.31		0.12	0.12		0.14	0.14
Clearance Time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	320	971		365	1109	501		223	193		262	231
v/s Ratio Prot	0.02	0.17		c0.04	c0.18			c0.04			c0.07	
v/s Ratio Perm	0.07			0.09		0.02			0.01			0.01
v/c Ratio	0.23	0.63		0.33	0.59	0.08		0.36	0.13		0.50	0.04
Uniform Delay, d1	18.0	28.9		18.5	26.4	22.1		36.8	35.7		35.9	33.5
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.5		0.7	0.9	0.1		1.4	0.4		2.0	0.1
Delay (s)	18.5	30.4		19.3	27.3	22.2		38.1	36.1		37.9	33.6
Level of Service	B	C		B	C	C		D	D		D	C
Approach Delay (s)		29.2			25.5			36.7			36.5	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.8	Sum of lost time (s)	31.7
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Group Flow (vph)	418	507	569	12	72	346
v/c Ratio	0.96	0.51	0.56	0.04	0.26	0.38
Control Delay	50.0	11.3	19.1	24.0	24.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	11.3	19.1	24.0	24.1	3.4
Queue Length 50th (ft)	61	77	70	3	18	0
Queue Length 95th (ft)	#355	252	156	11	66	50
Internal Link Dist (ft)		305	255	83		
Turn Bay Length (ft)						
Base Capacity (vph)	435	1364	1689	698	528	916
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.37	0.34	0.02	0.14	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	5	967	102	715	106	202
v/c Ratio	0.02	0.63	0.37	0.34	0.33	0.35
Control Delay	35.0	17.3	33.8	7.8	30.8	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	17.3	33.8	7.8	30.8	1.6
Queue Length 50th (ft)	2	149	37	53	38	0
Queue Length 95th (ft)	12	235	100	157	98	0
Internal Link Dist (ft)		586		159		316
Turn Bay Length (ft)	100				145	
Base Capacity (vph)	457	2335	443	2558	543	738
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.41	0.23	0.28	0.20	0.27

Intersection Summary

Queues

10: K Mart/Big Lots & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	16	932	12	3	724	38	32	56
v/c Ratio	0.07	0.38	0.01	0.01	0.29	0.03	0.15	0.23
Control Delay	29.0	10.3	0.0	30.0	9.8	0.1	27.5	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	10.3	0.0	30.0	9.8	0.1	27.5	24.1
Queue Length 50th (ft)	4	59	0	1	42	0	8	11
Queue Length 95th (ft)	23	226	0	9	199	0	28	42
Internal Link Dist (ft)		434			331		271	274
Turn Bay Length (ft)	125		135	120		130		
Base Capacity (vph)	500	2499	1171	500	2514	1167	803	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.37	0.01	0.01	0.29	0.03	0.04	0.07

Intersection Summary

Queues

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	83	657	284	211	473	47	260	89	195	65	128
v/c Ratio	0.20	0.64	0.46	0.66	0.32	0.07	0.56	0.19	0.36	0.20	0.51
Control Delay	16.5	37.4	12.1	53.5	23.2	0.2	32.3	38.1	7.5	28.2	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	37.4	12.1	53.5	23.2	0.2	32.3	38.1	7.5	28.2	44.3
Queue Length 50th (ft)	25	196	34	130	112	0	129	49	0	29	61
Queue Length 95th (ft)	62	331	123	262	195	0	246	111	61	67	141
Internal Link Dist (ft)		434			424			592			267
Turn Bay Length (ft)	120		200	135		350	315			100	
Base Capacity (vph)	740	1428	774	541	1592	754	599	759	756	624	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.46	0.37	0.39	0.30	0.06	0.43	0.12	0.26	0.10	0.18

Intersection Summary

Queues

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NET	NER	SWT	SWR
Lane Group Flow (vph)	72	615	121	651	128	81	201	131	66
v/c Ratio	0.20	0.68	0.34	0.58	0.20	0.36	0.54	0.49	0.16
Control Delay	16.3	34.6	17.9	30.3	1.4	44.0	12.0	44.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	34.6	17.9	30.3	1.4	44.0	12.0	44.1	0.9
Queue Length 50th (ft)	21	159	37	167	0	42	0	68	0
Queue Length 95th (ft)	54	262	79	254	3	94	54	140	0
Internal Link Dist (ft)		508		1464		386		485	
Turn Bay Length (ft)	155		160		170		215		135
Base Capacity (vph)	468	1214	459	1258	695	425	523	416	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.51	0.26	0.52	0.18	0.19	0.38	0.31	0.13

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

2: W. Main Street & Alphin Avenue

05/10/2020





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	820	746	3	3	33
Future Volume (Veh/h)	25	820	746	3	3	33
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.97	0.97	0.82	0.82
Hourly flow rate (vph)	27	901	769	3	4	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		616	385			
pX, platoon unblocked	0.89				0.92	0.89
vC, conflicting volume	772				1275	386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	501				605	68
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				99	95
cM capacity (veh/h)	957				390	881
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	27	450	450	513	259	44
Volume Left	27	0	0	0	0	4
Volume Right	0	0	0	0	3	40
cSH	957	1700	1700	1700	1700	790
Volume to Capacity	0.03	0.27	0.27	0.30	0.15	0.06
Queue Length 95th (ft)	2	0	0	0	0	4
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	9.8
Lane LOS	A					A
Approach Delay (s)	0.3			0.0		9.8
Approach LOS						A
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			32.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: W. Main Street & Seybert Avenue



















05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	805	16	34	740	7	2	0	56	0	2	30
Future Volume (Veh/h)	43	805	16	34	740	7	2	0	56	0	2	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.95	0.95	0.95	0.73	0.73	0.73	0.62	0.62	0.62
Hourly flow rate (vph)	51	958	19	36	779	7	3	0	77	0	3	48
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
		None			None							
Median storage (veh)												
Upstream signal (ft)												
		239			762							
pX, platoon unblocked	0.94			0.81			0.84	0.84	0.81	0.84	0.84	0.94
vC, conflicting volume	786			977			1571	1918	479	1512	1934	393
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	651			496			983	1398	0	913	1416	234
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			96			98	100	91	100	97	93
cM capacity (veh/h)	891			871			146	107	876	164	105	729
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	370	639	19	36	519	267	80	51				
Volume Left	51	0	0	36	0	0	3	0				
Volume Right	0	0	19	0	0	7	77	48				
cSH	891	1700	1700	871	1700	1700	738	540				
Volume to Capacity	0.06	0.38	0.01	0.04	0.31	0.16	0.11	0.09				
Queue Length 95th (ft)	5	0	0	3	0	0	9	8				
Control Delay (s)	1.8	0.0	0.0	9.3	0.0	0.0	10.5	12.4				
Lane LOS	A			A			B	B				
Approach Delay (s)	0.7			0.4			10.5	12.4				
Approach LOS							B	B				
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			59.5%		ICU Level of Service			B				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis



















5: Carman Avenue/Business Entrance & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	821	6	12	745	2	1	0	3	2	0	1
Future Volume (Veh/h)	0	821	6	12	745	2	1	0	3	2	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.89	0.89	0.89	1.00	1.00	1.00	0.75	0.75	0.75
Hourly flow rate (vph)	0	977	7	13	837	2	1	0	3	3	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					666							
pX, platoon unblocked	0.90						0.90	0.90		0.90	0.90	0.90
vC, conflicting volume	839			984			1426	1846	492	1356	1848	420
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			984			1259	1723	492	1181	1726	145
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			99	100	99	98	100	100
cM capacity (veh/h)	885			710			115	80	528	131	80	797
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	651	333	13	558	281	4	4				
Volume Left	0	0	0	13	0	0	1	3				
Volume Right	0	0	7	0	0	2	3	1				
cSH	1700	1700	1700	710	1700	1700	279	166				
Volume to Capacity	0.00	0.38	0.20	0.02	0.33	0.17	0.01	0.02				
Queue Length 95th (ft)	0	0	0	1	0	0	1	2				
Control Delay (s)	0.0	0.0	0.0	10.2	0.0	0.0	18.1	27.3				
Lane LOS				B			C	D				
Approach Delay (s)	0.0			0.2			18.1	27.3				
Approach LOS							C	D				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization		32.9%		ICU Level of Service	A							
Analysis Period (min)		15										




















HCM Unsignalized Intersection Capacity Analysis
 6: Summercrest Avenue/Business Entrance & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	820	12	15	731	3	10	1	5	2	0	1
Future Volume (Veh/h)	3	820	12	15	731	3	10	1	5	2	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.88	0.88	0.88	0.67	0.67	0.67	0.38	0.38	0.38
Hourly flow rate (vph)	4	1000	15	17	831	3	15	1	7	5	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
		None			None							
Median storage (veh)												
Upstream signal (ft)												
					1189							
pX, platoon unblocked	0.95						0.95	0.95		0.95	0.95	0.95
vC, conflicting volume	834			1015			1468	1884	508	1382	1890	417
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	716			1015			1385	1823	508	1294	1829	276
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			84	99	99	95	100	100
cM capacity (veh/h)	848			691			97	72	516	110	71	690
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	4	667	348	17	554	280	23	8				
Volume Left	4	0	0	17	0	0	15	5				
Volume Right	0	0	15	0	0	3	7	3				
cSH	848	1700	1700	691	1700	1700	126	161				
Volume to Capacity	0.00	0.39	0.20	0.02	0.33	0.16	0.18	0.05				
Queue Length 95th (ft)	0	0	0	2	0	0	16	4				
Control Delay (s)	9.3	0.0	0.0	10.3	0.0	0.0	39.9	28.5				
Lane LOS	A			B			E	D				
Approach Delay (s)	0.0			0.2			39.9	28.5				
Approach LOS							E	D				
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization		33.0%		ICU Level of Service	A							
Analysis Period (min)		15										
























HCM Unsignalized Intersection Capacity Analysis
 7: Business Entrance/Barksdale Road & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	804	0	0	744	26	0	0	0	12	0	14
Future Volume (Veh/h)	8	804	0	0	744	26	0	0	0	12	0	14
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.92	0.92	0.92	0.72	0.72	0.72
Hourly flow rate (vph)	9	935	0	0	818	29	0	0	0	17	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	847			935			1381			1800		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	847			935			1381			1800		
tC, single (s)	4.1			4.1			7.5			6.5		
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5			4.0		
p0 queue free %	99			100			100			100		
cM capacity (veh/h)	799			741			101			80		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	9	623	312	0	545	302	0	17	19			
Volume Left	9	0	0	0	0	0	0	17	0			
Volume Right	0	0	0	0	0	29	0	0	19			
cSH	799	1700	1700	1700	1700	1700	1700	116	585			
Volume to Capacity	0.01	0.37	0.18	0.00	0.32	0.18	0.00	0.15	0.03			
Queue Length 95th (ft)	1	0	0	0	0	0	0	12	3			
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	0.0	0.0	41.2	11.4			
Lane LOS	A							A	E	B		
Approach Delay (s)	0.1				0.0			0.0	25.5			
Approach LOS							A	D				
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				32.2%			ICU Level of Service			A		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
 8: Bookerdale Road/Business Entrance & W. Main Street





















05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	2	763	25	29	685	6	12	0	29	5	0	5
Future Volume (Veh/h)	2	763	25	29	685	6	12	0	29	5	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.90	0.90	0.90	0.85	0.85	0.85	0.63	0.63	0.63
Hourly flow rate (vph)	2	942	31	32	761	7	14	0	34	8	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		688										
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	
vC, conflicting volume	768			973			1398	1778	471	1338	1806	384
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768			618			1118	1564	28	1046	1596	384
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.6	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			89	100	96	94	100	99
cM capacity (veh/h)	855			827			126	92	892	144	88	620
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1		
Volume Total	2	471	471	31	32	507	261	14	34	16		
Volume Left	2	0	0	0	32	0	0	14	0	8		
Volume Right	0	0	0	31	0	0	7	0	34	8		
cSH	855	1700	1700	1700	827	1700	1700	126	892	233		
Volume to Capacity	0.00	0.28	0.28	0.02	0.04	0.30	0.15	0.11	0.04	0.07		
Queue Length 95th (ft)	0	0	0	0	3	0	0	9	3	5		
Control Delay (s)	9.2	0.0	0.0	0.0	9.5	0.0	0.0	37.2	9.2	21.6		
Lane LOS	A				A			E	A	C		
Approach Delay (s)	0.0				0.4			17.4		21.6		
Approach LOS								C		C		
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			37.8%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis







9: Business Entrance/Stonewall Drive & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	770	4	3	681	12	0	1	11	9	0	13
Future Volume (Veh/h)	6	770	4	3	681	12	0	1	11	9	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.75	0.75	0.75	0.69	0.69	0.69
Hourly flow rate (vph)	7	928	5	3	757	13	0	1	15	13	0	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		411										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	0.84
vC, conflicting volume	770			933			1348	1720	466	1256	1710	378
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	770			534			1029	1473	0	920	1461	378
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	99	98	93	100	97
cM capacity (veh/h)	854			875			154	106	914	186	108	625
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1			
Volume Total	7	619	314	3	378	378	13	16	32			
Volume Left	7	0	0	3	0	0	0	0	13			
Volume Right	0	0	5	0	0	0	13	15	19			
cSH	854	1700	1700	875	1700	1700	1700	619	319			
Volume to Capacity	0.01	0.36	0.18	0.00	0.22	0.22	0.01	0.03	0.10			
Queue Length 95th (ft)	1	0	0	0	0	0	0	2	8			
Control Delay (s)	9.3	0.0	0.0	9.1	0.0	0.0	0.0	11.0	17.5			
Lane LOS	A			A				B	C			
Approach Delay (s)	0.1			0.0				11.0	17.5			
Approach LOS								B	C			
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			36.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 12: Aero Drive & Jefferson Highway/W. Main Street

05/10/2020

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	822	23	16	746	16	16	
Future Volume (Veh/h)	822	23	16	746	16	16	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.93	0.93	0.92	0.92	0.57	0.57	
Hourly flow rate (vph)	884	25	17	811	28	28	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			909			1324	442
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			909			1324	442
tC, single (s)			4.1			6.8	6.9
tC, 2 stage (s)							
tF (s)			2.2			3.5	3.3
p0 queue free %			98			81	95
cM capacity (veh/h)			757			147	569
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	442	442	25	17	406	406	56
Volume Left	0	0	0	17	0	0	28
Volume Right	0	0	25	0	0	0	28
cSH	1700	1700	1700	757	1700	1700	233
Volume to Capacity	0.26	0.26	0.01	0.02	0.24	0.24	0.24
Queue Length 95th (ft)	0	0	0	2	0	0	23
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	25.2
Lane LOS				A	D		
Approach Delay (s)	0.0			0.2			25.2
Approach LOS							D
Intersection Summary							
Average Delay			0.9				
Intersection Capacity Utilization			32.7%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

13: Jefferson Highway & Nottingham Lane

05/10/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↖	↑↑	↗	↘	↙	↘			
Traffic Volume (veh/h)	18	832	744	18	12	10			
Future Volume (Veh/h)	18	832	744	18	12	10			
Sign Control	Free		Free		Stop				
Grade	0%		0%		0%				
Peak Hour Factor	0.94	0.94	0.91	0.91	0.69	0.69			
Hourly flow rate (vph)	19	885	818	20	17	14			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None		None						
Median storage (veh)									
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume	838				1298		409		
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	838				1298		409		
tC, single (s)	4.1				6.8		6.9		
tC, 2 stage (s)									
tF (s)	2.2				3.5		3.3		
p0 queue free %	98				89		98		
cM capacity (veh/h)	805				152		597		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1	SB 2	
Volume Total	19	442	442	409	409	20	17	14	
Volume Left	19	0	0	0	0	0	17	0	
Volume Right	0	0	0	0	0	20	0	14	
cSH	805	1700	1700	1700	1700	1700	152	597	
Volume to Capacity	0.02	0.26	0.26	0.24	0.24	0.01	0.11	0.02	
Queue Length 95th (ft)	2	0	0	0	0	0	9	2	
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	0.0	31.6	11.2	
Lane LOS	A						D	B	
Approach Delay (s)	0.2		0.0				22.4		
Approach LOS							C		
Intersection Summary									
Average Delay			0.5						
Intersection Capacity Utilization			33.0%		ICU Level of Service			A	
Analysis Period (min)			15						

HCM Unsignalized Intersection Capacity Analysis

14: Chandelle Boulevard & Jefferson Highway

05/10/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (veh/h)	817	1	3	747	2	7	
Future Volume (Veh/h)	817	1	3	747	2	7	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.94	0.94	0.90	0.90	0.56	0.56	
Hourly flow rate (vph)	869	1	3	830	4	13	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			870		1290	434	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			870		1290	434	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		97	98	
cM capacity (veh/h)			783		157	575	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	434	434	1	3	415	415	17
Volume Left	0	0	0	3	0	0	4
Volume Right	0	0	1	0	0	0	13
cSH	1700	1700	1700	783	1700	1700	354
Volume to Capacity	0.26	0.26	0.00	0.00	0.24	0.24	0.05
Queue Length 95th (ft)	0	0	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	9.6	0.0	0.0	15.7
Lane LOS				A	C		
Approach Delay (s)	0.0			0.0			15.7
Approach LOS							C
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			32.6%	ICU Level of Service		A	
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 16: Commercial Access Loop & W. Main Street

05/10/2020























Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (veh/h)	799	4	5	717	7	5
Future Volume (Veh/h)	799	4	5	717	7	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.90	0.90	0.75	0.75
Hourly flow rate (vph)	929	5	6	797	9	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	504			514		
pX, platoon unblocked				0.84	0.90	0.84
vC, conflicting volume				934	1342	467
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				548	591	0
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	98	99
cM capacity (veh/h)				869	395	919
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1
Volume Total	619	315	6	398	398	16
Volume Left	0	0	6	0	0	9
Volume Right	0	5	0	0	0	7
cSH	1700	1700	869	1700	1700	527
Volume to Capacity	0.36	0.19	0.01	0.23	0.23	0.03
Queue Length 95th (ft)	0	0	1	0	0	2
Control Delay (s)	0.0	0.0	9.2	0.0	0.0	12.0
Lane LOS				A		
Approach Delay (s)	0.0	0.1				12.0
Approach LOS						B
Intersection Summary						
Average Delay				0.1		
Intersection Capacity Utilization				32.2%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Unsignalized Intersection Capacity Analysis

























17: Lew Dewitt Boulevard & Commercial Access Loop/Waynesboro Commons

05/10/2020

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	17	1	41	20	1	13	27	492	17	8	478	25
Future Volume (Veh/h)	17	1	41	20	1	13	27	492	17	8	478	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.64	0.64	0.65	0.65	0.65	0.94	0.94	0.94	0.97	0.97	0.97
Hourly flow rate (vph)	27	2	64	31	2	20	29	523	18	8	493	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	850	1108	246	908	1116	262	519			541		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	850	1108	246	908	1116	262	519			541		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	99	92	85	99	97	97			99		
cM capacity (veh/h)	242	204	760	206	202	743	1057			1038		
Direction, Lane #	SE 1	NW 1	NE 1	NE 2	NE 3	NE 4	SW 1	SW 2	SW 3	SW 4		
Volume Total	93	53	29	262	262	18	8	246	246	26		
Volume Left	27	31	29	0	0	0	8	0	0	0		
Volume Right	64	20	0	0	0	18	0	0	0	26		
cSH	452	283	1057	1700	1700	1700	1038	1700	1700	1700		
Volume to Capacity	0.21	0.19	0.03	0.15	0.15	0.01	0.01	0.14	0.14	0.02		
Queue Length 95th (ft)	19	17	2	0	0	0	1	0	0	0		
Control Delay (s)	15.0	20.6	8.5	0.0	0.0	0.0	8.5	0.0	0.0	0.0		
Lane LOS	C	C	A				A					
Approach Delay (s)	15.0	20.6	0.4				0.1					
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			30.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 18: Waynesboro Commons/Community Drive & W. Main Street

05/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	24	838	11	14	699	52	15	0	11	51	0	32
Future Volume (Veh/h)	24	838	11	14	699	52	15	0	11	51	0	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.81	0.81	0.81	0.83	0.83	0.83
Hourly flow rate (vph)	27	942	12	15	768	57	19	0	14	61	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					514							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	825			954			1449	1851	471	1366	1834	412
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	625			954			1306	1745	471	1215	1727	174
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			81	100	97	49	100	95
cM capacity (veh/h)	885			729			100	76	545	120	78	774
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	471	471	12	15	512	313	19	14	61	39	
Volume Left	27	0	0	0	15	0	0	19	0	61	0	
Volume Right	0	0	0	12	0	0	57	0	14	0	39	
cSH	885	1700	1700	1700	729	1700	1700	100	545	120	774	
Volume to Capacity	0.03	0.28	0.28	0.01	0.02	0.30	0.18	0.19	0.03	0.51	0.05	
Queue Length 95th (ft)	2	0	0	0	2	0	0	17	2	59	4	
Control Delay (s)	9.2	0.0	0.0	0.0	10.0	0.0	0.0	49.3	11.8	62.9	9.9	
Lane LOS	A				B			E	B	F	A	
Approach Delay (s)	0.3				0.2			33.4		42.2		
Approach LOS								D		E		
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			39.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	476	0	0	473	50	2	3	1	68	0	325
Future Volume (vph)	393	476	0	0	473	50	2	3	1	68	0	325
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0		6.0		6.0
Lane Util. Factor	1.00	1.00			0.95			1.00		1.00		1.00
Frt	1.00	1.00			0.99			0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)	1787	1881			3527			1827		1752		1615
Flt Permitted	0.24	1.00			1.00			0.98		0.75		1.00
Satd. Flow (perm)	456	1881			3527			1827		1391		1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	427	517	0	0	514	54	2	3	1	74	0	353
RTOR Reduction (vph)	0	0	0	0	8	0	0	1	0	0	0	166
Lane Group Flow (vph)	427	517	0	0	560	0	0	5	0	74	0	187
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm		pt+ov
Protected Phases	1	6			2			3				14
Permitted Phases	6		6	2			3			4		
Actuated Green, G (s)	39.8	39.8			17.4			1.1		11.1		33.5
Effective Green, g (s)	39.8	39.8			17.4			1.1		11.1		33.5
Actuated g/C Ratio	0.57	0.57			0.25			0.02		0.16		0.48
Clearance Time (s)	6.0	6.0			6.0			6.0		6.0		6.0
Vehicle Extension (s)	3.5	3.5			3.5			3.5		3.5		3.5
Lane Grp Cap (vph)	571	1069			876			28		220		772
v/s Ratio Prot	c0.18	0.27			0.16					c0.05		0.12
v/s Ratio Perm	c0.25							0.00				
v/c Ratio	0.75	0.48			0.64			0.18		0.34		0.24
Uniform Delay, d1	10.2	9.0			23.5			34.0		26.2		10.8
Progression Factor	1.00	1.00			1.00			1.00		1.00		1.00
Incremental Delay, d2	5.5	0.4			1.6			3.6		1.1		0.2
Delay (s)	15.7	9.4			25.1			37.6		27.3		11.0
Level of Service	B	A			C			D		C		B
Approach Delay (s)		12.2			25.1			37.6			13.8	
Approach LOS		B			C			D			B	

Intersection Summary

HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗				
Traffic Volume (vph)	4	717	120	101	704	6	99	0	190	0	0	0
Future Volume (vph)	4	717	120	101	704	6	99	0	190	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00				
Frt	1.00	0.98		1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1805	3533		1752	3606		1787	1599				
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (perm)	1805	3533		1752	3606		1787	1599				
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	779	130	107	749	6	108	0	207	0	0	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	171	0	0	0	0
Lane Group Flow (vph)	4	894	0	107	755	0	108	36	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	1%	0%	1%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Perm	NA				
Protected Phases	5	2		1	6			4				
Permitted Phases							4					
Actuated Green, G (s)	1.0	29.7		7.6	36.3		11.7	11.7				
Effective Green, g (s)	1.0	29.7		7.6	36.3		11.7	11.7				
Actuated g/C Ratio	0.01	0.44		0.11	0.54		0.17	0.17				
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.0	4.0				
Lane Grp Cap (vph)	26	1566		198	1953		312	279				
v/s Ratio Prot	0.00	c0.25		c0.06	0.21			0.02				
v/s Ratio Perm							c0.06					
v/c Ratio	0.15	0.57		0.54	0.39		0.35	0.13				
Uniform Delay, d1	32.6	13.9		28.1	8.9		24.3	23.3				
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00				
Incremental Delay, d2	2.7	0.6		3.0	0.2		0.9	0.3				
Delay (s)	35.3	14.5		31.0	9.1		25.2	23.6				
Level of Service	D	B		C	A		C	C				
Approach Delay (s)		14.6			11.8			24.2			0.0	
Approach LOS		B			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			14.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			67.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			56.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: K Mart/Big Lots & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	798	11	3	704	37	15	5	2	32	1	12
Future Volume (vph)	14	798	11	3	704	37	15	5	2	32	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1615		1730			1769	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97	
Satd. Flow (perm)	1805	3574	1615	1805	3610	1615		1730			1769	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	867	12	3	765	40	16	5	2	35	1	13
RTOR Reduction (vph)	0	0	6	0	0	20	0	2	0	0	12	0
Lane Group Flow (vph)	15	867	6	3	765	20	0	21	0	0	37	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	0.9	31.9	31.9	0.8	31.8	31.8		2.2			4.0	
Effective Green, g (s)	0.9	31.9	31.9	0.8	31.8	31.8		2.2			4.0	
Actuated g/C Ratio	0.01	0.51	0.51	0.01	0.51	0.51		0.03			0.06	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.0			3.0	
Lane Grp Cap (vph)	25	1812	819	22	1825	816		60			112	
v/s Ratio Prot	c0.01	c0.24		0.00	0.21			c0.01			c0.02	
v/s Ratio Perm			0.00			0.01						
v/c Ratio	0.60	0.48	0.01	0.14	0.42	0.02		0.35			0.33	
Uniform Delay, d1	30.8	10.1	7.7	30.7	9.8	7.8		29.7			28.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	34.9	0.2	0.0	3.3	0.2	0.0		3.5			1.7	
Delay (s)	65.7	10.3	7.7	34.0	9.9	7.8		33.2			29.9	
Level of Service	E	B	A	C	A	A		C			C	
Approach Delay (s)		11.2			9.9			33.2			29.9	
Approach LOS		B			A			C			C	

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	62.9	Sum of lost time (s)	24.0
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 11: Low Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	611	279	226	480	48	279	95	209	58	60	57
Future Volume (vph)	77	611	279	226	480	48	279	95	209	58	60	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1583	1805	1900	1599	1805	1709	
Flt Permitted	0.47	1.00	1.00	0.95	1.00	1.00	0.45	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	890	3574	1615	1805	3610	1583	848	1900	1599	1317	1709	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	84	664	303	235	500	50	291	99	218	63	65	62
RTOR Reduction (vph)	0	0	175	0	0	30	0	0	159	0	21	0
Lane Group Flow (vph)	84	664	128	235	500	20	291	99	59	63	106	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	1%	0%	4%	2%
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6	8		8	4		
Actuated Green, G (s)	40.3	32.8	32.8	21.4	46.7	46.7	42.1	30.7	30.7	21.4	16.0	
Effective Green, g (s)	40.3	32.8	32.8	21.4	46.7	46.7	42.1	30.7	30.7	21.4	16.0	
Actuated g/C Ratio	0.35	0.29	0.29	0.19	0.41	0.41	0.37	0.27	0.27	0.19	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	373	1025	463	337	1474	646	480	510	429	269	239	
v/s Ratio Prot	0.01	c0.19		c0.13	0.14		c0.11	0.05		0.01	0.06	
v/s Ratio Perm	0.06		0.08			0.01	c0.12		0.04	0.03		
v/c Ratio	0.23	0.65	0.28	0.70	0.34	0.03	0.61	0.19	0.14	0.23	0.45	
Uniform Delay, d1	25.1	35.7	31.6	43.4	23.2	20.3	27.5	32.3	31.7	39.1	45.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	1.6	0.4	6.2	0.2	0.0	2.2	0.3	0.2	0.4	1.8	
Delay (s)	25.4	37.3	32.0	49.6	23.4	20.3	29.7	32.5	31.9	39.6	46.9	
Level of Service	C	D	C	D	C	C	C	C	C	D	D	
Approach Delay (s)		34.8			31.0			30.9			44.5	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			33.5		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			114.3		Sum of lost time (s)			24.0				
Intersection Capacity Utilization			66.5%		ICU Level of Service				C			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	77	599	26	116	592	123	31	46	191	89	39	65
Future Volume (vph)	77	599	26	116	592	123	31	46	191	89	39	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)	1805	3540		1805	3574	1615		1862	1615		1836	1615
Flt Permitted	0.32	1.00		0.29	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (perm)	603	3540		550	3574	1615		1862	1615		1836	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	624	27	126	643	134	34	50	208	97	42	71
RTOR Reduction (vph)	0	3	0	0	0	91	0	0	183	0	0	61
Lane Group Flow (vph)	80	648	0	126	643	43	0	84	25	0	139	10
Heavy Vehicles (%)	0%	1%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	2			6		2			4			3
Actuated Green, G (s)	36.7	26.8		36.7	30.0	30.0		11.0	11.0		13.4	13.4
Effective Green, g (s)	36.7	26.8		36.7	30.0	30.0		11.0	11.0		13.4	13.4
Actuated g/C Ratio	0.40	0.29		0.40	0.32	0.32		0.12	0.12		0.14	0.14
Clearance Time (s)	7.9	7.9		7.9	7.9	7.9		8.2	8.2		7.7	7.7
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	325	1022		351	1155	522		220	191		265	233
v/s Ratio Prot	0.02	c0.18		c0.04	c0.18			c0.05			c0.08	
v/s Ratio Perm	0.08			0.10		0.03			0.02			0.01
v/c Ratio	0.25	0.63		0.36	0.56	0.08		0.38	0.13		0.52	0.04
Uniform Delay, d1	18.0	28.7		18.6	25.9	21.8		37.8	36.6		36.8	34.2
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.5		0.9	0.7	0.1		1.5	0.4		2.4	0.1
Delay (s)	18.6	30.2		19.5	26.6	21.9		39.3	37.0		39.2	34.3
Level of Service	B	C		B	C	C		D	D		D	C
Approach Delay (s)		28.9			24.9			37.7			37.5	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	92.8	Sum of lost time (s)	31.7
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020

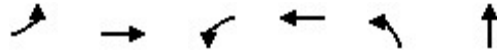


Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Group Flow (vph)	427	517	568	6	74	353
v/c Ratio	0.70	0.45	0.61	0.03	0.31	0.36
Control Delay	15.5	8.7	25.6	32.2	33.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	8.7	25.6	32.2	33.7	3.2
Queue Length 50th (ft)	62	79	87	2	23	5
Queue Length 95th (ft)	222	232	220	16	88	56
Internal Link Dist (ft)		305	255	83		
Turn Bay Length (ft)						
Base Capacity (vph)	903	1667	1315	236	269	1191
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.31	0.43	0.03	0.28	0.30
Intersection Summary						

Queues

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	4	909	107	755	108	207
v/c Ratio	0.02	0.61	0.38	0.36	0.33	0.40
Control Delay	34.0	17.1	33.1	8.1	29.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	17.1	33.1	8.1	29.9	4.0
Queue Length 50th (ft)	1	136	38	56	38	0
Queue Length 95th (ft)	12	246	104	168	99	24
Internal Link Dist (ft)		586		159		316
Turn Bay Length (ft)	100				145	
Base Capacity (vph)	221	2410	429	2747	563	689
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.38	0.25	0.27	0.19	0.30

Intersection Summary

Queues

10: K Mart/Big Lots & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	15	867	12	3	765	40	23	49
v/c Ratio	0.06	0.35	0.01	0.01	0.31	0.03	0.10	0.18
Control Delay	29.0	9.8	0.0	29.7	9.5	0.1	27.7	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	9.8	0.0	29.7	9.5	0.1	27.7	23.1
Queue Length 50th (ft)	4	53	0	1	45	0	5	9
Queue Length 95th (ft)	25	235	0	10	202	0	33	49
Internal Link Dist (ft)		434			331		271	274
Turn Bay Length (ft)	125		135	120		130		
Base Capacity (vph)	277	3370	1531	277	3404	1531	305	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.26	0.01	0.01	0.22	0.03	0.08	0.06

Intersection Summary

Queues

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	84	664	303	235	500	50	291	99	218	63	127
v/c Ratio	0.22	0.65	0.47	0.70	0.34	0.07	0.62	0.19	0.37	0.22	0.54
Control Delay	18.6	40.3	11.1	58.1	23.5	0.2	36.5	38.3	6.9	32.4	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	40.3	11.1	58.1	23.5	0.2	36.5	38.3	6.9	32.4	52.2
Queue Length 50th (ft)	27	212	30	154	122	0	155	56	0	29	68
Queue Length 95th (ft)	69	384	132	324	210	0	320	129	65	80	178
Internal Link Dist (ft)		434			424			592			267
Turn Bay Length (ft)	120		200	135		350	315			100	
Base Capacity (vph)	374	1634	871	623	2651	1200	623	833	823	282	338
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.41	0.35	0.38	0.19	0.04	0.47	0.12	0.26	0.22	0.38

Intersection Summary

Queues

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NET	NER	SWT	SWR
Lane Group Flow (vph)	80	651	126	643	134	84	208	139	71
v/c Ratio	0.22	0.68	0.37	0.55	0.20	0.38	0.55	0.52	0.18
Control Delay	16.6	34.0	18.4	29.3	1.6	45.4	12.1	45.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	34.0	18.4	29.3	1.6	45.4	12.1	45.6	1.0
Queue Length 50th (ft)	24	173	39	167	0	45	0	74	0
Queue Length 95th (ft)	59	271	87	260	11	105	68	156	0
Internal Link Dist (ft)		508		1464		386		485	
Turn Bay Length (ft)	155		160		170		215		135
Base Capacity (vph)	365	1455	372	1546	809	370	488	395	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.45	0.34	0.42	0.17	0.23	0.43	0.35	0.14

Intersection Summary

HCM Signalized Intersection Capacity Analysis

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	464	473	0	0	473	50	2	3	1	71	0	325
Future Volume (vph)	464	473	0	0	473	50	2	3	1	71	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0			6.0		6.0		6.0
Lane Util. Factor	1.00	1.00			0.95			1.00		1.00		1.00
Frt	1.00	1.00			0.99			0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00			0.98		0.95		1.00
Satd. Flow (prot)	1787	1881			3527			1827		1752		1615
Flt Permitted	0.33	1.00			1.00			0.98		0.75		1.00
Satd. Flow (perm)	628	1881			3527			1827		1391		1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	504	514	0	0	514	54	2	3	1	77	0	353
RTOR Reduction (vph)	0	0	0	0	9	0	0	1	0	0	0	217
Lane Group Flow (vph)	504	514	0	0	559	0	0	5	0	77	0	136
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Turn Type	D.P+P	NA	Perm	Perm	NA		Perm	NA		Perm		pt+ov
Protected Phases	1	6			2			3				14
Permitted Phases	2		6	2			3			4		
Actuated Green, G (s)	39.1	45.1			20.4			1.6		10.3		29.0
Effective Green, g (s)	39.1	45.1			20.4			1.6		10.3		29.0
Actuated g/C Ratio	0.52	0.60			0.27			0.02		0.14		0.39
Clearance Time (s)	6.0	6.0			6.0			6.0		6.0		6.0
Vehicle Extension (s)	3.5	3.5			3.5			3.5		3.5		3.5
Lane Grp Cap (vph)	616	1131			959			38		191		624
v/s Ratio Prot	c0.20	0.27			0.16							0.08
v/s Ratio Perm	c0.22							0.00		c0.06		
v/c Ratio	0.82	0.45			0.58			0.13		0.40		0.22
Uniform Delay, d1	17.9	8.2			23.6			36.0		29.5		15.4
Progression Factor	0.32	0.28			1.00			1.00		1.00		1.00
Incremental Delay, d2	7.9	1.2			2.6			1.9		1.6		0.2
Delay (s)	13.6	3.5			26.2			37.9		31.2		15.6
Level of Service	B	A			C			D		C		B
Approach Delay (s)		8.5			26.2			37.9			18.4	
Approach LOS		A			C			D			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕				
Traffic Volume (vph)	4	717	120	139	702	6	102	0	190	0	0	0
Future Volume (vph)	4	717	120	139	702	6	102	0	190	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00				
Frt	1.00	0.98		1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1805	3533		1752	3606		1787	1599				
Flt Permitted	0.34	1.00		0.23	1.00		0.95	1.00				
Satd. Flow (perm)	653	3533		425	3606		1787	1599				
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	779	130	148	747	6	111	0	207	0	0	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	176	0	0	0	0
Lane Group Flow (vph)	4	891	0	148	753	0	111	31	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	1%	0%	1%	2%	2%	2%
Turn Type	D.P+P	NA		D.P+P	NA		Perm	NA				
Protected Phases	5	2		1	6			4				
Permitted Phases	6			2			4					
Actuated Green, G (s)	45.6	33.7		45.6	44.2		11.4	11.4				
Effective Green, g (s)	45.6	33.7		45.6	44.2		11.4	11.4				
Actuated g/C Ratio	0.61	0.45		0.61	0.59		0.15	0.15				
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0				
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.0	4.0				
Lane Grp Cap (vph)	418	1587		468	2125		271	243				
v/s Ratio Prot	0.00	c0.25		0.05	c0.21			0.02				
v/s Ratio Perm	0.01			0.14			c0.06					
v/c Ratio	0.01	0.56		0.32	0.35		0.41	0.13				
Uniform Delay, d1	5.8	15.2		13.2	8.0		28.8	27.5				
Progression Factor	0.37	0.28		0.59	0.47		1.00	1.00				
Incremental Delay, d2	0.0	1.4		0.4	0.4		1.4	0.3				
Delay (s)	2.2	5.7		8.1	4.2		30.1	27.8				
Level of Service	A	A		A	A		C	C				
Approach Delay (s)		5.7			4.8			28.6			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

10: K Mart/Big Lots & W. Main Street

05/10/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	14	807	11	3	704	37	15	5	2	32	1	12	
Future Volume (vph)	14	807	11	3	704	37	15	5	2	32	1	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.99			0.96		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97		
Satd. Flow (prot)	1805	3574	1615	1805	3610	1615		1730			1769		
Flt Permitted	0.33	1.00	1.00	0.28	1.00	1.00		0.97			0.97		
Satd. Flow (perm)	621	3574	1615	524	3610	1615		1730			1769		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	15	877	12	3	765	40	16	5	2	35	1	13	
RTOR Reduction (vph)	0	0	5	0	0	15	0	2	0	0	12	0	
Lane Group Flow (vph)	15	877	7	3	765	25	0	21	0	0	37	0	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	Split	NA		Split	NA		
Protected Phases	5	2	3	1	6	4	3	3		4	4		
Permitted Phases	6		2	2		6							
Actuated Green, G (s)	41.6	40.3	43.6	41.6	40.6	46.7		3.3			6.1		
Effective Green, g (s)	41.6	40.3	43.6	41.6	40.6	46.7		3.3			6.1		
Actuated g/C Ratio	0.55	0.54	0.58	0.55	0.54	0.62		0.04			0.08		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0		
Vehicle Extension (s)	3.5	3.5	3.0	3.5	3.5	3.0		3.0			3.0		
Lane Grp Cap (vph)	360	1920	1068	312	1954	1134		76			143		
v/s Ratio Prot	0.00	c0.25	0.00	0.00	c0.21	0.00		c0.01			c0.02		
v/s Ratio Perm	0.02		0.00	0.01		0.01							
v/c Ratio	0.04	0.46	0.01	0.01	0.39	0.02		0.28			0.26		
Uniform Delay, d1	9.5	10.6	6.6	7.7	10.0	5.4		34.7			32.3		
Progression Factor	0.44	0.34	1.00	0.70	0.56	1.00		1.00			1.00		
Incremental Delay, d2	0.0	0.7	0.0	0.0	0.6	0.0		2.0			1.0		
Delay (s)	4.3	4.3	6.6	5.4	6.1	5.4		36.7			33.3		
Level of Service	A	A	A	A	A	A		D			C		
Approach Delay (s)		4.3			6.1			36.7			33.3		
Approach LOS		A			A			D			C		
Intersection Summary													
HCM 2000 Control Delay			6.3		HCM 2000 Level of Service						A		
HCM 2000 Volume to Capacity ratio			0.45										
Actuated Cycle Length (s)			75.0		Sum of lost time (s)						24.0		
Intersection Capacity Utilization			36.5%		ICU Level of Service						A		
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	597	279	231	487	48	286	95	209	81	60	57
Future Volume (vph)	91	597	279	231	487	48	286	95	209	81	60	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	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	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3574	1615	1805	3610	1583	1805	1900	1599	1805	1709	
Flt Permitted	0.40	1.00	1.00	0.25	1.00	1.00	0.68	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	761	3574	1615	469	3610	1583	1284	1900	1599	1317	1709	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	99	649	303	241	507	50	298	99	218	88	65	62
RTOR Reduction (vph)	0	0	181	0	0	31	0	0	140	0	45	0
Lane Group Flow (vph)	99	649	122	241	507	19	298	99	78	88	82	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	1%	0%	4%	2%
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	6		2	2		6	4		8	8		
Actuated Green, G (s)	28.1	18.5	30.2	28.1	22.5	28.1	22.9	17.3	26.9	22.9	11.2	
Effective Green, g (s)	28.1	18.5	30.2	28.1	22.5	28.1	22.9	17.3	26.9	22.9	11.2	
Actuated g/C Ratio	0.37	0.25	0.40	0.37	0.30	0.37	0.31	0.23	0.36	0.31	0.15	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	
Lane Grp Cap (vph)	363	881	650	346	1083	719	473	438	573	438	255	
v/s Ratio Prot	0.02	c0.18	0.03	c0.09	0.14	0.00	c0.10	0.05	0.02	0.01	0.05	
v/s Ratio Perm	0.08		0.05	0.17		0.01	c0.09		0.03	0.05		
v/c Ratio	0.27	0.74	0.19	0.70	0.47	0.03	0.63	0.23	0.14	0.20	0.32	
Uniform Delay, d1	15.6	26.0	14.5	24.6	21.4	14.8	21.7	23.4	16.2	19.0	28.5	
Progression Factor	0.70	0.65	0.86	0.70	0.72	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	5.3	0.1	5.8	1.4	0.0	2.7	0.4	0.1	0.2	1.0	
Delay (s)	11.3	22.2	12.5	23.1	16.9	14.8	24.4	23.8	16.3	19.3	29.5	
Level of Service	B	C	B	C	B	B	C	C	B	B	C	
Approach Delay (s)		18.4			18.7			21.4			25.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Goose Greek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	77	599	26	116	592	123	31	46	191	89	39	65
Future Volume (vph)	77	599	26	116	592	123	31	46	191	89	39	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.9	7.9		7.9	7.9	7.9		8.2	7.9		7.7	7.9
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.97	1.00
Satd. Flow (prot)	1805	3540		1805	3574	1615		1862	1615		1836	1615
Flt Permitted	0.39	1.00		0.36	1.00	1.00		0.81	1.00		0.74	1.00
Satd. Flow (perm)	734	3540		691	3574	1615		1532	1615		1406	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	624	27	126	643	134	34	50	208	97	42	71
RTOR Reduction (vph)	0	4	0	0	0	75	0	0	131	0	0	54
Lane Group Flow (vph)	80	647	0	126	643	59	0	84	77	0	139	17
Heavy Vehicles (%)	0%	1%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA	pm+ov	Perm	NA	pm+ov
Protected Phases	1	6		5	2			4	5		8	1
Permitted Phases	2			6		2	4		4	8		8
Actuated Green, G (s)	40.0	29.0		40.0	33.3	33.3		11.0	22.0		11.5	18.2
Effective Green, g (s)	40.0	29.0		40.0	33.3	33.3		11.0	22.0		11.5	18.2
Actuated g/C Ratio	0.53	0.39		0.53	0.44	0.44		0.15	0.29		0.15	0.24
Clearance Time (s)	7.9	7.9		7.9	7.9	7.9		8.2	7.9		7.7	7.9
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	487	1368		531	1586	717		224	643		215	391
v/s Ratio Prot	0.01	c0.18		0.03	c0.18				0.02			0.00
v/s Ratio Perm	0.07			0.09		0.04		0.05	0.03		c0.10	0.01
v/c Ratio	0.16	0.47		0.24	0.41	0.08		0.38	0.12		0.65	0.04
Uniform Delay, d1	8.6	17.3		11.5	14.1	12.0		28.9	19.4		29.8	21.7
Progression Factor	1.00	1.00		0.98	0.88	1.04		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	0.4		0.3	0.7	0.2		1.4	0.1		7.3	0.1
Delay (s)	8.8	17.6		11.6	13.2	12.7		30.3	19.5		37.1	21.8
Level of Service	A	B		B	B	B		C	B		D	C
Approach Delay (s)		16.7			12.9			22.6			31.9	
Approach LOS		B			B			C			C	

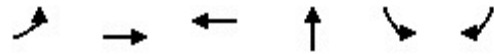
Intersection Summary

HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBT	NBT	SBL	SBR
Lane Group Flow (vph)	504	514	568	6	77	353
v/c Ratio	0.77	0.41	0.48	0.03	0.40	0.38
Control Delay	15.4	2.9	23.2	28.7	36.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	2.9	23.2	28.7	36.5	2.4
Queue Length 50th (ft)	18	18	98	2	33	0
Queue Length 95th (ft)	#321	60	#217	13	74	24
Internal Link Dist (ft)		305	255	83		
Turn Bay Length (ft)						
Base Capacity (vph)	663	1251	1192	195	191	906
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.41	0.48	0.03	0.40	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	4	909	148	753	111	207
v/c Ratio	0.01	0.50	0.39	0.32	0.41	0.36
Control Delay	1.8	4.4	7.7	3.7	32.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.8	4.4	7.7	3.7	32.6	1.8
Queue Length 50th (ft)	0	20	10	26	48	0
Queue Length 95th (ft)	m1	23	49	67	88	0
Internal Link Dist (ft)		586		159		316
Turn Bay Length (ft)	100				145	
Base Capacity (vph)	547	1829	474	2388	307	596
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.50	0.31	0.32	0.36	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

10: K Mart/Big Lots & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	15	877	12	3	765	40	23	49
v/c Ratio	0.03	0.37	0.01	0.01	0.32	0.03	0.18	0.27
Control Delay	3.3	3.5	0.0	5.0	5.1	0.1	34.4	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	3.5	0.0	5.0	5.1	0.1	34.4	28.3
Queue Length 50th (ft)	1	36	0	0	55	0	9	16
Queue Length 95th (ft)	m3	77	m0	m1	67	0	32	45
Internal Link Dist (ft)		434			331		271	274
Turn Bay Length (ft)	125		135	120		130		
Base Capacity (vph)	508	2383	1302	453	2420	1364	128	434
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.37	0.01	0.01	0.32	0.03	0.18	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	649	303	241	507	50	298	99	218	88	127
v/c Ratio	0.24	0.65	0.35	0.72	0.42	0.06	0.66	0.23	0.31	0.20	0.47
Control Delay	9.6	19.2	1.9	29.4	16.2	0.2	26.4	26.8	2.8	17.0	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	19.2	1.9	29.4	16.2	0.2	26.4	26.8	2.8	17.0	24.6
Queue Length 50th (ft)	14	146	1	39	45	0	102	39	0	26	32
Queue Length 95th (ft)	31	107	4	#141	95	0	169	80	25	56	81
Internal Link Dist (ft)		434			424			592			267
Turn Bay Length (ft)	120		200	135		350	315			100	
Base Capacity (vph)	407	994	879	346	1204	864	463	438	701	447	273
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.65	0.34	0.70	0.42	0.06	0.64	0.23	0.31	0.20	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

15: Goose Creek Road/Old White Bridge Road & Jefferson Highway

05/10/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NET	NER	SWT	SWR
Lane Group Flow (vph)	80	651	126	643	134	84	208	139	71
v/c Ratio	0.15	0.43	0.24	0.35	0.15	0.33	0.30	0.57	0.10
Control Delay	7.7	17.9	9.3	14.4	1.5	29.9	4.1	37.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	17.9	9.3	14.4	1.5	29.9	4.1	37.3	0.3
Queue Length 50th (ft)	13	116	27	102	2	35	6	59	0
Queue Length 95th (ft)	32	173	m32	108	m5	70	41	109	0
Internal Link Dist (ft)		508		1464		386		485	
Turn Bay Length (ft)	155		160		170		215		135
Base Capacity (vph)	558	1527	525	1816	914	322	700	305	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.43	0.24	0.35	0.15	0.26	0.30	0.46	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	464	473	0	0	473	50	2	3	1	71	0	325
Future Volume (vph)	464	473	0	0	473	50	2	3	1	71	0	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0		6.0		6.0
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	1787	1881			1881	1615		1827		1752		1615
Flt Permitted	0.25	1.00			1.00	1.00		0.98		0.75		1.00
Satd. Flow (perm)	464	1881			1881	1615		1827		1391		1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	504	514	0	0	514	54	2	3	1	77	0	353
RTOR Reduction (vph)	0	0	0	0	0	33	0	1	0	0	0	179
Lane Group Flow (vph)	504	514	0	0	514	21	0	5	0	77	0	174
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA		Perm		pt+ov
Protected Phases	1	6			2			3				14
Permitted Phases	2		6	2		2	3			4		
Actuated Green, G (s)	73.1	79.1			43.2	43.2		1.6		11.3		47.2
Effective Green, g (s)	73.1	79.1			43.2	43.2		1.6		11.3		47.2
Actuated g/C Ratio	0.66	0.72			0.39	0.39		0.01		0.10		0.43
Clearance Time (s)	6.0	6.0			6.0	6.0		6.0		6.0		6.0
Vehicle Extension (s)	3.5	3.5			3.5	3.5		3.5		3.5		3.5
Lane Grp Cap (vph)	667	1352			738	634		26		142		692
v/s Ratio Prot	c0.21	0.27			0.27							0.11
v/s Ratio Perm	c0.30					0.01		0.00		c0.06		
v/c Ratio	0.76	0.38			0.70	0.03		0.19		0.54		0.25
Uniform Delay, d1	14.6	6.0			27.9	20.6		53.6		46.9		20.1
Progression Factor	0.72	1.14			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	4.3	0.7			5.4	0.1		4.3		4.6		0.2
Delay (s)	14.9	7.5			33.3	20.7		57.8		51.5		20.3
Level of Service	B	A			C	C		E		D		C
Approach Delay (s)		11.1			32.1			57.8			25.9	
Approach LOS		B			C			E			C	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	717	120	139	702	6	102	0	190	0	0	0
Future Volume (vph)	4	717	120	139	702	6	102	0	190	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0				
Lane Util. Factor	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		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1805	1900	1615	1752	1898		1787	1599				
Flt Permitted	0.29	1.00	1.00	0.25	1.00		0.95	1.00				
Satd. Flow (perm)	557	1900	1615	460	1898		1787	1599				
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	779	130	148	747	6	111	0	207	0	0	0
RTOR Reduction (vph)	0	0	34	0	0	0	0	183	0	0	0	0
Lane Group Flow (vph)	4	779	96	148	753	0	111	24	0	0	0	0
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	1%	0%	1%	2%	2%	2%
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA				
Protected Phases	5	2		1	6			4				
Permitted Phases	6		2	2			4					
Actuated Green, G (s)	79.0	71.5	71.5	79.0	77.2		13.0	13.0				
Effective Green, g (s)	79.0	71.5	71.5	79.0	77.2		13.0	13.0				
Actuated g/C Ratio	0.72	0.65	0.65	0.72	0.70		0.12	0.12				
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0				
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0				
Lane Grp Cap (vph)	420	1235	1049	418	1332		211	188				
v/s Ratio Prot	0.00	c0.41		0.02	c0.40			0.02				
v/s Ratio Perm	0.01		0.06	0.23			c0.06					
v/c Ratio	0.01	0.63	0.09	0.35	0.57		0.53	0.13				
Uniform Delay, d1	10.8	11.4	7.2	7.9	8.1		45.6	43.4				
Progression Factor	0.33	0.31	0.05	0.75	0.55		1.00	1.00				
Incremental Delay, d2	0.0	2.1	0.1	0.5	1.6		3.1	0.4				
Delay (s)	3.5	5.7	0.5	6.4	6.0		48.7	43.9				
Level of Service	A	A	A	A	A		D	D				
Approach Delay (s)		4.9			6.0			45.5			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

10: K Mart/Big Lots & W. Main Street

05/10/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	14	807	11	3	704	37	15	5	2	32	1	12		
Future Volume (vph)	14	807	11	3	704	37	15	5	2	32	1	12		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0			
Lane Util. Factor	1.00	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		0.99			0.96			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.97			
Satd. Flow (prot)	1805	1881	1615	1805	1900	1615		1730			1769			
Flt Permitted	0.26	1.00	1.00	0.21	1.00	1.00		0.97			0.97			
Satd. Flow (perm)	495	1881	1615	399	1900	1615		1730			1769			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	15	877	12	3	765	40	16	5	2	35	1	13		
RTOR Reduction (vph)	0	0	3	0	0	11	0	2	0	0	12	0		
Lane Group Flow (vph)	15	877	9	3	765	29	0	21	0	0	37	0		
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%		
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	pm+ov	Split	NA		Split	NA			
Protected Phases	5	2	3	1	6	4	3	3		4	4			
Permitted Phases	6		2	2		6								
Actuated Green, G (s)	75.4	74.1	78.0	75.4	72.0	78.7		3.9			6.7			
Effective Green, g (s)	75.4	74.1	78.0	75.4	72.0	78.7		3.9			6.7			
Actuated g/C Ratio	0.69	0.67	0.71	0.69	0.65	0.72		0.04			0.06			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0			
Vehicle Extension (s)	3.5	3.5	3.0	3.5	3.5	3.0		3.0			3.0			
Lane Grp Cap (vph)	379	1267	1233	290	1243	1243		61			107			
v/s Ratio Prot	0.00	c0.47	0.00	0.00	c0.40	0.00		c0.01			c0.02			
v/s Ratio Perm	0.03		0.01	0.01		0.02								
v/c Ratio	0.04	0.69	0.01	0.01	0.62	0.02		0.35			0.34			
Uniform Delay, d1	14.9	11.0	4.7	9.1	11.0	4.5		51.8			49.5			
Progression Factor	0.52	0.45	1.00	0.64	0.49	1.00		1.00			1.00			
Incremental Delay, d2	0.0	2.5	0.0	0.0	2.1	0.0		3.4			1.9			
Delay (s)	7.8	7.4	4.7	5.8	7.5	4.5		55.2			51.5			
Level of Service	A	A	A	A	A	A		E			D			
Approach Delay (s)		7.4			7.3			55.2			51.5			
Approach LOS		A			A			E			D			
Intersection Summary														
HCM 2000 Control Delay			9.2									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.67											
Actuated Cycle Length (s)			110.0								24.0			
Intersection Capacity Utilization			56.6%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	597	279	231	487	48	286	95	209	81	60	57
Future Volume (vph)	91	597	279	231	487	48	286	95	209	81	60	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1881	1615	1805	3555		1805	1900	1599	1805	1709	
Flt Permitted	0.40	1.00	1.00	0.16	1.00		0.59	1.00	1.00	0.69	1.00	
Satd. Flow (perm)	751	1881	1615	306	3555		1114	1900	1599	1317	1709	
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	99	649	303	241	507	50	298	99	218	88	65	62
RTOR Reduction (vph)	0	0	172	0	7	0	0	0	154	0	31	0
Lane Group Flow (vph)	99	649	131	241	550	0	298	99	64	88	96	0
Heavy Vehicles (%)	0%	1%	0%	0%	0%	2%	0%	0%	1%	0%	4%	2%
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	6		2	2			4		8	8		
Actuated Green, G (s)	58.0	47.5	47.5	58.0	50.9		28.0	21.9	32.4	28.0	11.3	
Effective Green, g (s)	58.0	47.5	47.5	58.0	50.9		28.0	21.9	32.4	28.0	11.3	
Actuated g/C Ratio	0.53	0.43	0.43	0.53	0.46		0.25	0.20	0.29	0.25	0.10	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	3.0	3.0	4.0	
Lane Grp Cap (vph)	464	812	697	304	1644		388	378	470	362	175	
v/s Ratio Prot	0.01	c0.34		c0.08	0.15		c0.12	0.05	0.01	0.01	0.06	
v/s Ratio Perm	0.10		0.08	0.34			c0.08		0.03	0.05		
v/c Ratio	0.21	0.80	0.19	0.79	0.33		0.77	0.26	0.14	0.24	0.55	
Uniform Delay, d1	13.2	27.1	19.3	37.9	18.8		36.6	37.2	28.5	32.1	46.9	
Progression Factor	0.67	0.71	0.17	0.65	0.58		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	7.9	0.6	11.7	0.5		8.8	0.5	0.1	0.4	4.6	
Delay (s)	9.0	27.2	3.9	36.2	11.4		45.5	37.7	28.7	32.5	51.5	
Level of Service	A	C	A	D	B		D	D	C	C	D	
Approach Delay (s)		18.7			18.9			38.3			43.7	
Approach LOS		B			B			D			D	

Intersection Summary

HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Business Entrance/Hopeman Parkway & W. Main Street

05/10/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBR
Lane Group Flow (vph)	504	514	514	54	6	77	353
v/c Ratio	0.73	0.36	0.63	0.07	0.05	0.54	0.41
Control Delay	15.6	6.3	29.9	0.2	45.0	61.7	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	6.3	29.9	0.2	45.0	61.7	4.9
Queue Length 50th (ft)	118	86	277	0	3	52	15
Queue Length 95th (ft)	#307	282	453	0	17	#119	76
Internal Link Dist (ft)		305	255		83		
Turn Bay Length (ft)	200						
Base Capacity (vph)	700	1434	821	789	133	142	880
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.36	0.63	0.07	0.05	0.54	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

4: Vedette Avenue/Business Entrance & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	4	779	130	148	753	111	207
v/c Ratio	0.01	0.63	0.12	0.35	0.53	0.53	0.45
Control Delay	1.2	6.0	0.3	4.9	5.6	54.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.2	6.0	0.3	4.9	5.6	54.0	3.2
Queue Length 50th (ft)	0	71	0	10	57	75	0
Queue Length 95th (ft)	m1	53	m0	18	571	128	0
Internal Link Dist (ft)		586			159		316
Turn Bay Length (ft)	100		130	150		145	
Base Capacity (vph)	508	1256	1100	417	1430	242	484
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.62	0.12	0.35	0.53	0.46	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

10: K Mart/Big Lots & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	15	877	12	3	765	40	23	49
v/c Ratio	0.03	0.61	0.01	0.01	0.54	0.03	0.23	0.36
Control Delay	3.0	6.3	0.0	3.3	6.6	0.1	52.5	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	6.3	0.0	3.3	6.6	0.1	52.5	44.8
Queue Length 50th (ft)	1	119	0	0	115	0	14	25
Queue Length 95th (ft)	m3	342	m0	m1	219	m0	42	62
Internal Link Dist (ft)		434			331		271	274
Turn Bay Length (ft)	125		135	120		130		
Base Capacity (vph)	445	1431	1387	381	1409	1397	98	300
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.61	0.01	0.01	0.54	0.03	0.23	0.16

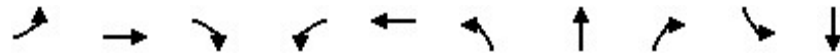
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

11: Lew Dewitt Boulevard/Pelham Drive & W. Main Street

05/10/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	99	649	303	241	557	298	99	218	88	127
v/c Ratio	0.21	0.78	0.34	0.79	0.33	0.79	0.26	0.34	0.24	0.68
Control Delay	7.7	26.2	1.4	36.1	10.7	50.3	41.2	4.2	30.8	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.7	26.2	1.4	36.1	10.7	50.3	41.2	4.2	30.8	54.0
Queue Length 50th (ft)	20	416	2	58	77	175	62	0	45	64
Queue Length 95th (ft)	31	309	5	#142	89	#266	113	42	87	#149
Internal Link Dist (ft)		434			424		592			267
Turn Bay Length (ft)	120		200	135		315			100	
Base Capacity (vph)	471	848	895	317	1726	379	378	632	368	188
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.77	0.34	0.76	0.32	0.79	0.26	0.34	0.24	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

LANE SUMMARY

 Site: **Low Dewitt Roundabout**

New Site
Roundabout

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist ft				
South: Low Dewitt Boulevard													
Lane 1 ^d	390	0.0	550	0.708	100	24.4	LOS C	3.7	92.5	Full	670	0.0	0.0
Lane 2	218	1.0	521	0.418	100	13.9	LOS B	1.5	37.6	Full	670	0.0	0.0
Approach	607	0.4		0.708		20.6	LOS C	3.7	92.5				
East: US 250													
Lane 1 ^d	394	0.4	608	0.647	100	19.4	LOS C	4.4	109.7	Full	500	0.0	0.0
Lane 2	392	0.9	605	0.647	100	19.5	LOS C	4.3	109.3	Short	350	0.0	NA
Approach	785	0.6		0.647		19.4	LOS C	4.4	109.7				
North: Pelham Drive													
Lane 1 ^d	190	2.0	467	0.408	100	15.0	LOS B	1.3	32.7	Full	710	0.0	0.0
Approach	190	2.0		0.408		15.0	LOS B	1.3	32.7				
West: US 250													
Lane 1 ^d	619	0.0	693	0.893	100	37.2	LOS E	12.6	314.0	Full	515	0.0	0.0
Lane 2	432	1.4	684	0.631	71 ⁶	17.0	LOS C	4.3	107.5	Full	515	0.0	0.0
Approach	1051	0.6		0.893		28.9	LOS D	12.6	314.0				
Intersection	2634	0.6		0.893		23.2	LOS C	12.6	314.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

⁶ Lane under-utilisation due to downstream effects

^d Dominant lane on roundabout approach

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ATCS, PLC | Processed: Wednesday, December 4, 2019 12:26:13 PM

Project: S:\Projects\007073_VDOT_STARS_IV\Study 5 - US Route 250\Traffic Analysis\Future Analysis Models\Low Dewitt Roundabout\STARS 250 Alternative 3 Roundabout.sip6

Existing Traffic Data

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 1-Hopeman Pkwy and US 250 AM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Hopeman Pkwy Southbound						US 250 Westbound						Business Ent/Exit Northbound						US 250 Eastbound						Business Ent Northeastbound						Int. Total
	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	
07:00 AM	61	0	0	13	0	74	7	49	0	0	0	56	0	0	0	0	0	0	0	0	35	38	0	73	0	0	0	0	0	0	203
07:15 AM	75	0	0	25	0	100	8	52	0	0	0	60	0	0	0	0	0	0	0	0	61	50	0	111	0	0	0	0	0	0	271
07:30 AM	62	0	0	36	0	98	9	50	0	0	0	59	0	0	0	0	0	0	0	0	82	49	0	131	0	0	0	0	0	0	288
07:45 AM	77	0	0	31	0	108	12	64	0	0	0	76	0	2	0	0	0	2	0	1	109	61	0	171	0	0	0	0	0	0	357
Total	275	0	0	105	0	380	36	215	0	0	0	251	0	2	0	0	2	0	1	287	198	0	486	0	0	0	0	0	0	1119	
08:00 AM	88	0	0	37	0	125	10	82	0	0	0	92	0	0	0	0	0	0	1	0	71	49	0	121	0	0	0	0	1	1	339
08:15 AM	76	0	0	24	0	100	15	80	0	0	0	95	0	0	0	0	0	0	0	0	66	44	0	110	0	0	0	0	0	0	305
08:30 AM	91	0	0	21	0	112	4	62	0	1	0	67	0	0	0	0	0	0	0	0	75	32	0	107	0	0	0	0	2	2	288
08:45 AM	68	0	0	15	0	83	4	73	0	0	0	77	0	1	0	0	0	1	0	0	67	44	0	111	0	0	0	0	0	0	272
Total	323	0	0	97	0	420	33	297	0	1	0	331	0	1	0	0	1	1	0	279	169	0	449	0	0	0	0	3	3	1204	
Grand Total	598	0	0	202	0	800	69	512	0	1	0	582	0	3	0	0	3	1	1	566	367	0	935	0	0	0	0	3	3	2323	
Apprch %	74.8	0	0	25.2	0		11.9	88	0	0.2	0		0	100	0	0	0	0.1	0.1	60.5	39.3	0		0	0	0	0	100			
Total %	25.7	0	0	8.7	0	34.4	3	22	0	0	0	25.1	0	0.1	0	0	0.1	0	0	24.4	15.8	0	40.2	0	0	0	0	0.1	0.1		

Start Time	Hopeman Pkwy Southbound						US 250 Westbound						Business Ent/Exit Northbound						US 250 Eastbound						Business Ent Northeastbound						Int. Total
	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:30 AM																															
07:30 AM	62	0	0	36	0	98	9	50	0	0	0	59	0	0	0	0	0	0	0	0	82	49	0	131	0	0	0	0	0	0	288
07:45 AM	77	0	0	31	0	108	12	64	0	0	0	76	0	2	0	0	2	0	0	1	109	61	0	171	0	0	0	0	0	0	357
08:00 AM	88	0	0	37	0	125	10	82	0	0	0	92	0	0	0	0	0	1	0	71	49	0	121	0	0	0	0	0	0	339	
08:15 AM	76	0	0	24	0	100	15	80	0	0	0	95	0	0	0	0	0	0	0	66	44	0	110	0	0	0	0	0	0	305	
Total Volume	303	0	0	128	0	431	46	276	0	0	0	322	0	2	0	0	2	1	1	328	203	0	533	0	0	0	0	0	0	1288	
% App. Total	70.3	0	0	29.7	0		14.3	85.7	0	0			0	100	0	0		0.2	0.2	61.5	38.1	0		0	0	0	0				
PHF	.861	.000	.000	.865	.862		.767	.841	.000	.000	.847		.000	.250	.000	.000	.250	.250	.250	.752	.832	.779		.000	.000	.000	.000	.000	.902		

Peggy Malone & Associates, Inc.
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File Name : 1-Hopeman Pkwy and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Hopeman Pkwy Southbound						US 250 Westbound						Business Ent/Exit Northbound						US 250 Eastbound						Business Ent Northeastbound						Int. Total
	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	
03:30 PM	77	0	0	26	0	103	8	106	0	0	0	114	0	1	0	0	0	1	4	0	93	78	0	175	0	0	0	0	0	0	393
03:45 PM	89	0	0	21	0	110	8	87	0	2	0	97	1	0	1	0	0	2	1	0	98	94	0	193	0	0	0	0	0	0	402
Total	166	0	0	47	0	213	16	193	0	2	0	211	1	1	1	0	0	3	5	0	191	172	0	368	0	0	0	0	0	0	795
04:00 PM	91	0	0	23	0	114	13	95	0	1	0	109	2	0	1	0	0	3	1	0	101	82	0	184	0	0	0	0	0	0	410
04:15 PM	74	0	0	11	0	85	11	86	0	1	0	98	0	1	1	0	0	2	1	0	111	79	0	191	0	0	0	0	0	0	376
04:30 PM	87	1	0	13	0	101	12	89	0	2	0	103	1	0	4	0	0	5	1	1	100	85	0	187	0	0	0	0	0	0	396
04:45 PM	69	0	0	16	0	85	15	128	0	0	0	143	0	0	1	0	0	1	0	0	96	74	0	170	0	0	0	0	1	1	400
Total	321	1	0	63	0	385	51	398	0	4	0	453	3	1	7	0	0	11	3	1	408	320	0	732	0	0	0	0	1	1	1582
05:00 PM	68	0	0	15	0	83	10	126	0	0	0	136	1	1	1	0	0	3	1	0	133	97	0	231	0	0	0	0	0	0	453
05:15 PM	83	0	0	21	0	104	14	97	0	0	0	111	0	1	0	0	0	1	0	0	118	97	0	215	0	0	0	0	0	0	431
05:30 PM	88	0	0	12	0	100	8	97	0	0	0	105	0	1	0	0	0	1	0	0	104	104	0	208	0	0	0	0	0	0	414
05:45 PM	85	0	0	18	0	103	10	104	1	0	0	115	1	1	0	0	0	2	0	0	93	110	0	203	0	0	0	0	0	0	423
Total	324	0	0	66	0	390	42	424	1	0	0	467	2	4	1	0	0	7	1	0	448	408	0	857	0	0	0	0	0	0	1721
06:00 PM	81	0	0	22	0	103	10	95	0	0	0	105	0	0	0	0	0	0	0	0	108	68	0	176	0	0	0	0	0	0	384
06:15 PM	59	0	0	17	0	76	11	62	0	0	0	73	0	0	0	0	0	0	0	0	79	64	0	143	0	0	0	0	0	0	292
Grand Total	951	1	0	215	0	1167	130	1172	1	6	0	1309	6	6	9	0	0	21	9	1	1234	1032	0	2276	0	0	0	0	1	1	4774
Apprch %	81.5	0.1	0	18.4	0		9.9	89.5	0.1	0.5	0		28.6	28.6	42.9	0	0		0.4	0	54.2	45.3	0		0	0	0	0	100		
Total %	19.9	0	0	4.5	0	24.4	2.7	24.5	0	0.1	0	27.4	0.1	0.1	0.2	0	0	0.4	0.2	0	25.8	21.6	0	47.7	0	0	0	0	0	0	

Start Time	Hopeman Pkwy Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Business Ent Northeastbound					Int. Total
	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	68	0	0	15	83	10	126	0	0	136	1	1	1	0	3	1	0	133	97	231	0	0	0	0	0	453
05:15 PM	83	0	0	21	104	14	97	0	0	111	0	1	0	0	1	0	0	118	97	215	0	0	0	0	0	431
05:30 PM	88	0	0	12	100	8	97	0	0	105	0	1	0	0	1	0	0	104	104	208	0	0	0	0	0	414
05:45 PM	85	0	0	18	103	10	104	1	0	115	1	1	0	0	2	0	0	93	110	203	0	0	0	0	0	423
Total Volume	324	0	0	66	390	42	424	1	0	467	2	4	1	0	7	1	0	448	408	857	0	0	0	0	0	1721
% App. Total	83.1	0	0	16.9		9	90.8	0.2	0		28.6	57.1	14.3	0		0.1	0	52.3	47.6		0	0	0	0		
PHF	.920	.000	.000	.786	.938	.750	.841	.250	.000	.858	.500	1.00	.250	.000	.583	.250	.000	.842	.927	.927	.000	.000	.000	.000	.000	.950

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Alphin Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	5	1	0	6	0	89	0	89	64	0	0	64	159
07:15 AM	3	0	0	3	0	140	0	140	109	0	0	109	252
07:30 AM	3	0	0	3	0	113	0	113	128	2	0	130	246
07:45 AM	5	0	0	5	0	142	0	142	161	5	0	166	313
Total	16	1	0	17	0	484	0	484	462	7	0	469	970
08:00 AM	4	0	0	4	0	155	0	155	143	0	0	143	302
08:15 AM	2	0	0	2	0	161	0	161	107	3	0	110	273
08:30 AM	2	0	0	2	0	148	0	148	109	3	0	112	262
08:45 AM	2	2	0	4	2	154	0	156	107	0	0	107	267
Total	10	2	0	12	2	618	0	620	466	6	0	472	1104
Grand Total	26	3	0	29	2	1102	0	1104	928	13	0	941	2074
Apprch %	89.7	10.3	0		0.2	99.8	0		98.6	1.4	0		
Total %	1.3	0.1	0	1.4	0.1	53.1	0	53.2	44.7	0.6	0	45.4	

Start Time	Alphin Ave Southbound			US 250 Westbound			US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	5	0	5	0	142	142	161	5	166	313
08:00 AM	4	0	4	0	155	155	143	0	143	302
08:15 AM	2	0	2	0	161	161	107	3	110	273
08:30 AM	2	0	2	0	148	148	109	3	112	262
Total Volume	13	0	13	0	606	606	520	11	531	1150
% App. Total	100	0		0	100		97.9	2.1		
PHF	.650	.000	.650	.000	.941	.941	.807	.550	.800	.919

Peggy Malone & Associates, Inc.
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File Name : 2-Alphin Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	5	0	5	6	1	0	7	12
07:15 AM	0	0	0	0	0	2	0	2	3	0	0	3	5
07:30 AM	1	0	0	1	0	6	0	6	6	1	0	7	14
07:45 AM	0	0	0	0	1	6	0	7	5	0	0	5	12
Total	1	0	0	1	1	19	0	20	20	2	0	22	43
08:00 AM	0	0	0	0	0	1	0	1	6	0	0	6	7
08:15 AM	0	0	0	0	0	3	0	3	5	0	0	5	8
08:30 AM	0	0	0	0	0	7	0	7	2	0	0	2	9
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	4
Total	0	0	0	0	0	15	0	15	13	0	0	13	28
Grand Total	1	0	0	1	1	34	0	35	33	2	0	35	71
Apprch %	100	0	0		2.9	97.1	0		94.3	5.7	0		
Total %	1.4	0	0	1.4	1.4	47.9	0	49.3	46.5	2.8	0	49.3	

Start Time	Alphin Ave Southbound			US 250 Westbound			US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	5	5	6	1	7	12
07:15 AM	0	0	0	0	2	2	3	0	3	5
07:30 AM	1	0	1	0	6	6	6	1	7	14
07:45 AM	0	0	0	1	6	7	5	0	5	12
Total Volume	1	0	1	1	19	20	20	2	22	43
% App. Total	100	0		5	95		90.9	9.1		
PHF	.250	.000	.250	.250	.792	.714	.833	.500	.786	.768

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File Name : 2-Alphin Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	5	1	0	6	0	94	0	94	70	1	0	71	171
07:15 AM	3	0	0	3	0	142	0	142	112	0	0	112	257
07:30 AM	4	0	0	4	0	119	0	119	134	3	0	137	260
07:45 AM	5	0	0	5	1	148	0	149	166	5	0	171	325
Total	17	1	0	18	1	503	0	504	482	9	0	491	1013
08:00 AM	4	0	0	4	0	156	0	156	149	0	0	149	309
08:15 AM	2	0	0	2	0	164	0	164	112	3	0	115	281
08:30 AM	2	0	0	2	0	155	0	155	111	3	0	114	271
08:45 AM	2	2	0	4	2	158	0	160	107	0	0	107	271
Total	10	2	0	12	2	633	0	635	479	6	0	485	1132
Grand Total	27	3	0	30	3	1136	0	1139	961	15	0	976	2145
Apprch %	90	10	0		0.3	99.7	0		98.5	1.5	0		
Total %	1.3	0.1	0	1.4	0.1	53	0	53.1	44.8	0.7	0	45.5	

Start Time	Alphin Ave Southbound			US 250 Westbound			US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	5	0	5	1	148	149	166	5	171	325
08:00 AM	4	0	4	0	156	156	149	0	149	309
08:15 AM	2	0	2	0	164	164	112	3	115	281
08:30 AM	2	0	2	0	155	155	111	3	114	271
Total Volume	13	0	13	1	623	624	538	11	549	1186
% App. Total	100	0		0.2	99.8		98	2		
PHF	.650	.000	.650	.250	.950	.951	.810	.550	.803	.912

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Alphin Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	3	1	1	5	0	178	0	178	172	3	1	176	359
03:45 PM	7	3	0	10	1	172	0	173	200	9	0	209	392
Total	10	4	1	15	1	350	0	351	372	12	1	385	751
04:00 PM	8	1	0	9	0	188	0	188	188	6	0	194	391
04:15 PM	6	2	0	8	2	160	0	162	176	5	0	181	351
04:30 PM	4	1	0	5	0	175	0	175	190	5	0	195	375
04:45 PM	10	1	1	12	0	192	0	192	165	7	0	172	376
Total	28	5	1	34	2	715	0	717	719	23	0	742	1493
05:00 PM	7	1	1	9	3	182	0	185	218	11	0	229	423
05:15 PM	9	1	0	10	0	192	0	192	218	3	0	221	423
05:30 PM	7	0	0	7	0	174	0	174	213	4	0	217	398
05:45 PM	7	1	0	8	1	190	0	191	208	6	0	214	413
Total	30	3	1	34	4	738	0	742	857	24	0	881	1657
06:00 PM	5	3	0	8	1	179	0	180	168	10	0	178	366
06:15 PM	3	1	0	4	0	126	0	126	156	7	0	163	293
Grand Total	76	16	3	95	8	2108	0	2116	2272	76	1	2349	4560
Apprch %	80	16.8	3.2		0.4	99.6	0		96.7	3.2	0		
Total %	1.7	0.4	0.1	2.1	0.2	46.2	0	46.4	49.8	1.7	0	51.5	

Start Time	Alphin Ave Southbound			US 250 Westbound			US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	7	1	8	3	182	185	218	11	229	422
05:15 PM	9	1	10	0	192	192	218	3	221	423
05:30 PM	7	0	7	0	174	174	213	4	217	398
05:45 PM	7	1	8	1	190	191	208	6	214	413
Total Volume	30	3	33	4	738	742	857	24	881	1656
% App. Total	90.9	9.1		0.5	99.5		97.3	2.7		
PHF	.833	.750	.825	.333	.961	.966	.983	.545	.962	.979

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Alphin Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	1	7	0	8	5	0	0	5	13
03:45 PM	0	0	0	0	0	2	0	2	5	0	0	5	7
Total	0	0	0	0	1	9	0	10	10	0	0	10	20
04:00 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
04:15 PM	1	0	0	1	0	4	0	4	3	0	0	3	8
04:30 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	1	0	0	1	0	9	0	9	9	0	0	9	19
05:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	6	5	0	0	5	11
06:00 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	1	0	0	1	1	28	0	29	26	0	0	26	56
Apprch %	100	0	0		3.4	96.6	0		100	0	0		
Total %	1.8	0	0	1.8	1.8	50	0	51.8	46.4	0	0	46.4	

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	1	7	0	8	5	0	0	5	13
03:45 PM	0	0	0	0	0	2	0	2	5	0	0	5	7
04:00 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
04:15 PM	1	0	0	1	0	4	0	4	3	0	0	3	8
Total Volume	1	0	0	1	1	14	0	15	16	0	0	16	32
% App. Total	100	0	0		6.7	93.3	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.500	.000	.469	.800	.000	.000	.800	.615

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Alphin Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Alphin Ave Southbound				US 250 Westbound				US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	3	1	1	5	1	185	0	186	177	3	1	181	372
03:45 PM	7	3	0	10	1	174	0	175	205	9	0	214	399
Total	10	4	1	15	2	359	0	361	382	12	1	395	771
04:00 PM	8	1	0	9	0	189	0	189	191	6	0	197	395
04:15 PM	7	2	0	9	2	164	0	166	179	5	0	184	359
04:30 PM	4	1	0	5	0	178	0	178	192	5	0	197	380
04:45 PM	10	1	1	12	0	193	0	193	166	7	0	173	378
Total	29	5	1	35	2	724	0	726	728	23	0	751	1512
05:00 PM	7	1	1	9	3	183	0	186	220	11	0	231	426
05:15 PM	9	1	0	10	0	192	0	192	220	3	0	223	425
05:30 PM	7	0	0	7	0	178	0	178	214	4	0	218	403
05:45 PM	7	1	0	8	1	191	0	192	208	6	0	214	414
Total	30	3	1	34	4	744	0	748	862	24	0	886	1668
06:00 PM	5	3	0	8	1	181	0	182	170	10	0	180	370
06:15 PM	3	1	0	4	0	128	0	128	156	7	0	163	295
Grand Total	77	16	3	96	9	2136	0	2145	2298	76	1	2375	4616
Apprch %	80.2	16.7	3.1		0.4	99.6	0		96.8	3.2	0		
Total %	1.7	0.3	0.1	2.1	0.2	46.3	0	46.5	49.8	1.6	0	51.5	

Start Time	Alphin Ave Southbound			US 250 Westbound			US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	7	1	8	3	183	186	220	11	231	425
05:15 PM	9	1	10	0	192	192	220	3	223	425
05:30 PM	7	0	7	0	178	178	214	4	218	403
05:45 PM	7	1	8	1	191	192	208	6	214	414
Total Volume	30	3	33	4	744	748	862	24	886	1667
% App. Total	90.9	9.1		0.5	99.5		97.3	2.7		
PHF	.833	.750	.825	.333	.969	.974	.980	.545	.959	.981

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Seybert Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	22	0	0	0	22	1	92	9	0	102	7	0	0	0	7	3	65	2	0	70	201
07:15 AM	14	2	1	0	17	0	121	15	0	136	6	0	4	0	10	4	103	4	0	111	274
07:30 AM	15	0	0	0	15	1	119	5	0	125	11	0	1	0	12	3	130	0	0	133	285
07:45 AM	11	0	0	0	11	2	136	4	0	142	13	0	0	0	13	4	157	3	0	164	330
Total	62	2	1	0	65	4	468	33	0	505	37	0	5	0	42	14	455	9	0	478	1090
08:00 AM	8	1	0	0	9	0	163	7	0	170	9	0	0	0	9	1	121	3	0	125	313
08:15 AM	15	1	0	0	16	1	145	17	0	163	7	0	2	0	9	0	108	2	0	110	298
08:30 AM	7	0	0	0	7	0	149	10	0	159	11	0	2	0	13	2	101	1	0	104	283
08:45 AM	6	0	0	0	6	1	137	5	0	143	6	0	2	0	8	3	112	2	0	117	274
Total	36	2	0	0	38	2	594	39	0	635	33	0	6	0	39	6	442	8	0	456	1168
Grand Total	98	4	1	0	103	6	1062	72	0	1140	70	0	11	0	81	20	897	17	0	934	2258
Apprch %	95.1	3.9	1	0		0.5	93.2	6.3	0		86.4	0	13.6	0		2.1	96	1.8	0		
Total %	4.3	0.2	0	0	4.6	0.3	47	3.2	0	50.5	3.1	0	0.5	0	3.6	0.9	39.7	0.8	0	41.4	

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	15	0	0	0	15	1	119	5	0	125	11	0	1	0	12	3	130	0	0	133	285
07:45 AM	11	0	0	0	11	2	136	4	0	142	13	0	0	0	13	4	157	3	0	164	330
08:00 AM	8	1	0	0	9	0	163	7	0	170	9	0	0	0	9	1	121	3	0	125	313
08:15 AM	15	1	0	0	16	1	145	17	0	163	7	0	2	0	9	0	108	2	0	110	298
Total Volume	49	2	0	0	51	4	563	33	0	600	40	0	3	0	43	8	516	8	0	532	1226
% App. Total	96.1	3.9	0	0		0.7	93.8	5.5	0		93	0	7	0		1.5	97	1.5	0		
PHF	.817	.500	.000	.000	.797	.500	.863	.485	.882		.769	.000	.375	.827		.500	.822	.667	.811	.929	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Seybert Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7	13
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	8	0	0	8	13
07:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
Total	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	1	21	0	0	22	42
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	6	0	0	6	8
08:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	8
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	1	13	0	0	14	2	0	0	0	2	0	11	1	0	12	28
Grand Total	0	0	0	0	0	1	31	2	0	34	2	0	0	0	2	1	32	1	0	34	70
Apprch %	0	0	0	0	0	2.9	91.2	5.9	0	100	100	0	0	0	0	2.9	94.1	2.9	0	0	
Total %	0	0	0	0	0	1.4	44.3	2.9	0	48.6	2.9	0	0	0	2.9	1.4	45.7	1.4	0	48.6	

Start Time	Seybert Ave Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	6	0	7	13
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:30 AM	0	0	0	0	0	3	2	5	0	0	0	0	0	8	0	8	13
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total Volume	0	0	0	0	0	18	2	20	0	0	0	0	1	21	0	22	42
% App. Total	0	0	0	0	0	90	10	100	0	0	0	0	4.5	95.5	0	100	
PHF	.000	.000	.000	.000	.000	.750	.250	.833	.000	.000	.000	.000	.250	.656	.000	.688	.808

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Seybert Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	22	0	0	0	22	1	98	9	0	108	7	0	0	0	7	4	71	2	0	77	214
07:15 AM	14	2	1	0	17	0	124	15	0	139	6	0	4	0	10	4	107	4	0	115	281
07:30 AM	15	0	0	0	15	1	122	7	0	130	11	0	1	0	12	3	138	0	0	141	298
07:45 AM	11	0	0	0	11	2	142	4	0	148	13	0	0	0	13	4	160	3	0	167	339
Total	62	2	1	0	65	4	486	35	0	525	37	0	5	0	42	15	476	9	0	500	1132
08:00 AM	8	1	0	0	9	1	163	7	0	171	10	0	0	0	10	1	127	3	0	131	321
08:15 AM	15	1	0	0	16	1	149	17	0	167	8	0	2	0	10	0	111	2	0	113	306
08:30 AM	7	0	0	0	7	0	155	10	0	165	11	0	2	0	13	2	103	1	0	106	291
08:45 AM	6	0	0	0	6	1	140	5	0	146	6	0	2	0	8	3	112	3	0	118	278
Total	36	2	0	0	38	3	607	39	0	649	35	0	6	0	41	6	453	9	0	468	1196
Grand Total	98	4	1	0	103	7	1093	74	0	1174	72	0	11	0	83	21	929	18	0	968	2328
Apprch %	95.1	3.9	1	0		0.6	93.1	6.3	0		86.7	0	13.3	0		2.2	96	1.9	0		
Total %	4.2	0.2	0	0	4.4	0.3	47	3.2	0	50.4	3.1	0	0.5	0	3.6	0.9	39.9	0.8	0	41.6	

Start Time	Seybert Ave Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	0	0	15	1	122	7	130	11	0	1	12	3	138	0	141	298
07:45 AM	11	0	0	11	2	142	4	148	13	0	0	13	4	160	3	167	339
08:00 AM	8	1	0	9	1	163	7	171	10	0	0	10	1	127	3	131	321
08:15 AM	15	1	0	16	1	149	17	167	8	0	2	10	0	111	2	113	306
Total Volume	49	2	0	51	5	576	35	616	42	0	3	45	8	536	8	552	1264
% App. Total	96.1	3.9	0		0.8	93.5	5.7		93.3	0	6.7		1.4	97.1	1.4		
PHF	.817	.500	.000	.797	.625	.883	.515	.901	.808	.000	.375	.865	.500	.838	.667	.826	.932

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 3-Seybert Ave and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	18	0	0	0	18	1	173	8	0	182	7	1	1	0	9	0	157	4	1	162	371
03:45 PM	9	0	0	0	9	1	172	6	0	179	14	0	1	1	16	4	190	6	0	200	404
Total	27	0	0	0	27	2	345	14	0	361	21	1	2	1	25	4	347	10	1	362	775
04:00 PM	10	1	0	0	11	4	173	12	0	189	10	0	0	1	11	4	171	7	0	182	393
04:15 PM	2	0	0	0	2	3	145	8	0	156	11	0	1	0	12	4	182	13	0	199	369
04:30 PM	6	0	1	0	7	1	172	17	0	190	15	0	3	0	18	3	183	10	0	196	411
04:45 PM	12	1	0	0	13	1	195	8	0	204	20	0	0	0	20	8	154	10	0	172	409
Total	30	2	1	0	33	9	685	45	0	739	56	0	4	1	61	19	690	40	0	749	1582
05:00 PM	4	1	0	1	6	4	182	7	2	195	10	0	2	2	14	2	241	13	0	256	471
05:15 PM	5	0	0	0	5	0	184	8	0	192	15	0	0	0	15	1	198	8	0	207	419
05:30 PM	9	0	0	0	9	2	173	11	0	186	10	0	0	0	10	5	209	12	0	226	431
05:45 PM	8	0	0	0	8	6	169	10	0	185	19	0	4	0	23	7	189	12	0	208	424
Total	26	1	0	1	28	12	708	36	2	758	54	0	6	2	62	15	837	45	0	897	1745
06:00 PM	2	0	0	0	2	3	166	12	0	181	19	0	2	0	21	2	170	9	0	181	385
06:15 PM	11	1	0	0	12	2	114	9	0	125	10	0	1	0	11	6	135	12	0	153	301
Grand Total	96	4	1	1	102	28	2018	116	2	2164	160	1	15	4	180	46	2179	116	1	2342	4788
Apprch %	94.1	3.9	1	1		1.3	93.3	5.4	0.1		88.9	0.6	8.3	2.2		2	93	5	0		
Total %	2	0.1	0	0	2.1	0.6	42.1	2.4	0	45.2	3.3	0	0.3	0.1	3.8	1	45.5	2.4	0	48.9	

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	1	0	0	5	4	182	7	2	193	10	0	2	2	12	2	241	13	0	256	466
05:15 PM	5	0	0	0	5	0	184	8	0	192	15	0	0	0	15	1	198	8	0	207	419
05:30 PM	9	0	0	0	9	2	173	11	0	186	10	0	0	0	10	5	209	12	0	226	431
05:45 PM	8	0	0	0	8	6	169	10	0	185	19	0	4	0	23	7	189	12	0	208	424
Total Volume	26	1	0	0	27	12	708	36	2	756	54	0	6	2	60	15	837	45	0	897	1740
% App. Total	96.3	3.7	0	0		1.6	93.7	4.8	0		90	0	10	0		1.7	93.3	5	0		
PHF	.722	.250	.000	.000	.750	.500	.962	.818	.979		.711	.000	.375	.652		.536	.868	.865	.876		.933

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Seybert Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	18
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	13
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	28	0	0	28	1	0	0	0	1	0	24	0	0	24	53
Apprch %	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	0	100	0	0	100	
Total %	0	0	0	0	0	0	52.8	0	0	52.8	1.9	0	0	0	1.9	0	45.3	0	0	45.3	

Start Time	Seybert Ave Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	27
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.000	.000	.000	.000	.000	.583	.000	.583	.563

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Seybert Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Seybert Ave Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	18	0	0	0	18	1	179	8	0	188	7	1	1	0	9	0	163	4	1	168	383
03:45 PM	9	0	0	0	9	1	173	6	0	180	14	0	1	1	16	4	193	6	0	203	408
Total	27	0	0	0	27	2	352	14	0	368	21	1	2	1	25	4	356	10	1	371	791
04:00 PM	10	1	0	0	11	4	174	12	0	190	10	0	0	1	11	4	175	7	0	186	398
04:15 PM	2	0	0	0	2	3	150	8	0	161	11	0	1	0	12	4	183	13	0	200	375
04:30 PM	6	0	1	0	7	1	175	17	0	193	15	0	3	0	18	3	186	10	0	199	417
04:45 PM	12	1	0	0	13	1	196	8	0	205	20	0	0	0	20	8	154	10	0	172	410
Total	30	2	1	0	33	9	695	45	0	749	56	0	4	1	61	19	698	40	0	757	1600
05:00 PM	4	1	0	1	6	4	183	7	2	196	10	0	2	2	14	2	243	13	0	258	474
05:15 PM	5	0	0	0	5	0	185	8	0	193	16	0	0	0	16	1	199	8	0	208	422
05:30 PM	9	0	0	0	9	2	176	11	0	189	10	0	0	0	10	5	209	12	0	226	434
05:45 PM	8	0	0	0	8	6	171	10	0	187	19	0	4	0	23	7	191	12	0	210	428
Total	26	1	0	1	28	12	715	36	2	765	55	0	6	2	63	15	842	45	0	902	1758
06:00 PM	2	0	0	0	2	3	168	12	0	183	19	0	2	0	21	2	172	9	0	183	389
06:15 PM	11	1	0	0	12	2	116	9	0	127	10	0	1	0	11	6	135	12	0	153	303
Grand Total	96	4	1	1	102	28	2046	116	2	2192	161	1	15	4	181	46	2203	116	1	2366	4841
Apprch %	94.1	3.9	1	1		1.3	93.3	5.3	0.1		89	0.6	8.3	2.2		1.9	93.1	4.9	0		
Total %	2	0.1	0	0	2.1	0.6	42.3	2.4	0	45.3	3.3	0	0.3	0.1	3.7	1	45.5	2.4	0	48.9	

Start Time	Seybert Ave Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	1	0	5	4	183	7	194	10	0	2	12	2	243	13	258	469
05:15 PM	5	0	0	5	0	185	8	193	16	0	0	16	1	199	8	208	422
05:30 PM	9	0	0	9	2	176	11	189	10	0	0	10	5	209	12	226	434
05:45 PM	8	0	0	8	6	171	10	187	19	0	4	23	7	191	12	210	428
Total Volume	26	1	0	27	12	715	36	763	55	0	6	61	15	842	45	902	1753
% App. Total	96.3	3.7	0		1.6	93.7	4.7		90.2	0	9.8		1.7	93.3	5		
PHF	.722	.250	.000	.750	.500	.966	.818	.983	.724	.000	.375	.663	.536	.866	.865	.874	.934

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Vedette Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	97	15	0	112	20	0	24	0	44	7	52	0	0	59	215
07:15 AM	0	0	0	0	0	0	123	18	0	141	25	0	17	0	42	12	85	0	0	97	280
07:30 AM	0	0	0	0	0	0	115	17	0	132	26	0	15	0	41	17	107	0	0	124	297
07:45 AM	0	0	0	0	0	0	124	23	0	147	37	0	18	0	55	9	126	0	0	135	337
Total	0	0	0	0	0	0	459	73	0	532	108	0	74	0	182	45	370	0	0	415	1129
08:00 AM	0	0	0	0	0	0	148	20	0	168	17	0	17	0	34	10	108	0	0	118	320
08:15 AM	0	0	0	0	0	0	143	22	0	165	19	0	14	0	33	6	89	0	0	95	293
08:30 AM	0	0	0	0	0	0	125	28	0	153	13	0	15	0	28	9	91	0	0	100	281
08:45 AM	0	0	0	0	0	0	121	20	0	141	13	0	11	0	24	7	103	0	0	110	275
Total	0	0	0	0	0	0	537	90	0	627	62	0	57	0	119	32	391	0	0	423	1169
Grand Total	0	0	0	0	0	0	996	163	0	1159	170	0	131	0	301	77	761	0	0	838	2298
Apprch %	0	0	0	0	0	0	85.9	14.1	0		56.5	0	43.5	0		9.2	90.8	0	0		
Total %	0	0	0	0	0	0	43.3	7.1	0	50.4	7.4	0	5.7	0	13.1	3.4	33.1	0	0	36.5	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	115	17	0	132	26	0	15	0	41	17	107	0	0	124	297
07:45 AM	0	0	0	0	0	0	124	23	0	147	37	0	18	0	55	9	126	0	0	135	337
08:00 AM	0	0	0	0	0	0	148	20	0	168	17	0	17	0	34	10	108	0	0	118	320
08:15 AM	0	0	0	0	0	0	143	22	0	165	19	0	14	0	33	6	89	0	0	95	293
Total Volume	0	0	0	0	0	0	530	82	0	612	99	0	64	0	163	42	430	0	0	472	1247
% App. Total	0	0	0	0	0	0	86.6	13.4	0		60.7	0	39.3	0		8.9	91.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.895	.891	.911		.669	.000	.889	.741		.618	.853	.000	.874		.925

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Vedette Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	0	4	0	0	4	13
07:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	2	3	0	0	5	9
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
07:45 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	1	0	0	1	9
Total	0	0	0	0	0	0	16	2	0	18	3	0	3	0	6	2	16	0	0	18	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7	0	0	8	9
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	1	2	0	0	3	11
08:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	1	0	0	0	1	6
Total	0	0	0	0	0	0	12	1	0	13	2	0	2	0	4	3	12	0	0	15	32
Grand Total	0	0	0	0	0	0	28	3	0	31	5	0	5	0	10	5	28	0	0	33	74
Apprch %	0	0	0	0	0	0	90.3	9.7	0		50	0	50	0		15.2	84.8	0	0		
Total %	0	0	0	0	0	0	37.8	4.1	0	41.9	6.8	0	6.8	0	13.5	6.8	37.8	0	0	44.6	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	0	4	0	0	4	13
07:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	2	3	0	0	5	9
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
07:45 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	1	0	0	1	9
Total Volume	0	0	0	0	0	0	16	2	0	18	3	0	3	0	6	2	16	0	0	18	42
% App. Total	0	0	0	0	0	0	88.9	11.1	0		50	0	50	0		11.1	88.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.667	.500	.750		.750	.000	.375	.500		.250	.500	.000	.563		.808

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Vedette Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	102	16	0	118	21	0	26	0	47	7	56	0	0	63	228
07:15 AM	0	0	0	0	0	0	125	19	0	144	26	0	17	0	43	14	88	0	0	102	289
07:30 AM	0	0	0	0	0	0	118	17	0	135	26	0	15	0	41	17	115	0	0	132	308
07:45 AM	0	0	0	0	0	0	130	23	0	153	38	0	19	0	57	9	127	0	0	136	346
Total	0	0	0	0	0	0	475	75	0	550	111	0	77	0	188	47	386	0	0	433	1171
08:00 AM	0	0	0	0	0	0	148	20	0	168	18	0	17	0	35	11	115	0	0	126	329
08:15 AM	0	0	0	0	0	0	146	22	0	168	19	0	14	0	33	6	92	0	0	98	299
08:30 AM	0	0	0	0	0	0	131	29	0	160	13	0	16	0	29	10	93	0	0	103	292
08:45 AM	0	0	0	0	0	0	124	20	0	144	14	0	12	0	26	8	103	0	0	111	281
Total	0	0	0	0	0	0	549	91	0	640	64	0	59	0	123	35	403	0	0	438	1201
Grand Total	0	0	0	0	0	0	1024	166	0	1190	175	0	136	0	311	82	789	0	0	871	2372
Apprch %	0	0	0	0	0	0	86.1	13.9	0		56.3	0	43.7	0		9.4	90.6	0	0		
Total %	0	0	0	0	0	0	43.2	7	0	50.2	7.4	0	5.7	0	13.1	3.5	33.3	0	0	36.7	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Vedette Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	0	0	0	118	17	135	26	0	15	41	17	115	0	132	308
07:45 AM	0	0	0	0	0	130	23	153	38	0	19	57	9	127	0	136	346
08:00 AM	0	0	0	0	0	148	20	168	18	0	17	35	11	115	0	126	329
08:15 AM	0	0	0	0	0	146	22	168	19	0	14	33	6	92	0	98	299
Total Volume	0	0	0	0	0	542	82	624	101	0	65	166	43	449	0	492	1282
% App. Total	0	0	0	0	0	86.9	13.1		60.8	0	39.2		8.7	91.3	0		
PHF	.000	.000	.000	.000	.000	.916	.891	.929	.664	.000	.855	.728	.632	.884	.000	.904	.926

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Vedette Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	156	32	0	188	35	0	28	0	63	15	140	1	0	156	407
03:45 PM	0	0	0	0	0	3	142	32	0	177	34	1	19	0	54	20	165	1	0	186	417
Total	0	0	0	0	0	3	298	64	0	365	69	1	47	0	117	35	305	2	0	342	824
04:00 PM	0	0	0	0	0	0	156	28	0	184	35	0	21	0	56	15	150	0	0	165	405
04:15 PM	0	0	0	0	0	1	119	31	0	151	30	0	23	0	53	26	171	0	0	197	401
04:30 PM	0	0	0	0	0	0	152	23	0	175	38	0	25	0	63	25	159	0	0	184	422
04:45 PM	0	0	0	0	0	4	178	22	0	204	30	0	28	0	58	24	143	1	0	168	430
Total	0	0	0	0	0	5	605	104	0	714	133	0	97	0	230	90	623	1	0	714	1658
05:00 PM	0	0	0	1	1	0	175	18	0	193	43	0	24	0	67	32	209	1	0	242	503
05:15 PM	0	0	0	0	0	1	164	22	0	187	44	0	26	0	70	34	162	1	0	197	454
05:30 PM	0	0	0	0	0	1	147	31	0	179	62	0	15	0	77	24	162	1	0	187	443
05:45 PM	0	0	0	0	0	2	161	23	0	186	49	0	20	0	69	18	164	0	0	182	437
Total	0	0	0	1	1	4	647	94	0	745	198	0	85	0	283	108	697	3	0	808	1837
06:00 PM	0	0	0	0	0	1	137	29	0	167	29	1	11	0	41	17	152	1	0	170	378
06:15 PM	0	0	0	0	0	2	105	21	0	128	31	1	13	0	45	14	121	2	0	137	310
Grand Total	0	0	0	1	1	15	1792	312	0	2119	460	3	253	0	716	264	1898	9	0	2171	5007
Apprch %	0	0	0	100		0.7	84.6	14.7	0		64.2	0.4	35.3	0		12.2	87.4	0.4	0		
Total %	0	0	0	0	0	0.3	35.8	6.2	0	42.3	9.2	0.1	5.1	0	14.3	5.3	37.9	0.2	0	43.4	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Vedette Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	0	0	0	0	0	175	18	193	43	0	24	67	32	209	1	242	502
05:15 PM	0	0	0	0	1	164	22	187	44	0	26	70	34	162	1	197	454
05:30 PM	0	0	0	0	1	147	31	179	62	0	15	77	24	162	1	187	443
05:45 PM	0	0	0	0	2	161	23	186	49	0	20	69	18	164	0	182	437
Total Volume	0	0	0	0	4	647	94	745	198	0	85	283	108	697	3	808	1836
% App. Total	0	0	0		0.5	86.8	12.6		70	0	30		13.4	86.3	0.4		
PHF	.000	.000	.000	.000	.500	.924	.758	.965	.798	.000	.817	.919	.794	.834	.750	.835	.914

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 4-Vedette Ave and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	4	0	0	4	12
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	7	0	0	7	16
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
04:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	8	2	0	10	0	0	1	0	1	0	8	0	0	8	19
05:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	0	4	0	0	4	11
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	22	5	0	27	3	0	1	0	4	0	21	0	0	21	52
Apprch %	0	0	0	0	0	0	81.5	18.5	0	27	75	0	25	0	4	0	100	0	0	0	0
Total %	0	0	0	0	0	0	42.3	9.6	0	51.9	5.8	0	1.9	0	7.7	0	40.4	0	0	40.4	0

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Vedette Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	5	1	6	2	0	0	2	0	4	0	4	12
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	0	1	6
Total Volume	0	0	0	0	0	11	2	13	2	0	0	2	0	12	0	12	27
% App. Total	0	0	0	0	0	84.6	15.4	27	100	0	0	25	0	100	0	25	0
PHF	.000	.000	.000	.000	.000	.550	.500	.542	.250	.000	.000	.250	.000	.750	.000	.750	.563

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Vedette Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Vedette Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	161	33	0	194	37	0	28	0	65	15	144	1	0	160	419
03:45 PM	0	0	0	0	0	3	143	32	0	178	34	1	19	0	54	20	168	1	0	189	421
Total	0	0	0	0	0	3	304	65	0	372	71	1	47	0	119	35	312	2	0	349	840
04:00 PM	0	0	0	0	0	0	157	28	0	185	35	0	21	0	56	15	154	0	0	169	410
04:15 PM	0	0	0	0	0	1	123	32	0	156	30	0	23	0	53	26	172	0	0	198	407
04:30 PM	0	0	0	0	0	0	155	23	0	178	38	0	25	0	63	25	162	0	0	187	428
04:45 PM	0	0	0	0	0	4	178	23	0	205	30	0	29	0	59	24	143	1	0	168	432
Total	0	0	0	0	0	5	613	106	0	724	133	0	98	0	231	90	631	1	0	722	1677
05:00 PM	0	0	0	1	1	0	175	19	0	194	44	0	24	0	68	32	211	1	0	244	507
05:15 PM	0	0	0	0	0	1	165	22	0	188	44	0	26	0	70	34	163	1	0	198	456
05:30 PM	0	0	0	0	0	1	148	32	0	181	62	0	15	0	77	24	162	1	0	187	445
05:45 PM	0	0	0	0	0	2	163	23	0	188	49	0	20	0	69	18	165	0	0	183	440
Total	0	0	0	1	1	4	651	96	0	751	199	0	85	0	284	108	701	3	0	812	1848
06:00 PM	0	0	0	0	0	1	139	29	0	169	29	1	11	0	41	17	154	1	0	172	382
06:15 PM	0	0	0	0	0	2	107	21	0	130	31	1	13	0	45	14	121	2	0	137	312
Grand Total	0	0	0	1	1	15	1814	317	0	2146	463	3	254	0	720	264	1919	9	0	2192	5059
Apprch %	0	0	0	100		0.7	84.5	14.8	0		64.3	0.4	35.3	0		12	87.5	0.4	0		
Total %	0	0	0	0	0	0.3	35.9	6.3	0	42.4	9.2	0.1	5	0	14.2	5.2	37.9	0.2	0	43.3	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Vedette Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
05:00 PM	0	0	0	0	0	175	19	194	44	0	24	68	32	211	1	244	506
05:15 PM	0	0	0	0	1	165	22	188	44	0	26	70	34	163	1	198	456
05:30 PM	0	0	0	0	1	148	32	181	62	0	15	77	24	162	1	187	445
05:45 PM	0	0	0	0	2	163	23	188	49	0	20	69	18	165	0	183	440
Total Volume	0	0	0	0	4	651	96	751	199	0	85	284	108	701	3	812	1847
% App. Total	0	0	0		0.5	86.7	12.8		70.1	0	29.9		13.3	86.3	0.4		
PHF	.000	.000	.000	.000	.500	.930	.750	.968	.802	.000	.817	.922	.794	.831	.750	.832	.913

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	2	114	0	0	116	3	0	3	0	6	1	55	1	0	57	179
07:15 AM	3	0	3	0	6	1	143	0	0	144	1	0	2	0	3	0	96	1	0	97	250
07:30 AM	0	0	1	0	1	1	128	0	0	129	3	0	0	0	3	0	123	0	0	123	256
07:45 AM	0	0	0	0	0	1	128	1	0	130	3	0	0	0	3	0	135	2	0	137	270
Total	3	0	4	0	7	5	513	1	0	519	10	0	5	0	15	1	409	4	0	414	955
08:00 AM	1	0	1	0	2	1	158	3	0	162	0	0	1	0	1	2	114	1	0	117	282
08:15 AM	1	0	1	0	2	2	151	0	0	153	0	0	1	0	1	0	100	1	0	101	257
08:30 AM	1	0	1	0	2	0	142	0	0	142	1	0	1	0	2	0	103	0	0	103	249
08:45 AM	1	0	0	0	1	2	124	1	0	127	0	0	0	0	0	2	114	1	0	117	245
Total	4	0	3	0	7	5	575	4	0	584	1	0	3	0	4	4	431	3	0	438	1033
Grand Total	7	0	7	0	14	10	1088	5	0	1103	11	0	8	0	19	5	840	7	0	852	1988
Apprch %	50	0	50	0		0.9	98.6	0.5	0		57.9	0	42.1	0		0.6	98.6	0.8	0		
Total %	0.4	0	0.4	0	0.7	0.5	54.7	0.3	0	55.5	0.6	0	0.4	0	1	0.3	42.3	0.4	0	42.9	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	1	0	1	1	128	0	0	129	3	0	0	0	3	0	123	0	0	123	256
07:45 AM	0	0	0	0	0	1	128	1	0	130	3	0	0	0	3	0	135	2	0	137	270
08:00 AM	1	0	1	0	2	1	158	3	0	162	0	0	1	0	1	2	114	1	0	117	282
08:15 AM	1	0	1	0	2	2	151	0	0	153	0	0	1	0	1	0	100	1	0	101	257
Total Volume	2	0	3	0	5	5	565	4	0	574	6	0	2	0	8	2	472	4	0	478	1065
% App. Total	40	0	60	0		0.9	98.4	0.7	0		75	0	25	0		0.4	98.7	0.8	0		
PHF	.500	.000	.750	.000	.625	.625	.894	.333	.000	.886	.500	.000	.500	.000	.667	.250	.874	.500	.000	.872	.944

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	3	0	0	4	12
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	7
07:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	13
07:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10
Total	1	0	1	0	2	1	19	0	0	20	0	0	1	0	1	1	18	0	0	19	42
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	13	0	0	14	27
Grand Total	1	0	1	0	2	1	32	0	0	33	0	0	1	0	1	2	31	0	0	33	69
Apprch %	50	0	50	0		3	97	0	0		0	0	100	0		6.1	93.9	0	0		
Total %	1.4	0	1.4	0	2.9	1.4	46.4	0	0	47.8	0	0	1.4	0	1.4	2.9	44.9	0	0	47.8	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	3	0	0	4	12
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	7
07:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8	0	0	8	13
07:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10
Total Volume	1	0	1	0	2	1	19	0	0	20	0	0	1	0	1	1	18	0	0	19	42
% App. Total	50	0	50	0		5	95	0	0		0	0	100	0		5.3	94.7	0	0		
PHF	.250	.000	.250	.000	.500	.250	.679	.000	.000	.714	.000	.000	.250	.000	.250	.250	.563	.000	.000	.594	.808

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	2	121	0	0	123	3	0	3	0	6	2	58	1	0	61	191
07:15 AM	3	0	3	0	6	1	144	0	0	145	1	0	3	0	4	0	101	1	0	102	257
07:30 AM	0	0	1	0	1	2	132	0	0	134	3	0	0	0	3	0	131	0	0	131	269
07:45 AM	1	0	0	0	1	1	135	1	0	137	3	0	0	0	3	0	137	2	0	139	280
Total	4	0	5	0	9	6	532	1	0	539	10	0	6	0	16	2	427	4	0	433	997
08:00 AM	1	0	1	0	2	1	158	3	0	162	0	0	1	0	1	2	122	1	0	125	290
08:15 AM	1	0	1	0	2	2	153	0	0	155	0	0	1	0	1	0	103	1	0	104	262
08:30 AM	1	0	1	0	2	0	148	0	0	148	1	0	1	0	2	0	105	0	0	105	257
08:45 AM	1	0	0	0	1	2	129	1	0	132	0	0	0	0	0	3	114	1	0	118	251
Total	4	0	3	0	7	5	588	4	0	597	1	0	3	0	4	5	444	3	0	452	1060
Grand Total	8	0	8	0	16	11	1120	5	0	1136	11	0	9	0	20	7	871	7	0	885	2057
Apprch %	50	0	50	0		1	98.6	0.4	0		55	0	45	0		0.8	98.4	0.8	0		
Total %	0.4	0	0.4	0	0.8	0.5	54.4	0.2	0	55.2	0.5	0	0.4	0	1	0.3	42.3	0.3	0	43	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Carman Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	1	1	2	132	0	134	3	0	0	3	0	131	0	131	269
07:45 AM	1	0	0	1	1	135	1	137	3	0	0	3	0	137	2	139	280
08:00 AM	1	0	1	2	1	158	3	162	0	0	1	1	2	122	1	125	290
08:15 AM	1	0	1	2	2	153	0	155	0	0	1	1	0	103	1	104	262
Total Volume	3	0	3	6	6	578	4	588	6	0	2	8	2	493	4	499	1101
% App. Total	50	0	50		1	98.3	0.7		75	0	25		0.4	98.8	0.8		
PHF	.750	.000	.750	.750	.750	.915	.333	.907	.500	.000	.500	.667	.250	.900	.500	.897	.949

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	0	0	0	1	2	171	3	0	176	1	0	2	0	3	2	163	0	0	165	345
03:45 PM	1	0	2	0	3	1	160	0	0	161	0	0	1	0	1	1	182	1	0	184	349
Total	2	0	2	0	4	3	331	3	0	337	1	0	3	0	4	3	345	1	0	349	694
04:00 PM	1	0	1	0	2	0	159	2	0	161	1	0	0	0	1	1	166	0	0	167	331
04:15 PM	0	0	1	0	1	0	147	1	0	148	1	0	1	0	2	2	197	1	0	200	351
04:30 PM	0	0	0	0	0	0	168	3	0	171	1	0	3	0	4	2	190	0	0	192	367
04:45 PM	1	0	0	0	1	1	209	2	0	212	1	0	0	1	2	0	179	0	0	179	394
Total	2	0	2	0	4	1	683	8	0	692	4	0	4	1	9	5	732	1	0	738	1443
05:00 PM	0	0	1	0	1	0	191	2	0	193	1	0	0	0	1	3	242	0	0	245	440
05:15 PM	0	0	0	0	0	0	180	3	0	183	0	0	1	0	1	2	204	0	0	206	390
05:30 PM	0	0	1	0	1	1	162	5	0	168	1	0	0	0	1	1	193	0	0	194	364
05:45 PM	0	0	0	0	0	0	192	0	0	192	2	0	0	0	2	2	169	0	0	171	365
Total	0	0	2	0	2	1	725	10	0	736	4	0	1	0	5	8	808	0	0	816	1559
06:00 PM	0	0	0	0	0	0	152	2	0	154	3	0	0	0	3	1	166	0	0	167	324
06:15 PM	0	0	0	0	0	0	111	1	0	112	1	0	0	0	1	0	131	0	0	131	244
Grand Total	4	0	6	0	10	5	2002	24	0	2031	13	0	8	1	22	17	2182	2	0	2201	4264
Apprch %	40	0	60	0		0.2	98.6	1.2	0		59.1	0	36.4	4.5		0.8	99.1	0.1	0		
Total %	0.1	0	0.1	0	0.2	0.1	47	0.6	0	47.6	0.3	0	0.2	0	0.5	0.4	51.2	0	0	51.6	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	0	0	0	0	0	168	3	0	171	1	0	3	0	4	2	190	0	0	192	367
04:45 PM	1	0	0	0	1	1	209	2	0	212	1	0	0	0	1	0	179	0	0	179	393
05:00 PM	0	0	1	0	1	0	191	2	0	193	1	0	0	0	1	3	242	0	0	245	440
05:15 PM	0	0	0	0	0	0	180	3	0	183	0	0	1	0	1	2	204	0	0	206	390
Total Volume	1	0	1	0	2	1	748	10	0	759	3	0	4	0	7	7	815	0	0	822	1590
% App. Total	50	0	50	0		0.1	98.6	1.3	0		42.9	0	57.1	0		0.9	99.1	0	0		
PHF	.250	.000	.250	.000	.500	.250	.895	.833	.895	.895	.750	.000	.333	.438	.438	.583	.842	.000	.839	.839	.903

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	11
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	7	0	0	8	15
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
04:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	7	0	0	7	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	1	19	0	0	20	44
Apprch %	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	5	95	0	0	5	
Total %	0	0	0	0	0	0	52.3	0	0	52.3	2.3	0	0	0	2.3	2.3	43.2	0	0	45.5	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Carman Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	1	4	0	5	11
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	0	0	0	6
Total Volume	0	0	0	0	0	13	0	13	1	0	0	1	1	11	0	12	26
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	8.3	91.7	0	100	
PHF	.000	.000	.000	.000	.000	.542	.000	.542	.250	.000	.000	.250	.250	.688	.000	.600	.591

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Carman Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Carman Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	0	0	0	1	2	177	3	0	182	1	0	2	0	3	3	167	0	0	170	356
03:45 PM	1	0	2	0	3	1	161	0	0	162	0	0	1	0	1	1	185	1	0	187	353
Total	2	0	2	0	4	3	338	3	0	344	1	0	3	0	4	4	352	1	0	357	709
04:00 PM	1	0	1	0	2	0	160	2	0	162	1	0	0	0	1	1	170	0	0	171	336
04:15 PM	0	0	1	0	1	0	152	1	0	153	2	0	1	0	3	2	197	1	0	200	357
04:30 PM	0	0	0	0	0	0	171	3	0	174	1	0	3	0	4	2	193	0	0	195	373
04:45 PM	1	0	0	0	1	1	210	2	0	213	1	0	0	1	2	0	179	0	0	179	395
Total	2	0	2	0	4	1	693	8	0	702	5	0	4	1	10	5	739	1	0	745	1461
05:00 PM	0	0	1	0	1	0	191	2	0	193	1	0	0	0	1	3	244	0	0	247	442
05:15 PM	0	0	0	0	0	0	181	3	0	184	0	0	1	0	1	2	205	0	0	207	392
05:30 PM	0	0	1	0	1	1	163	5	0	169	1	0	0	0	1	1	193	0	0	194	365
05:45 PM	0	0	0	0	0	0	193	0	0	193	2	0	0	0	2	2	170	0	0	172	367
Total	0	0	2	0	2	1	728	10	0	739	4	0	1	0	5	8	812	0	0	820	1566
06:00 PM	0	0	0	0	0	0	153	2	0	155	3	0	0	0	3	1	167	0	0	168	326
06:15 PM	0	0	0	0	0	0	113	1	0	114	1	0	0	0	1	0	131	0	0	131	246
Grand Total	4	0	6	0	10	5	2025	24	0	2054	14	0	8	1	23	18	2201	2	0	2221	4308
Apprch %	40	0	60	0		0.2	98.6	1.2	0		60.9	0	34.8	4.3		0.8	99.1	0.1	0		
Total %	0.1	0	0.1	0	0.2	0.1	47	0.6	0	47.7	0.3	0	0.2	0	0.5	0.4	51.1	0	0	51.6	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Carman Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	0	0	0	0	0	171	3	174	1	0	3	4	2	193	0	195	373
04:45 PM	1	0	0	1	1	210	2	213	1	0	0	1	0	179	0	179	394
05:00 PM	0	0	1	1	0	191	2	193	1	0	0	1	3	244	0	247	442
05:15 PM	0	0	0	0	0	181	3	184	0	0	1	1	2	205	0	207	392
Total Volume	1	0	1	2	1	753	10	764	3	0	4	7	7	821	0	828	1601
% App. Total	50	0	50		0.1	98.6	1.3		42.9	0	57.1		0.8	99.2	0		
PHF	.250	.000	.250	.500	.250	.896	.833	.897	.750	.000	.333	.438	.583	.841	.000	.838	.906

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	118	0	0	118	2	0	4	0	6	0	61	0	0	61	185
07:15 AM	0	0	0	0	0	1	143	0	0	144	0	0	5	0	5	0	100	2	0	102	251
07:30 AM	0	0	0	0	0	0	126	1	0	127	2	0	3	0	5	4	116	0	0	120	252
07:45 AM	0	0	0	0	0	0	130	3	0	133	0	0	1	0	1	1	142	1	0	144	278
Total	0	0	0	0	0	1	517	4	0	522	4	0	13	0	17	5	419	3	0	427	966
08:00 AM	0	0	0	0	0	0	162	1	0	163	1	0	3	0	4	0	113	2	0	115	282
08:15 AM	2	0	0	0	2	1	157	1	0	159	1	0	0	0	1	0	95	0	0	95	257
08:30 AM	0	0	0	0	0	0	144	1	0	145	0	0	4	0	4	1	102	0	0	103	252
08:45 AM	1	0	1	0	2	2	124	0	0	126	1	0	1	0	2	0	119	1	0	120	250
Total	3	0	1	0	4	3	587	3	0	593	3	0	8	0	11	1	429	3	0	433	1041
Grand Total	3	0	1	0	4	4	1104	7	0	1115	7	0	21	0	28	6	848	6	0	860	2007
Apprch %	75	0	25	0		0.4	99	0.6	0		25	0	75	0		0.7	98.6	0.7	0		
Total %	0.1	0	0	0	0.2	0.2	55	0.3	0	55.6	0.3	0	1	0	1.4	0.3	42.3	0.3	0	42.9	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	0	126	1	0	127	2	0	3	0	5	4	116	0	0	120	252
07:45 AM	0	0	0	0	0	0	130	3	0	133	0	0	1	0	1	1	142	1	0	144	278
08:00 AM	0	0	0	0	0	0	162	1	0	163	1	0	3	0	4	0	113	2	0	115	282
08:15 AM	2	0	0	0	2	1	157	1	0	159	1	0	0	0	1	0	95	0	0	95	257
Total Volume	2	0	0	0	2	1	575	6	0	582	4	0	7	0	11	5	466	3	0	474	1069
% App. Total	100	0	0	0		0.2	98.8	1	0		36.4	0	63.6	0		1.1	98.3	0.6	0		
PHF	.250	.000	.000	.000	.250	.250	.887	.500	.000	.893	.500	.000	.583	.000	.550	.313	.820	.375	.000	.823	.948

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	8	0	0	8	13
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
Total	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	19	0	0	19	40
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	6
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	15	0	0	16	29
Grand Total	0	0	0	0	0	0	33	0	0	33	0	0	1	0	1	1	34	0	0	35	69
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	2.9	97.1	0	0	100	
Total %	0	0	0	0	0	0	47.8	0	0	47.8	0	0	1.4	0	1.4	1.4	49.3	0	0	50.7	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Summercrest Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	8	0	8	13
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total Volume	0	0	0	0	0	20	0	20	0	0	1	1	0	19	0	19	40
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.000	.000	.250	.250	.000	.594	.000	.594	.769

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	125	0	0	125	2	0	4	0	6	0	65	0	0	65	196
07:15 AM	0	0	0	0	0	1	145	0	0	146	0	0	5	0	5	0	105	2	0	107	258
07:30 AM	0	0	0	0	0	0	130	1	0	131	2	0	4	0	6	4	124	0	0	128	265
07:45 AM	0	0	0	0	0	0	137	3	0	140	0	0	1	0	1	1	144	1	0	146	287
Total	0	0	0	0	0	1	537	4	0	542	4	0	14	0	18	5	438	3	0	446	1006
08:00 AM	0	0	0	0	0	0	162	1	0	163	1	0	3	0	4	0	122	2	0	124	291
08:15 AM	2	0	0	0	2	1	160	1	0	162	1	0	0	0	1	0	98	0	0	98	263
08:30 AM	0	0	0	0	0	0	150	1	0	151	0	0	4	0	4	1	104	0	0	105	260
08:45 AM	1	0	1	0	2	2	128	0	0	130	1	0	1	0	2	1	120	1	0	122	256
Total	3	0	1	0	4	3	600	3	0	606	3	0	8	0	11	2	444	3	0	449	1070
Grand Total	3	0	1	0	4	4	1137	7	0	1148	7	0	22	0	29	7	882	6	0	895	2076
Apprch %	75	0	25	0		0.3	99	0.6	0		24.1	0	75.9	0		0.8	98.5	0.7	0		
Total %	0.1	0	0	0	0.2	0.2	54.8	0.3	0	55.3	0.3	0	1.1	0	1.4	0.3	42.5	0.3	0	43.1	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Summercrest Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	0	0	0	130	1	131	2	0	4	6	4	124	0	128	265
07:45 AM	0	0	0	0	0	137	3	140	0	0	1	1	1	144	1	146	287
08:00 AM	0	0	0	0	0	162	1	163	1	0	3	4	0	122	2	124	291
08:15 AM	2	0	0	2	1	160	1	162	1	0	0	1	0	98	0	98	263
Total Volume	2	0	0	2	1	589	6	596	4	0	8	12	5	488	3	496	1106
% App. Total	100	0	0		0.2	98.8	1		33.3	0	66.7		1	98.4	0.6		
PHF	.250	.000	.000	.250	.250	.909	.500	.914	.500	.000	.500	.500	.313	.847	.375	.849	.950

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	185	0	0	185	1	0	0	0	1	1	163	0	0	164	350
03:45 PM	0	0	0	0	0	1	166	0	0	167	0	0	0	0	0	5	191	0	0	196	363
Total	0	0	0	0	0	1	351	0	0	352	1	0	0	0	1	6	354	0	0	360	713
04:00 PM	2	0	0	0	2	1	166	2	0	169	2	0	3	1	6	5	166	1	0	172	349
04:15 PM	3	0	1	0	4	1	143	0	0	144	1	0	2	0	3	2	199	0	0	201	352
04:30 PM	1	0	0	0	1	0	171	2	0	173	0	0	1	0	1	1	192	1	0	194	369
04:45 PM	1	0	1	0	2	0	208	3	0	211	0	0	1	1	2	0	170	2	0	172	387
Total	7	0	2	0	9	2	688	7	0	697	3	0	7	2	12	8	727	4	0	739	1457
05:00 PM	0	0	1	0	1	1	187	3	0	191	2	0	4	0	6	3	249	1	0	253	451
05:15 PM	0	0	0	0	0	1	175	6	0	182	2	1	2	1	6	5	202	0	0	207	395
05:30 PM	0	0	0	0	0	1	158	3	0	162	1	0	3	0	4	4	196	0	0	200	366
05:45 PM	0	0	1	0	1	0	181	3	0	184	4	0	0	0	4	2	173	0	0	175	364
Total	0	0	2	0	2	3	701	15	0	719	9	1	9	1	20	14	820	1	0	835	1576
06:00 PM	2	0	0	0	2	0	146	2	0	148	0	0	1	0	1	3	166	1	0	170	321
06:15 PM	1	0	0	0	1	0	114	1	0	115	2	0	1	0	3	0	131	1	0	132	251
Grand Total	10	0	4	0	14	6	2000	25	0	2031	15	1	18	3	37	31	2198	7	0	2236	4318
Apprch %	71.4	0	28.6	0		0.3	98.5	1.2	0		40.5	2.7	48.6	8.1		1.4	98.3	0.3	0		
Total %	0.2	0	0.1	0	0.3	0.1	46.3	0.6	0	47	0.3	0	0.4	0.1	0.9	0.7	50.9	0.2	0	51.8	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Summercrest Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	1	0	0	1	0	171	2	173	0	0	1	1	1	192	1	194	369
04:45 PM	1	0	1	2	0	208	3	211	0	0	1	1	0	170	2	172	386
05:00 PM	0	0	1	1	1	187	3	191	2	0	4	6	3	249	1	253	451
05:15 PM	0	0	0	0	1	175	6	182	2	1	2	5	5	202	0	207	394
Total Volume	2	0	2	4	2	741	14	757	4	1	8	13	9	813	4	826	1600
% App. Total	50	0	50		0.3	97.9	1.8		30.8	7.7	61.5		1.1	98.4	0.5		
PHF	.500	.000	.500	.500	.500	.891	.583	.897	.500	.250	.500	.542	.450	.816	.500	.816	.887

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	7	0	0	7	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	0	20	0	0	20	42
Apprch %	0	0	0	0	0	4.5	95.5	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	2.4	50	0	0	52.4	0	0	0	0	0	0	47.6	0	0	47.6	0

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Summercrest Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	1	12	0	13	0	0	0	0	0	12	0	12	25
% App. Total	0	0	0	0	7.7	92.3	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.250	.500	.000	.542	.000	.000	.000	.000	.000	.600	.000	.600	.568

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Summercrest Ave and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Summercrest Ave Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	191	0	0	191	1	0	0	0	1	1	168	0	0	169	361
03:45 PM	0	0	0	0	0	1	167	0	0	168	0	0	0	0	0	5	194	0	0	199	367
Total	0	0	0	0	0	1	358	0	0	359	1	0	0	0	1	6	362	0	0	368	728
04:00 PM	2	0	0	0	2	1	167	2	0	170	2	0	3	1	6	5	170	1	0	176	354
04:15 PM	3	0	1	0	4	2	147	0	0	149	1	0	2	0	3	2	199	0	0	201	357
04:30 PM	1	0	0	0	1	0	174	2	0	176	0	0	1	0	1	1	195	1	0	197	375
04:45 PM	1	0	1	0	2	0	209	3	0	212	0	0	1	1	2	0	170	2	0	172	388
Total	7	0	2	0	9	3	697	7	0	707	3	0	7	2	12	8	734	4	0	746	1474
05:00 PM	0	0	1	0	1	1	187	3	0	191	2	0	4	0	6	3	251	1	0	255	453
05:15 PM	0	0	0	0	0	1	176	6	0	183	2	1	2	1	6	5	203	0	0	208	397
05:30 PM	0	0	0	0	0	1	159	3	0	163	1	0	3	0	4	4	196	0	0	200	367
05:45 PM	0	0	1	0	1	0	181	3	0	184	4	0	0	0	4	2	174	0	0	176	365
Total	0	0	2	0	2	3	703	15	0	721	9	1	9	1	20	14	824	1	0	839	1582
06:00 PM	2	0	0	0	2	0	147	2	0	149	0	0	1	0	1	3	167	1	0	171	323
06:15 PM	1	0	0	0	1	0	116	1	0	117	2	0	1	0	3	0	131	1	0	132	253
Grand Total	10	0	4	0	14	7	2021	25	0	2053	15	1	18	3	37	31	2218	7	0	2256	4360
Apprch %	71.4	0	28.6	0		0.3	98.4	1.2	0		40.5	2.7	48.6	8.1		1.4	98.3	0.3	0		
Total %	0.2	0	0.1	0	0.3	0.2	46.4	0.6	0	47.1	0.3	0	0.4	0.1	0.8	0.7	50.9	0.2	0	51.7	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Summercrest Ave Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	1	0	0	1	0	174	2	176	0	0	1	1	1	195	1	197	375
04:45 PM	1	0	1	2	0	209	3	212	0	0	1	1	0	170	2	172	387
05:00 PM	0	0	1	1	1	187	3	191	2	0	4	6	3	251	1	255	453
05:15 PM	0	0	0	0	1	176	6	183	2	1	2	5	5	203	0	208	396
Total Volume	2	0	2	4	2	746	14	762	4	1	8	13	9	819	4	832	1611
% App. Total	50	0	50		0.3	97.9	1.8		30.8	7.7	61.5		1.1	98.4	0.5		
PHF	.500	.000	.500	.500	.500	.892	.583	.899	.500	.250	.500	.542	.450	.816	.500	.816	.889

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Barksdale Rd Southbound					US 250 Westbound					Business Entrance/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	0	2	0	5	0	121	0	0	121	0	0	0	0	0	0	57	0	0	57	183
07:15 AM	3	0	2	0	5	1	143	1	0	145	0	0	0	0	0	0	105	2	0	107	257
07:30 AM	4	0	10	0	14	0	128	0	0	128	0	0	0	0	0	0	110	3	0	113	255
07:45 AM	4	0	6	0	10	0	129	1	0	130	0	0	0	0	0	0	135	0	0	135	275
Total	14	0	20	0	34	1	521	2	0	524	0	0	0	0	0	0	407	5	0	412	970
08:00 AM	0	0	2	0	2	2	157	0	0	159	0	0	0	0	0	0	117	3	0	120	281
08:15 AM	3	0	5	0	8	3	143	1	0	147	0	0	0	0	0	0	100	1	0	101	256
08:30 AM	1	0	3	0	4	5	146	0	0	151	1	0	1	0	2	0	100	0	0	100	257
08:45 AM	5	0	4	0	9	2	128	1	0	131	0	0	0	0	0	0	118	0	0	118	258
Total	9	0	14	0	23	12	574	2	0	588	1	0	1	0	2	0	435	4	0	439	1052
Grand Total	23	0	34	0	57	13	1095	4	0	1112	1	0	1	0	2	0	842	9	0	851	2022
Apprch %	40.4	0	59.6	0		1.2	98.5	0.4	0		50	0	50	0		0	98.9	1.1	0		
Total %	1.1	0	1.7	0	2.8	0.6	54.2	0.2	0	55	0	0	0	0	0.1	0	41.6	0.4	0	42.1	

Start Time	Barksdale Rd Southbound					US 250 Westbound					Business Entrance/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	0	6		10	0	129	1		130	0	0	0		0	0	135	0		135	275
08:00 AM	0	0	2		2	2	157	0		159	0	0	0		0	0	117	3		120	281
08:15 AM	3	0	5		8	3	143	1		147	0	0	0		0	0	100	1		101	256
08:30 AM	1	0	3		4	5	146	0		151	1	0	1		2	0	100	0		100	257
Total Volume	8	0	16		24	10	575	2		587	1	0	1		2	0	452	4		456	1069
% App. Total	33.3	0	66.7			1.7	98	0.3			50	0	50			0	99.1	0.9			
PHF	.500	.000	.667		.600	.500	.916	.500		.923	.250	.000	.250		.250	.000	.837	.333		.844	.951

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Barksdale Rd Southbound					US 250 Westbound					Business Entrance/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	12
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
Total	0	0	1	0	1	1	19	0	0	20	0	0	0	0	0	0	17	0	0	17	38
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
08:45 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8
Total	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	0	18	0	0	18	34
Grand Total	0	0	2	0	2	2	33	0	0	35	0	0	0	0	0	0	35	0	0	35	72
Apprch %	0	0	100	0		5.7	94.3	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	2.8	0	2.8	2.8	45.8	0	0	48.6	0	0	0	0	0	0	48.6	0	0	48.6	

Start Time	Barksdale Rd Southbound					US 250 Westbound					Business Entrance/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	12
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
Total Volume	0	0	1	0	1	1	19	0	0	20	0	0	0	0	0	0	17	0	0	17	38
% App. Total	0	0	100	0		5	95	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250		.250	.250	.679	.000		.714	.000	.000	.000		.000	.000	.607	.000		.607	.792

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Barksdale Rd Southbound					US 250 Westbound					Business Entrance/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	3	0	2	0	5	0	127	0	0	127	0	0	0	0	0	0	61	0	0	61	193
07:15 AM	3	0	2	0	5	2	145	1	0	148	0	0	0	0	0	0	109	2	0	111	264
07:30 AM	4	0	11	0	15	0	132	0	0	132	0	0	0	0	0	0	117	3	0	120	267
07:45 AM	4	0	6	0	10	0	136	1	0	137	0	0	0	0	0	0	137	0	0	137	284
Total	14	0	21	0	35	2	540	2	0	544	0	0	0	0	0	0	424	5	0	429	1008
08:00 AM	0	0	2	0	2	2	158	0	0	160	0	0	0	0	0	0	126	3	0	129	291
08:15 AM	3	0	5	0	8	3	146	1	0	150	0	0	0	0	0	0	103	1	0	104	262
08:30 AM	1	0	3	0	4	5	152	0	0	157	1	0	1	0	2	0	104	0	0	104	267
08:45 AM	5	0	5	0	10	3	132	1	0	136	0	0	0	0	0	0	120	0	0	120	266
Total	9	0	15	0	24	13	588	2	0	603	1	0	1	0	2	0	453	4	0	457	1086
Grand Total	23	0	36	0	59	15	1128	4	0	1147	1	0	1	0	2	0	877	9	0	886	2094
Apprch %	39	0	61	0		1.3	98.3	0.3	0		50	0	50	0		0	99	1	0		
Total %	1.1	0	1.7	0	2.8	0.7	53.9	0.2	0	54.8	0	0	0	0	0.1	0	41.9	0.4	0	42.3	

Start Time	Barksdale Rd Southbound				US 250 Westbound				Business Entrance/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:15 AM	3	0	2	5	2	145	1	148	0	0	0	0	0	109	2	111	264
07:30 AM	4	0	11	15	0	132	0	132	0	0	0	0	0	117	3	120	267
07:45 AM	4	0	6	10	0	136	1	137	0	0	0	0	0	137	0	137	284
08:00 AM	0	0	2	2	2	158	0	160	0	0	0	0	0	126	3	129	291
Total Volume	11	0	21	32	4	571	2	577	0	0	0	0	0	489	8	497	1106
% App. Total	34.4	0	65.6		0.7	99	0.3		0	0	0		0	98.4	1.6		
PHF	.688	.000	.477	.533	.500	.903	.500	.902	.000	.000	.000	.000	.000	.892	.667	.907	.950

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 PM
Site Code :
Start Date : 8/20/2019
Page No : 1

Groups Printed- Car

Start Time	Barksdale Rd. Southbound					US250 Westbound					Business Driveway Northbound					US250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	0	3	0	4	6	183	0	0	189	0	0	1	0	1	1	212	1	0	214	408
03:45 PM	1	0	1	0	2	9	151	0	0	160	0	0	1	0	1	0	187	1	0	188	351
Total	2	0	4	0	6	15	334	0	0	349	0	0	2	0	2	1	399	2	0	402	759
04:00 PM	1	0	2	0	3	3	162	0	0	165	0	0	2	0	2	0	206	2	0	208	378
04:15 PM	1	0	2	0	3	4	162	0	0	166	0	0	1	0	1	0	183	1	0	184	354
04:30 PM	2	0	0	0	2	10	181	0	0	191	0	0	0	0	0	0	200	4	0	204	397
04:45 PM	2	0	3	0	5	7	181	0	0	188	0	0	0	0	0	0	172	2	0	174	367
Total	6	0	7	0	13	24	686	0	0	710	0	0	3	0	3	0	761	9	0	770	1496
05:00 PM	3	0	3	0	6	5	206	0	0	211	0	0	0	1	1	0	232	3	0	235	453
05:15 PM	4	0	5	0	9	3	187	0	0	190	0	0	0	0	0	0	191	3	0	194	393
05:30 PM	5	0	1	0	6	10	167	0	0	177	0	0	0	0	0	0	205	0	0	205	388
05:45 PM	1	0	6	0	7	5	147	0	0	152	0	0	0	0	0	0	150	10	0	160	319
Total	13	0	15	0	28	23	707	0	0	730	0	0	0	1	1	0	778	16	0	794	1553
06:00 PM	4	0	6	0	10	3	143	0	0	146	0	0	0	0	0	0	176	3	0	179	335
06:15 PM	1	0	3	0	4	6	115	0	0	121	0	0	0	0	0	0	171	3	0	174	299
Grand Total	26	0	35	0	61	71	1985	0	0	2056	0	0	5	1	6	1	2285	33	0	2319	4442
Apprch %	42.6	0	57.4	0		3.5	96.5	0	0		0	0	83.3	16.7		0	98.5	1.4	0		
Total %	0.6	0	0.8	0	1.4	1.6	44.7	0	0	46.3	0	0	0.1	0	0.1	0	51.4	0.7	0	52.2	

Start Time	Barksdale Rd. Southbound					US250 Westbound					Business Driveway Northbound					US250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	0	0	0	2	10	181	0	0	191	0	0	0	0	0	0	200	4	0	204	397
04:45 PM	2	0	3	0	5	7	181	0	0	188	0	0	0	0	0	0	172	2	0	174	367
05:00 PM	3	0	3	0	6	5	206	0	0	211	0	0	0	0	0	0	232	3	0	235	452
05:15 PM	4	0	5	0	9	3	187	0	0	190	0	0	0	0	0	0	191	3	0	194	393
Total Volume	11	0	11	0	22	25	755	0	0	780	0	0	0	0	0	0	795	12	0	807	1609
% App. Total	50	0	50	0		3.2	96.8	0	0		0	0	0	0		0	98.5	1.5	0		
PHF	.688	.000	.550	0	.611	.625	.916	.000	0	.924	.000	.000	.000	.000	.000	.000	.857	.750	0	.859	.890

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 PM
Site Code :
Start Date : 8/20/2019
Page No : 1

Groups Printed- Truck

Start Time	Barksdale Rd. Southbound					US250 Westbound					Business Driveway Northbound					US250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	9
03:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Total	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	10	0	0	10	19
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
Grand Total	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	0	19	0	0	19	42
Apprch %	0	0	0	0	0	8.7	91.3	0	0		0	0	0	0	0	0	100	0	0		
Total %	0	0	0	0	0	4.8	50	0	0	54.8	0	0	0	0	0	0	45.2	0	0	45.2	

Start Time	Barksdale Rd. Southbound				US250 Westbound				Business Driveway Northbound				US250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	9
03:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	11	0	12	0	0	0	0	0	12	0	12	24
% App. Total	0	0	0	0	8.3	91.7	0		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.250	.550	.000	.600	.000	.000	.000	.000	.000	.600	.000	.600	.600

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Barksdale Rd and US 250 PM
Site Code :
Start Date : 8/20/2019
Page No : 1

Groups Printed- Combined

Start Time	Barksdale Rd. Southbound					US250 Westbound					Business Driveway Northbound					US250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	0	3	0	4	7	186	0	0	193	0	0	1	0	1	1	217	1	0	219	417
03:45 PM	1	0	1	0	2	9	156	0	0	165	0	0	1	0	1	0	192	1	0	193	361
Total	2	0	4	0	6	16	342	0	0	358	0	0	2	0	2	1	409	2	0	412	778
04:00 PM	1	0	2	0	3	3	164	0	0	167	0	0	2	0	2	0	208	2	0	210	382
04:15 PM	1	0	2	0	3	4	163	0	0	167	0	0	1	0	1	0	183	1	0	184	355
04:30 PM	2	0	0	0	2	10	183	0	0	193	0	0	0	0	0	0	200	4	0	204	399
04:45 PM	2	0	3	0	5	7	181	0	0	188	0	0	0	0	0	0	174	2	0	176	369
Total	6	0	7	0	13	24	691	0	0	715	0	0	3	0	3	0	765	9	0	774	1505
05:00 PM	3	0	3	0	6	6	206	0	0	212	0	0	0	1	1	0	234	3	0	237	456
05:15 PM	4	0	5	0	9	3	187	0	0	190	0	0	0	0	0	0	191	3	0	194	393
05:30 PM	5	0	1	0	6	10	170	0	0	180	0	0	0	0	0	0	205	0	0	205	391
05:45 PM	1	0	6	0	7	5	147	0	0	152	0	0	0	0	0	0	151	10	0	161	320
Total	13	0	15	0	28	24	710	0	0	734	0	0	0	1	1	0	781	16	0	797	1560
06:00 PM	4	0	6	0	10	3	144	0	0	147	0	0	0	0	0	0	176	3	0	179	336
06:15 PM	1	0	3	0	4	6	119	0	0	125	0	0	0	0	0	0	173	3	0	176	305
Grand Total	26	0	35	0	61	73	2006	0	0	2079	0	0	5	1	6	1	2304	33	0	2338	4484
Apprch %	42.6	0	57.4	0		3.5	96.5	0	0		0	0	83.3	16.7		0	98.5	1.4	0		
Total %	0.6	0	0.8	0	1.4	1.6	44.7	0	0	46.4	0	0	0.1	0	0.1	0	51.4	0.7	0	52.1	

Start Time	Barksdale Rd. Southbound				US250 Westbound				Business Driveway Northbound				US250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	2	0	0	2	10	183	0	193	0	0	0	0	0	200	4	204	399
04:45 PM	2	0	3	5	7	181	0	188	0	0	0	0	0	174	2	176	369
05:00 PM	3	0	3	6	6	206	0	212	0	0	0	0	0	234	3	237	455
05:15 PM	4	0	5	9	3	187	0	190	0	0	0	0	0	191	3	194	393
Total Volume	11	0	11	22	26	757	0	783	0	0	0	0	0	799	12	811	1616
% App. Total	50	0	50		3.3	96.7	0		0	0	0		0	98.5	1.5		
PHF	.688	.000	.550	.611	.650	.919	.000	.923	.000	.000	.000	.000	.000	.854	.750	.855	.888

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	2	2	0	119	4	0	123	3	0	5	0	8	1	57	0	0	58	191
07:15 AM	0	0	0	0	0	3	134	5	0	142	3	0	1	0	4	1	104	2	0	107	253
07:30 AM	0	0	2	0	2	3	122	5	0	130	6	0	2	0	8	0	109	2	0	111	251
07:45 AM	0	0	1	0	1	1	118	6	0	125	1	0	1	0	2	2	132	0	0	134	262
Total	0	0	3	2	5	7	493	20	0	520	13	0	9	0	22	4	402	4	0	410	957
08:00 AM	2	0	1	0	3	0	155	6	0	161	11	0	2	0	13	0	107	1	0	108	285
08:15 AM	0	0	0	0	0	5	136	6	0	147	5	0	4	0	9	4	100	1	0	105	261
08:30 AM	1	0	2	0	3	0	134	5	0	139	4	0	1	0	5	0	100	1	0	101	248
08:45 AM	0	0	0	0	0	2	137	2	0	141	5	0	4	0	9	1	110	1	0	112	262
Total	3	0	3	0	6	7	562	19	0	588	25	0	11	0	36	5	417	4	0	426	1056
Grand Total	3	0	6	2	11	14	1055	39	0	1108	38	0	20	0	58	9	819	8	0	836	2013
Apprch %	27.3	0	54.5	18.2		1.3	95.2	3.5	0		65.5	0	34.5	0		1.1	98	1	0		
Total %	0.1	0	0.3	0.1	0.5	0.7	52.4	1.9	0	55	1.9	0	1	0	2.9	0.4	40.7	0.4	0	41.5	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	2		2	3	122	5		130	6	0	2		8	0	109	2		111	251
07:45 AM	0	0	1		1	1	118	6		125	1	0	1		2	2	132	0		134	262
08:00 AM	2	0	1		3	0	155	6		161	11	0	2		13	0	107	1		108	285
08:15 AM	0	0	0		0	5	136	6		147	5	0	4		9	4	100	1		105	261
Total Volume	2	0	4		6	9	531	23		563	23	0	9		32	6	448	4		458	1059
% App. Total	33.3	0	66.7			1.6	94.3	4.1			71.9	0	28.1			1.3	97.8	0.9			
PHF	.250	.000	.500		.500	.450	.856	.958		.874	.523	.000	.563		.615	.375	.848	.500		.854	.929

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	5	0	0	8	10
07:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
Total	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	3	16	0	0	19	39
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	4	0	0	4	11
08:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	1	1	0	0	2	8
Total	0	0	0	0	0	1	14	0	0	15	0	0	1	0	1	1	16	0	0	17	33
Grand Total	0	0	0	0	0	1	34	0	0	35	0	0	1	0	1	4	32	0	0	36	72
Apprch %	0	0	0	0	0	2.9	97.1	0	0	0	0	0	100	0	0	11.1	88.9	0	0	0	
Total %	0	0	0	0	0	1.4	47.2	0	0	48.6	0	0	1.4	0	1.4	5.6	44.4	0	0	50	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Bookersdale Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	3	5	0	8	10
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
07:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Total Volume	0	0	0	0	0	20	0	20	0	0	0	0	3	16	0	19	39
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	15.8	84.2	0	0	
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.000	.000	.000	.000	.250	.667	.000	.594	.886

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	2	2	0	125	4	0	129	3	0	5	0	8	1	59	0	0	60	199
07:15 AM	0	0	0	0	0	3	136	5	0	144	3	0	1	0	4	4	109	2	0	115	263
07:30 AM	0	0	2	0	2	3	127	5	0	135	6	0	2	0	8	0	115	2	0	117	262
07:45 AM	0	0	1	0	1	1	125	6	0	132	1	0	1	0	2	2	135	0	0	137	272
Total	0	0	3	2	5	7	513	20	0	540	13	0	9	0	22	7	418	4	0	429	996
08:00 AM	2	0	1	0	3	0	155	6	0	161	11	0	2	0	13	0	115	1	0	116	293
08:15 AM	0	0	0	0	0	5	139	6	0	150	5	0	4	0	9	4	103	1	0	108	267
08:30 AM	1	0	2	0	3	0	140	5	0	145	4	0	2	0	6	0	104	1	0	105	259
08:45 AM	0	0	0	0	0	3	142	2	0	147	5	0	4	0	9	2	111	1	0	114	270
Total	3	0	3	0	6	8	576	19	0	603	25	0	12	0	37	6	433	4	0	443	1089
Grand Total	3	0	6	2	11	15	1089	39	0	1143	38	0	21	0	59	13	851	8	0	872	2085
Apprch %	27.3	0	54.5	18.2		1.3	95.3	3.4	0		64.4	0	35.6	0		1.5	97.6	0.9	0		
Total %	0.1	0	0.3	0.1	0.5	0.7	52.2	1.9	0	54.8	1.8	0	1	0	2.8	0.6	40.8	0.4	0	41.8	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Bookersdale Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	2	2	3	127	5	135	6	0	2	8	0	115	2	117	262
07:45 AM	0	0	1	1	1	125	6	132	1	0	1	2	2	135	0	137	272
08:00 AM	2	0	1	3	0	155	6	161	11	0	2	13	0	115	1	116	293
08:15 AM	0	0	0	0	5	139	6	150	5	0	4	9	4	103	1	108	267
Total Volume	2	0	4	6	9	546	23	578	23	0	9	32	6	468	4	478	1094
% App. Total	33.3	0	66.7		1.6	94.5	4		71.9	0	28.1		1.3	97.9	0.8		
PHF	.250	.000	.500	.500	.450	.881	.958	.898	.523	.000	.563	.615	.375	.867	.500	.872	.933

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	1	2	0	4	2	173	6	0	181	9	0	4	0	13	3	153	0	0	156	354
03:45 PM	3	0	0	1	4	4	149	8	0	161	10	0	3	0	13	2	189	3	0	194	372
Total	4	1	2	1	8	6	322	14	0	342	19	0	7	0	26	5	342	3	0	350	726
04:00 PM	4	0	1	0	5	2	158	5	0	165	14	0	0	0	14	3	164	1	0	168	352
04:15 PM	0	0	2	0	2	1	145	7	0	153	7	0	6	1	14	4	196	1	0	201	370
04:30 PM	0	0	2	0	2	2	154	7	0	163	8	0	5	0	13	9	182	1	0	192	370
04:45 PM	2	0	2	0	4	4	188	7	0	199	5	0	3	0	8	10	165	1	0	176	387
Total	6	0	7	0	13	9	645	26	0	680	34	0	14	1	49	26	707	4	0	737	1479
05:00 PM	0	0	1	0	1	1	166	7	0	174	6	0	3	0	9	10	231	0	0	241	425
05:15 PM	1	0	1	0	2	1	186	10	0	197	9	0	2	1	12	1	190	0	0	191	402
05:30 PM	2	0	1	0	3	0	143	4	0	147	9	0	3	0	12	4	174	1	0	179	341
05:45 PM	1	1	1	0	3	1	165	10	0	176	5	0	3	0	8	4	181	1	0	186	373
Total	4	1	4	0	9	3	660	31	0	694	29	0	11	1	41	19	776	2	0	797	1541
06:00 PM	2	0	0	0	2	0	137	3	0	140	14	0	5	0	19	5	156	2	0	163	324
06:15 PM	1	0	0	0	1	1	105	6	0	112	11	0	1	0	12	5	117	1	0	123	248
Grand Total	17	2	13	1	33	19	1869	80	0	1968	107	0	38	2	147	60	2098	12	0	2170	4318
Apprch %	51.5	6.1	39.4	3		1	95	4.1	0		72.8	0	25.9	1.4		2.8	96.7	0.6	0		
Total %	0.4	0	0.3	0	0.8	0.4	43.3	1.9	0	45.6	2.5	0	0.9	0	3.4	1.4	48.6	0.3	0	50.3	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Bookersdale Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	0	0	2	2	2	154	7	163	8	0	5	13	9	182	1	192	370
04:45 PM	2	0	2	4	4	188	7	199	5	0	3	8	10	165	1	176	387
05:00 PM	0	0	1	1	1	166	7	174	6	0	3	9	10	231	0	241	425
05:15 PM	1	0	1	2	1	186	10	197	9	0	2	11	1	190	0	191	401
Total Volume	3	0	6	9	8	694	31	733	28	0	13	41	30	768	2	800	1583
% App. Total	33.3	0	66.7		1.1	94.7	4.2		68.3	0	31.7		3.8	96	0.2		
PHF	.375	.000	.750	.563	.500	.923	.775	.921	.778	.000	.650	.788	.750	.831	.500	.830	.931

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	8	0	0	8	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Grand Total	0	0	0	0	0	0	20	1	0	21	0	0	1	0	1	0	20	0	0	21	43
Apprch %	0	0	0	0	0	0	95.2	4.8	0	0	0	0	100	0	0	4.8	95.2	0	0	0	0
Total %	0	0	0	0	0	0	46.5	2.3	0	48.8	0	0	2.3	0	2.3	2.3	46.5	0	0	48.8	0

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Bookersdale Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	13	0	13	25
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.650	.000	.650	.694

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Bookersdale Rd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Bookersdale Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	1	2	0	4	2	177	6	0	185	9	0	4	0	13	3	158	0	0	161	363
03:45 PM	3	0	0	1	4	4	151	8	0	163	10	0	3	0	13	2	192	3	0	197	377
Total	4	1	2	1	8	6	328	14	0	348	19	0	7	0	26	5	350	3	0	358	740
04:00 PM	4	0	1	0	5	2	159	5	0	166	14	0	0	0	14	3	169	1	0	173	358
04:15 PM	0	0	2	0	2	1	150	7	0	158	7	0	6	1	14	4	196	1	0	201	375
04:30 PM	0	0	2	0	2	2	157	7	0	166	8	0	5	0	13	9	185	1	0	195	376
04:45 PM	2	0	2	0	4	4	188	8	0	200	5	0	3	0	8	10	165	1	0	176	388
Total	6	0	7	0	13	9	654	27	0	690	34	0	14	1	49	26	715	4	0	745	1497
05:00 PM	0	0	1	0	1	1	166	7	0	174	6	0	3	0	9	10	233	0	0	243	427
05:15 PM	1	0	1	0	2	1	187	10	0	198	9	0	3	1	13	1	190	0	0	191	404
05:30 PM	2	0	1	0	3	0	144	4	0	148	9	0	3	0	12	4	175	1	0	180	343
05:45 PM	1	1	1	0	3	1	166	10	0	177	5	0	3	0	8	4	181	1	0	186	374
Total	4	1	4	0	9	3	663	31	0	697	29	0	12	1	42	19	779	2	0	800	1548
06:00 PM	2	0	0	0	2	0	138	3	0	141	14	0	5	0	19	5	157	2	0	164	326
06:15 PM	1	0	0	0	1	1	106	6	0	113	11	0	1	0	12	6	117	1	0	124	250
Grand Total	17	2	13	1	33	19	1889	81	0	1989	107	0	39	2	148	61	2118	12	0	2191	4361
Apprch %	51.5	6.1	39.4	3		1	95	4.1	0		72.3	0	26.4	1.4		2.8	96.7	0.5	0		
Total %	0.4	0	0.3	0	0.8	0.4	43.3	1.9	0	45.6	2.5	0	0.9	0	3.4	1.4	48.6	0.3	0	50.2	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Bookersdale Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	0	0	2	2	2	157	7	166	8	0	5	13	9	185	1	195	376
04:45 PM	2	0	2	4	4	188	8	200	5	0	3	8	10	165	1	176	388
05:00 PM	0	0	1	1	1	166	7	174	6	0	3	9	10	233	0	243	427
05:15 PM	1	0	1	2	1	187	10	198	9	0	3	12	1	190	0	191	403
Total Volume	3	0	6	9	8	698	32	738	28	0	14	42	30	773	2	805	1594
% App. Total	33.3	0	66.7		1.1	94.6	4.3		66.7	0	33.3		3.7	96	0.2		
PHF	.375	.000	.750	.563	.500	.928	.800	.923	.778	.000	.700	.808	.750	.829	.500	.828	.933

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	4	116	0	0	120	0	0	0	0	0	0	55	0	0	55	176
07:15 AM	2	0	3	0	5	1	136	0	0	137	0	0	0	0	0	0	108	0	0	108	250
07:30 AM	2	0	2	0	4	0	121	0	0	121	0	0	0	0	0	0	105	2	0	107	232
07:45 AM	4	0	0	0	4	0	119	1	0	120	0	0	0	0	0	0	137	3	0	140	264
Total	8	0	6	0	14	5	492	1	0	498	0	0	0	0	0	0	405	5	0	410	922
08:00 AM	2	0	0	0	2	1	156	0	0	157	0	0	0	0	0	0	108	2	0	110	269
08:15 AM	1	0	0	0	1	2	138	1	0	141	0	0	0	0	0	0	107	1	0	108	250
08:30 AM	2	0	1	0	3	1	134	3	0	138	0	0	0	0	0	0	98	0	0	98	239
08:45 AM	0	0	1	0	1	2	138	1	0	141	0	0	0	0	0	0	108	2	0	110	252
Total	5	0	2	0	7	6	566	5	0	577	0	0	0	0	0	0	421	5	0	426	1010
Grand Total	13	0	8	0	21	11	1058	6	0	1075	0	0	0	0	0	0	826	10	0	836	1932
Apprch %	61.9	0	38.1	0		1	98.4	0.6	0		0	0	0	0	0	0	98.8	1.2	0		
Total %	0.7	0	0.4	0	1.1	0.6	54.8	0.3	0	55.6	0	0	0	0	0	0	42.8	0.5	0	43.3	

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	0	0	0	4	0	119	1	0	120	0	0	0	0	0	0	137	3	140	264	
08:00 AM	2	0	0	0	2	1	156	0	0	157	0	0	0	0	0	0	108	2	110	269	
08:15 AM	1	0	0	0	1	2	138	1	0	141	0	0	0	0	0	0	107	1	108	250	
08:30 AM	2	0	1	0	3	1	134	3	0	138	0	0	0	0	0	0	98	0	98	239	
Total Volume	9	0	1	0	10	4	547	5	0	556	0	0	0	0	0	0	450	6	456	1022	
% App. Total	90	0	10	0		0.7	98.4	0.9	0		0	0	0	0	0	0	98.7	1.3			
PHF	.563	.000	.250	.625		.500	.877	.417	.885		.000	.000	.000	.000		.000	.821	.500	.814	.950	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	9
07:30 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
07:45 AM	0	0	0	0	0	3	3	1	0	7	0	0	0	0	0	0	2	0	0	2	9
Total	0	0	1	0	1	5	16	1	0	22	0	0	0	0	0	0	18	0	0	18	41
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	8
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	13
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	0	16	0	0	16	32
Grand Total	0	0	3	0	3	5	30	1	0	36	0	0	0	0	0	0	34	0	0	34	73
Apprch %	0	0	100	0		13.9	83.3	2.8	0		0	0	0	0		0	100	0	0		
Total %	0	0	4.1	0	4.1	6.8	41.1	1.4	0	49.3	0	0	0	0	0	0	46.6	0	0	46.6	

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	9
07:30 AM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	13
07:45 AM	0	0	0	0	0	3	3	1	0	7	0	0	0	0	0	0	2	0	0	2	9
Total Volume	0	0	1	0	1	5	16	1	0	22	0	0	0	0	0	0	18	0	0	18	41
% App. Total	0	0	100	0		22.7	72.7	4.5	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250		.250	.417	.667	.250		.786	.000	.000	.000		.000	.000	.750	.000		.750	.788

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	5	121	0	0	126	0	0	0	0	0	0	59	0	0	59	186
07:15 AM	2	0	3	0	5	2	138	0	0	140	0	0	0	0	0	0	114	0	0	114	259
07:30 AM	2	0	3	0	5	0	127	0	0	127	0	0	0	0	0	0	111	2	0	113	245
07:45 AM	4	0	0	0	4	3	122	2	0	127	0	0	0	0	0	0	139	3	0	142	273
Total	8	0	7	0	15	10	508	2	0	520	0	0	0	0	0	0	423	5	0	428	963
08:00 AM	2	0	1	0	3	1	156	0	0	157	0	0	0	0	0	0	115	2	0	117	277
08:15 AM	1	0	0	0	1	2	141	1	0	144	0	0	0	0	0	0	110	1	0	111	256
08:30 AM	2	0	2	0	4	1	141	3	0	145	0	0	0	0	0	0	103	0	0	103	252
08:45 AM	0	0	1	0	1	2	142	1	0	145	0	0	0	0	0	0	109	2	0	111	257
Total	5	0	4	0	9	6	580	5	0	591	0	0	0	0	0	0	437	5	0	442	1042
Grand Total	13	0	11	0	24	16	1088	7	0	1111	0	0	0	0	0	0	860	10	0	870	2005
Apprch %	54.2	0	45.8	0		1.4	97.9	0.6	0		0	0	0	0	0	0	98.9	1.1	0		
Total %	0.6	0	0.5	0	1.2	0.8	54.3	0.3	0	55.4	0	0	0	0	0	0	42.9	0.5	0	43.4	

Start Time	Stonewall Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	0	0	4	3	122	2	127	0	0	0	0	0	139	3	142	273
08:00 AM	2	0	1	3	1	156	0	157	0	0	0	0	0	115	2	117	277
08:15 AM	1	0	0	1	2	141	1	144	0	0	0	0	0	110	1	111	256
08:30 AM	2	0	2	4	1	141	3	145	0	0	0	0	0	103	0	103	252
Total Volume	9	0	3	12	7	560	6	573	0	0	0	0	0	467	6	473	1058
% App. Total	75	0	25		1.2	97.7	1		0	0	0		0	98.7	1.3		
PHF	.563	.000	.375	.750	.583	.897	.500	.912	.000	.000	.000	.000	.000	.840	.500	.833	.955

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	3	0	0	0	3	1	175	1	0	177	0	0	0	0	0	0	159	4	0	163	343
03:45 PM	2	0	2	1	5	3	151	2	0	156	1	0	0	0	1	0	186	3	0	189	351
Total	5	0	2	1	8	4	326	3	0	333	1	0	0	0	1	0	345	7	0	352	694
04:00 PM	4	0	0	0	4	3	158	0	0	161	2	0	0	0	2	0	166	1	0	167	334
04:15 PM	1	0	1	0	2	2	147	0	0	149	0	0	0	1	1	0	206	4	0	210	362
04:30 PM	5	0	3	0	8	7	151	1	0	159	2	0	0	0	2	1	184	5	0	190	359
04:45 PM	1	0	2	0	3	3	189	1	0	193	3	0	0	0	3	1	172	3	0	176	375
Total	11	0	6	0	17	15	645	2	0	662	7	0	0	1	8	2	728	13	0	743	1430
05:00 PM	3	0	1	0	4	3	170	0	0	173	4	0	0	0	4	2	230	1	0	233	414
05:15 PM	4	0	4	0	8	3	175	1	0	179	2	0	0	1	3	0	181	1	0	182	372
05:30 PM	5	0	2	0	7	3	144	1	0	148	2	1	0	0	3	1	183	1	0	185	343
05:45 PM	0	0	2	0	2	5	170	0	0	175	2	0	0	0	2	0	168	0	0	168	347
Total	12	0	9	0	21	14	659	2	0	675	10	1	0	1	12	3	762	3	0	768	1476
06:00 PM	4	0	0	0	4	4	141	0	0	145	0	0	0	0	0	0	164	0	0	164	313
06:15 PM	0	0	0	0	0	1	102	2	0	105	2	0	0	0	2	0	120	1	0	121	228
Grand Total	32	0	17	1	50	38	1873	9	0	1920	20	1	0	2	23	5	2119	24	0	2148	4141
Apprch %	64	0	34	2		2	97.6	0.5	0		87	4.3	0	8.7		0.2	98.6	1.1	0		
Total %	0.8	0	0.4	0	1.2	0.9	45.2	0.2	0	46.4	0.5	0	0	0.6	0.1	51.2	0.6	0	51.9		

Start Time	Stonewall Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	5	0	3	8	7	151	1	159	2	0	0	2	1	184	5	190	359
04:45 PM	1	0	2	3	3	189	1	193	3	0	0	3	1	172	3	176	375
05:00 PM	3	0	1	4	3	170	0	173	4	0	0	4	2	230	1	233	414
05:15 PM	4	0	4	8	3	175	1	179	2	0	0	2	0	181	1	182	371
Total Volume	13	0	10	23	16	685	3	704	11	0	0	11	4	767	10	781	1519
% App. Total	56.5	0	43.5		2.3	97.3	0.4		100	0	0		0.5	98.2	1.3		
PHF	.650	.000	.625	.719	.571	.906	.750	.912	.688	.000	.000	.688	.500	.834	.500	.838	.917

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	9
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	14
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	20	0	0	20	40
Apprch %	0	0	0	0	0	5	95	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	2.5	47.5	0	0	50	0	0	0	0	0	0	50	0	0	50	0

Start Time	Stonewall Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	5	0	5	9
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	1	11	0	12	0	0	0	0	0	11	0	11	23
% App. Total	0	0	0	0	8.3	91.7	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.250	.550	.000	.600	.000	.000	.000	.000	.000	.550	.000	.550	.639

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Stonewall Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Stonewall Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	3	0	0	0	3	2	178	1	0	181	0	0	0	0	0	0	164	4	0	168	352
03:45 PM	2	0	2	1	5	3	153	2	0	158	1	0	0	0	1	0	189	3	0	192	356
Total	5	0	2	1	8	5	331	3	0	339	1	0	0	0	1	0	353	7	0	360	708
04:00 PM	4	0	0	0	4	3	159	0	0	162	2	0	0	0	2	0	169	1	0	170	338
04:15 PM	1	0	1	0	2	2	152	0	0	154	0	0	0	1	1	0	206	4	0	210	367
04:30 PM	5	0	3	0	8	7	154	1	0	162	2	0	0	0	2	1	187	5	0	193	365
04:45 PM	1	0	2	0	3	3	189	1	0	193	3	0	0	0	3	1	173	3	0	177	376
Total	11	0	6	0	17	15	654	2	0	671	7	0	0	1	8	2	735	13	0	750	1446
05:00 PM	3	0	1	0	4	3	170	0	0	173	4	0	0	0	4	2	232	1	0	235	416
05:15 PM	4	0	4	0	8	3	177	1	0	181	2	0	0	1	3	0	181	1	0	182	374
05:30 PM	5	0	2	0	7	3	145	1	0	149	2	1	0	0	3	1	184	1	0	186	345
05:45 PM	0	0	2	0	2	5	170	0	0	175	2	0	0	0	2	0	168	0	0	168	347
Total	12	0	9	0	21	14	662	2	0	678	10	1	0	1	12	3	765	3	0	771	1482
06:00 PM	4	0	0	0	4	4	142	0	0	146	0	0	0	0	0	0	165	0	0	165	315
06:15 PM	0	0	0	0	0	1	103	2	0	106	2	0	0	0	2	0	121	1	0	122	230
Grand Total	32	0	17	1	50	39	1892	9	0	1940	20	1	0	2	23	5	2139	24	0	2168	4181
Apprch %	64	0	34	2		2	97.5	0.5	0		87	4.3	0	8.7		0.2	98.7	1.1	0		
Total %	0.8	0	0.4	0	1.2	0.9	45.3	0.2	0	46.4	0.5	0	0	0.6	0.1	51.2	0.6	0	51.9		

Start Time	Stonewall Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	5	0	3	8	7	154	1	162	2	0	0	2	1	187	5	193	365
04:45 PM	1	0	2	3	3	189	1	193	3	0	0	3	1	173	3	177	376
05:00 PM	3	0	1	4	3	170	0	173	4	0	0	4	2	232	1	235	416
05:15 PM	4	0	4	8	3	177	1	181	2	0	0	2	0	181	1	182	373
Total Volume	13	0	10	23	16	690	3	709	11	0	0	11	4	773	10	787	1530
% App. Total	56.5	0	43.5		2.3	97.3	0.4		100	0	0		0.5	98.2	1.3		
PHF	.650	.000	.625	.719	.571	.913	.750	.918	.688	.000	.000	.688	.500	.833	.500	.837	.919

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	119	0	0	119	0	0	0	0	0	0	56	0	0	56	175
07:15 AM	0	0	0	0	0	1	135	0	0	136	0	0	1	0	1	0	106	0	0	106	243
07:30 AM	0	0	0	0	0	2	123	0	0	125	0	0	1	0	1	0	108	0	0	108	234
07:45 AM	1	0	1	0	2	2	120	0	0	122	1	0	2	0	3	2	135	0	0	137	264
Total	1	0	1	0	2	5	497	0	0	502	1	0	4	0	5	2	405	0	0	407	916
08:00 AM	0	0	0	0	0	0	154	0	0	154	0	0	3	0	3	1	111	0	0	112	269
08:15 AM	0	0	3	0	3	2	139	0	0	141	0	0	2	0	2	1	105	0	0	106	252
08:30 AM	0	0	2	0	2	3	134	0	0	137	0	0	1	0	1	1	94	0	0	95	235
08:45 AM	0	0	5	0	5	3	135	0	0	138	0	0	0	0	0	0	107	0	0	107	250
Total	0	0	10	0	10	8	562	0	0	570	0	0	6	0	6	3	417	0	0	420	1006
Grand Total	1	0	11	0	12	13	1059	0	0	1072	1	0	10	0	11	5	822	0	0	827	1922
Apprch %	8.3	0	91.7	0		1.2	98.8	0	0		9.1	0	90.9	0		0.6	99.4	0	0		
Total %	0.1	0	0.6	0	0.6	0.7	55.1	0	0	55.8	0.1	0	0.5	0	0.6	0.3	42.8	0	0	43	

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	1	0	1	0	2	2	120	0	0	122	1	0	2	0	3	2	135	0	0	137	264
08:00 AM	0	0	0	0	0	0	154	0	0	154	0	0	3	0	3	1	111	0	0	112	269
08:15 AM	0	0	3	0	3	2	139	0	0	141	0	0	2	0	2	1	105	0	0	106	252
08:30 AM	0	0	2	0	2	3	134	0	0	137	0	0	1	0	1	1	94	0	0	95	235
Total Volume	1	0	6	0	7	7	547	0	0	554	1	0	8	0	9	5	445	0	0	450	1020
% App. Total	14.3	0	85.7	0		1.3	98.7	0	0		11.1	0	88.9	0		1.1	98.9	0	0		
PHF	.250	.000	.500	.583		.583	.888	.000	.899		.250	.000	.667	.750		.625	.824	.000	.821		.948

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:45 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	13
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6
Total	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	1	18	0	0	19	36
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	8
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	5	0	0	5	13
08:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	1	12	0	0	13	0	0	3	0	3	0	16	0	0	16	32
Grand Total	0	0	0	0	0	1	28	0	0	29	0	0	4	0	4	1	34	0	0	35	68
Apprch %	0	0	0	0	0	3.4	96.6	0	0	0	0	0	100	0	0	2.9	97.1	0	0	0	
Total %	0	0	0	0	0	1.5	41.2	0	0	42.6	0	0	5.9	0	5.9	1.5	50	0	0	51.5	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
07:30 AM	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6	13
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	1	18	0	19	36
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	5.3	94.7	0	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.250	.250	.250	.750	.000	.792	.692

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 AM
 Site Code :
 Start Date : 8/13/2019
 Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	124	0	0	124	0	0	0	0	0	0	60	0	0	60	184
07:15 AM	0	0	0	0	0	1	137	0	0	138	0	0	1	0	1	0	112	0	0	112	251
07:30 AM	0	0	0	0	0	2	129	0	0	131	0	0	2	0	2	0	114	0	0	114	247
07:45 AM	1	0	1	0	2	2	123	0	0	125	1	0	2	0	3	3	137	0	0	140	270
Total	1	0	1	0	2	5	513	0	0	518	1	0	5	0	6	3	423	0	0	426	952
08:00 AM	0	0	0	0	0	0	154	0	0	154	0	0	4	0	4	1	118	0	0	119	277
08:15 AM	0	0	3	0	3	2	141	0	0	143	0	0	3	0	3	1	108	0	0	109	258
08:30 AM	0	0	2	0	2	4	140	0	0	144	0	0	2	0	2	1	99	0	0	100	248
08:45 AM	0	0	5	0	5	3	139	0	0	142	0	0	0	0	0	0	108	0	0	108	255
Total	0	0	10	0	10	9	574	0	0	583	0	0	9	0	9	3	433	0	0	436	1038
Grand Total	1	0	11	0	12	14	1087	0	0	1101	1	0	14	0	15	6	856	0	0	862	1990
Apprch %	8.3	0	91.7	0		1.3	98.7	0	0		6.7	0	93.3	0		0.7	99.3	0	0		
Total %	0.1	0	0.6	0	0.6	0.7	54.6	0	0	55.3	0.1	0	0.7	0	0.8	0.3	43	0	0	43.3	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	1	2	2	123	0	125	1	0	2	3	3	137	0	140	270
08:00 AM	0	0	0	0	0	154	0	154	0	0	4	4	1	118	0	119	277
08:15 AM	0	0	3	3	2	141	0	143	0	0	3	3	1	108	0	109	258
08:30 AM	0	0	2	2	4	140	0	144	0	0	2	2	1	99	0	100	248
Total Volume	1	0	6	7	8	558	0	566	1	0	11	12	6	462	0	468	1053
% App. Total	14.3	0	85.7		1.4	98.6	0		8.3	0	91.7		1.3	98.7	0		
PHF	.250	.000	.500	.583	.500	.906	.000	.919	.250	.000	.688	.750	.500	.843	.000	.836	.950

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	5	0	3	0	8	3	174	2	0	179	3	0	2	0	5	1	160	2	0	163	355
03:45 PM	2	0	4	0	6	12	142	0	0	154	2	1	1	0	4	2	182	1	0	185	349
Total	7	0	7	0	14	15	316	2	0	333	5	1	3	0	9	3	342	3	0	348	704
04:00 PM	3	0	3	0	6	13	141	2	0	156	1	0	2	0	3	4	162	1	0	167	332
04:15 PM	4	0	13	0	17	11	145	0	0	156	1	1	1	0	3	2	193	1	0	196	372
04:30 PM	3	0	8	0	11	5	148	0	0	153	3	0	0	0	3	3	180	0	0	183	350
04:45 PM	1	0	6	0	7	7	184	0	0	191	0	2	6	0	8	4	175	4	0	183	389
Total	11	0	30	0	41	36	618	2	0	656	5	3	9	0	17	13	710	6	0	729	1443
05:00 PM	4	0	5	0	9	9	164	2	0	175	1	1	4	0	6	1	232	4	0	237	427
05:15 PM	2	1	9	0	12	10	172	1	0	183	0	1	1	1	3	2	171	3	0	176	374
05:30 PM	4	0	10	0	14	9	144	0	0	153	1	1	2	0	4	3	173	2	0	178	349
05:45 PM	2	0	4	0	6	10	157	0	0	167	1	0	2	0	3	0	165	1	0	166	342
Total	12	1	28	0	41	38	637	3	0	678	3	3	9	1	16	6	741	10	0	757	1492
06:00 PM	2	1	10	0	13	5	137	0	0	142	1	0	5	0	6	0	153	1	0	154	315
06:15 PM	3	0	6	0	9	6	100	0	0	106	1	0	0	0	1	5	112	3	0	120	236
Grand Total	35	2	81	0	118	100	1808	7	0	1915	15	7	26	1	49	27	2058	23	0	2108	4190
Apprch %	29.7	1.7	68.6	0		5.2	94.4	0.4	0		30.6	14.3	53.1	2		1.3	97.6	1.1	0		
Total %	0.8	0	1.9	0	2.8	2.4	43.2	0.2	0	45.7	0.4	0.2	0.6	0	1.2	0.6	49.1	0.5	0	50.3	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:30 PM	3	0	8	11	5	148	0	153	3	0	0	3	3	180	0	183	350
04:45 PM	1	0	6	7	7	184	0	191	0	2	6	8	4	175	4	183	389
05:00 PM	4	0	5	9	9	164	2	175	1	1	4	6	1	232	4	237	427
05:15 PM	2	1	9	12	10	172	1	183	0	1	1	2	2	171	3	176	373
Total Volume	10	1	28	39	31	668	3	702	4	4	11	19	10	758	11	779	1539
% App. Total	25.6	2.6	71.8		4.4	95.2	0.4		21.1	21.1	57.9		1.3	97.3	1.4		
PHF	.625	.250	.778	.813	.775	.908	.375	.919	.333	.500	.458	.594	.625	.817	.688	.822	.901

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	9
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	8	0	0	8	14
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	0	7	0	0	7	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	6
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	18	0	0	18	0	0	4	0	4	0	20	0	0	20	42
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0	100	0	0	0	
Total %	0	0	0	0	0	0	42.9	0	0	42.9	0	0	9.5	0	9.5	0	47.6	0	0	47.6	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	5	0	5	9
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	0	0	0	6
Total Volume	0	0	0	0	0	11	0	11	0	0	2	2	0	11	0	11	24
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.500	.500	.000	.550	.000	.550	.667

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Business Ent_Exit and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Business Ent/Exit Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	5	0	3	0	8	3	177	2	0	182	3	0	3	0	6	1	165	2	0	168	364
03:45 PM	2	0	4	0	6	12	144	0	0	156	2	1	1	0	4	2	185	1	0	188	354
Total	7	0	7	0	14	15	321	2	0	338	5	1	4	0	10	3	350	3	0	356	718
04:00 PM	3	0	3	0	6	13	142	2	0	157	1	0	2	0	3	4	165	1	0	170	336
04:15 PM	4	0	13	0	17	11	150	0	0	161	1	1	2	0	4	2	193	1	0	196	378
04:30 PM	3	0	8	0	11	5	151	0	0	156	3	0	1	0	4	3	183	0	0	186	357
04:45 PM	1	0	6	0	7	7	184	0	0	191	0	2	6	0	8	4	176	4	0	184	390
Total	11	0	30	0	41	36	627	2	0	665	5	3	11	0	19	13	717	6	0	736	1461
05:00 PM	4	0	5	0	9	9	164	2	0	175	1	1	4	0	6	1	234	4	0	239	429
05:15 PM	2	1	9	0	12	10	174	1	0	185	0	1	2	1	4	2	171	3	0	176	377
05:30 PM	4	0	10	0	14	9	144	0	0	153	1	1	2	0	4	3	174	2	0	179	350
05:45 PM	2	0	4	0	6	10	157	0	0	167	1	0	2	0	3	0	165	1	0	166	342
Total	12	1	28	0	41	38	639	3	0	680	3	3	10	1	17	6	744	10	0	760	1498
06:00 PM	2	1	10	0	13	5	138	0	0	143	1	0	5	0	6	0	154	1	0	155	317
06:15 PM	3	0	6	0	9	6	101	0	0	107	1	0	0	0	1	5	113	3	0	121	238
Grand Total	35	2	81	0	118	100	1826	7	0	1933	15	7	30	1	53	27	2078	23	0	2128	4232
Apprch %	29.7	1.7	68.6	0		5.2	94.5	0.4	0		28.3	13.2	56.6	1.9		1.3	97.7	1.1	0		
Total %	0.8	0	1.9	0	2.8	2.4	43.1	0.2	0	45.7	0.4	0.2	0.7	0	1.3	0.6	49.1	0.5	0	50.3	

Start Time	Business Ent/Exit Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:15 PM	4	0	13	17	11	150	0	161	1	1	2	4	2	193	1	196	378
04:30 PM	3	0	8	11	5	151	0	156	3	0	1	4	3	183	0	186	357
04:45 PM	1	0	6	7	7	184	0	191	0	2	6	8	4	176	4	184	390
05:00 PM	4	0	5	9	9	164	2	175	1	1	4	6	1	234	4	239	429
Total Volume	12	0	32	44	32	649	2	683	5	4	13	22	10	786	9	805	1554
% App. Total	27.3	0	72.7		4.7	95	0.3		22.7	18.2	59.1		1.2	97.6	1.1		
PHF	.750	.000	.615	.647	.727	.882	.250	.894	.417	.500	.542	.688	.625	.840	.563	.842	.906

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 AM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	20	13	8	0	41	3	86	17	0	106	12	2	19	0	33	26	44	6	0	76	256
07:15 AM	22	11	15	0	48	5	112	28	0	145	22	3	18	0	43	37	75	5	0	117	353
07:30 AM	18	10	14	0	42	6	94	24	0	124	23	7	29	0	59	37	80	3	0	120	345
07:45 AM	12	12	10	0	34	9	95	20	0	124	21	8	30	0	59	31	112	7	0	150	367
Total	72	46	47	0	165	23	387	89	0	499	78	20	96	0	194	131	311	21	0	463	1321
08:00 AM	15	8	12	0	35	13	98	39	0	150	29	9	28	0	66	38	84	4	0	126	377
08:15 AM	11	9	11	0	31	6	99	32	0	137	18	8	30	0	56	39	71	7	0	117	341
08:30 AM	10	16	9	0	35	3	98	33	0	134	16	5	31	0	52	24	72	7	0	103	324
08:45 AM	17	9	6	0	32	12	85	34	0	131	25	7	47	0	79	37	92	13	0	142	384
Total	53	42	38	0	133	34	380	138	0	552	88	29	136	0	253	138	319	31	0	488	1426
Grand Total	125	88	85	0	298	57	767	227	0	1051	166	49	232	0	447	269	630	52	0	951	2747
Apprch %	41.9	29.5	28.5	0		5.4	73	21.6	0		37.1	11	51.9	0		28.3	66.2	5.5	0		
Total %	4.6	3.2	3.1	0	10.8	2.1	27.9	8.3	0	38.3	6	1.8	8.4	0	16.3	9.8	22.9	1.9	0	34.6	

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	22	11	15		48	5	112	28		145	22	3	18		43	37	75	5		117	353
07:30 AM	18	10	14		42	6	94	24		124	23	7	29		59	37	80	3		120	345
07:45 AM	12	12	10		34	9	95	20		124	21	8	30		59	31	112	7		150	367
08:00 AM	15	8	12		35	13	98	39		150	29	9	28		66	38	84	4		126	377
Total Volume	67	41	51		159	33	399	111		543	95	27	105		227	143	351	19		513	1442
% App. Total	42.1	25.8	32.1			6.1	73.5	20.4			41.9	11.9	46.3			27.9	68.4	3.7			
PHF	.761	.854	.850		.828	.635	.891	.712		.905	.819	.750	.875		.860	.941	.783	.679		.855	.956

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	0	0	1	1	0	1	0	2	2	0	2	0	4	1	3	1	0	5	12
07:15 AM	0	1	1	0	2	0	2	0	0	2	2	0	1	0	3	1	3	0	0	4	11
07:30 AM	0	0	1	0	1	0	5	0	0	5	0	0	1	0	1	2	3	0	0	5	12
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	1	2	0	3	1	5	0	0	6	13
Total	1	1	2	0	4	1	10	2	0	13	4	1	6	0	11	5	14	1	0	20	48
08:00 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	1	6	0	0	7	10
08:15 AM	0	0	0	0	0	1	3	1	0	5	0	1	2	0	3	2	3	0	0	5	13
08:30 AM	0	0	1	0	1	0	7	0	0	7	3	0	0	0	3	1	2	0	0	3	14
08:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	0	0	0	0	0	6
Total	0	0	2	0	2	1	13	2	0	16	4	2	4	0	10	4	11	0	0	15	43
Grand Total	1	1	4	0	6	2	23	4	0	29	8	3	10	0	21	9	25	1	0	35	91
Apprch %	16.7	16.7	66.7	0		6.9	79.3	13.8	0		38.1	14.3	47.6	0		25.7	71.4	2.9	0		
Total %	1.1	1.1	4.4	0	6.6	2.2	25.3	4.4	0	31.9	8.8	3.3	11	0	23.1	9.9	27.5	1.1	0	38.5	

Start Time	Pelham Dr Southbound				US 250 Westbound				Lew Dewitt Blvd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	3	1	4	0	1	2	3	1	5	0	6	13
08:00 AM	0	0	1	1	0	0	1	1	0	1	0	1	1	6	0	7	10
08:15 AM	0	0	0	0	1	3	1	5	0	1	2	3	2	3	0	5	13
08:30 AM	0	0	1	1	0	7	0	7	3	0	0	3	1	2	0	3	14
Total Volume	0	0	2	2	1	13	3	17	3	3	4	10	5	16	0	21	50
% App. Total	0	0	100		5.9	76.5	17.6		30	30	40		23.8	76.2	0		
PHF	.000	.000	.500	.500	.250	.464	.750	.607	.250	.750	.500	.833	.625	.667	.000	.750	.893

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	21	13	8	0	42	4	86	18	0	108	14	2	21	0	37	27	47	7	0	81	268
07:15 AM	22	12	16	0	50	5	114	28	0	147	24	3	19	0	46	38	78	5	0	121	364
07:30 AM	18	10	15	0	43	6	99	24	0	129	23	7	30	0	60	39	83	3	0	125	357
07:45 AM	12	12	10	0	34	9	98	21	0	128	21	9	32	0	62	32	117	7	0	156	380
Total	73	47	49	0	169	24	397	91	0	512	82	21	102	0	205	136	325	22	0	483	1369
08:00 AM	15	8	13	0	36	13	98	40	0	151	29	10	28	0	67	39	90	4	0	133	387
08:15 AM	11	9	11	0	31	7	102	33	0	142	18	9	32	0	59	41	74	7	0	122	354
08:30 AM	10	16	10	0	36	3	105	33	0	141	19	5	31	0	55	25	74	7	0	106	338
08:45 AM	17	9	6	0	32	12	88	34	0	134	26	7	49	0	82	37	92	13	0	142	390
Total	53	42	40	0	135	35	393	140	0	568	92	31	140	0	263	142	330	31	0	503	1469
Grand Total	126	89	89	0	304	59	790	231	0	1080	174	52	242	0	468	278	655	53	0	986	2838
Apprch %	41.4	29.3	29.3	0		5.5	73.1	21.4	0		37.2	11.1	51.7	0		28.2	66.4	5.4	0		
Total %	4.4	3.1	3.1	0	10.7	2.1	27.8	8.1	0	38.1	6.1	1.8	8.5	0	16.5	9.8	23.1	1.9	0	34.7	

Start Time	Pelham Dr Southbound				US 250 Westbound				Lew Dewitt Blvd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	12	16	50	5	114	28	147	24	3	19	46	38	78	5	121	364
07:30 AM	18	10	15	43	6	99	24	129	23	7	30	60	39	83	3	125	357
07:45 AM	12	12	10	34	9	98	21	128	21	9	32	62	32	117	7	156	380
08:00 AM	15	8	13	36	13	98	40	151	29	10	28	67	39	90	4	133	387
Total Volume	67	42	54	163	33	409	113	555	97	29	109	235	148	368	19	535	1488
% App. Total	41.1	25.8	33.1		5.9	73.7	20.4		41.3	12.3	46.4		27.7	68.8	3.6		
PHF	.761	.875	.844	.815	.635	.897	.706	.919	.836	.725	.852	.877	.949	.786	.679	.857	.961

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	5	12	19	0	36	14	123	52	0	189	36	11	56	0	103	52	136	17	0	205	533
03:45 PM	13	10	12	0	35	9	97	43	0	149	42	8	58	0	108	48	114	27	0	189	481
Total	18	22	31	0	71	23	220	95	0	338	78	19	114	0	211	100	250	44	0	394	1014
04:00 PM	20	11	12	0	43	2	113	48	0	163	38	18	55	0	111	56	129	19	0	204	521
04:15 PM	7	10	19	0	36	5	98	45	0	148	52	10	61	0	123	58	128	14	0	200	507
04:30 PM	14	10	11	0	35	11	109	43	0	163	43	22	58	0	123	47	133	10	0	190	511
04:45 PM	9	11	7	0	27	10	116	53	0	179	41	19	73	0	133	60	153	20	0	233	572
Total	50	42	49	0	141	28	436	189	0	653	174	69	247	0	490	221	543	63	0	827	2111
05:00 PM	17	12	18	0	47	8	118	55	0	181	52	20	64	0	136	65	174	14	0	253	617
05:15 PM	9	16	14	0	39	18	115	48	0	181	47	30	52	0	129	65	112	21	0	198	547
05:30 PM	18	13	16	0	47	8	104	46	0	158	46	16	60	0	122	60	136	18	0	214	541
05:45 PM	11	16	14	0	41	11	103	45	0	159	43	14	55	0	112	42	115	13	0	170	482
Total	55	57	62	0	174	45	440	194	0	679	188	80	231	0	499	232	537	66	0	835	2187
06:00 PM	14	12	15	0	41	14	90	40	0	144	36	15	57	0	108	38	108	15	0	161	454
06:15 PM	7	14	8	0	29	8	71	34	0	113	38	13	51	0	102	41	83	7	0	131	375
Grand Total	144	147	165	0	456	118	1257	552	0	1927	514	196	700	0	1410	632	1521	195	0	2348	6141
Apprch %	31.6	32.2	36.2	0		6.1	65.2	28.6	0		36.5	13.9	49.6	0		26.9	64.8	8.3	0		
Total %	2.3	2.4	2.7	0	7.4	1.9	20.5	9	0	31.4	8.4	3.2	11.4	0	23	10.3	24.8	3.2	0	38.2	

Start Time	Pelham Dr Southbound				US 250 Westbound				Lew Dewitt Blvd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	11	7	27	10	116	53	179	41	19	73	133	60	153	20	233	572
05:00 PM	17	12	18	47	8	118	55	181	52	20	64	136	65	174	14	253	617
05:15 PM	9	16	14	39	18	115	48	181	47	30	52	129	65	112	21	198	547
05:30 PM	18	13	16	47	8	104	46	158	46	16	60	122	60	136	18	214	541
Total Volume	53	52	55	160	44	453	202	699	186	85	249	520	250	575	73	898	2277
% App. Total	33.1	32.5	34.4		6.3	64.8	28.9		35.8	16.3	47.9		27.8	64	8.1		
PHF	.736	.813	.764	.851	.611	.960	.918	.965	.894	.708	.853	.956	.962	.826	.869	.887	.923

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	1	0	1	0	4	1	0	5	0	0	3	0	3	1	3	0	0	4	13
03:45 PM	0	0	1	0	1	0	2	0	0	2	1	0	1	0	2	5	2	1	0	8	13
Total	0	0	2	0	2	0	6	1	0	7	1	0	4	0	5	6	5	1	0	12	26
04:00 PM	1	0	1	0	2	0	2	0	0	2	0	1	2	0	3	0	3	0	0	3	10
04:15 PM	1	0	0	0	1	1	5	1	0	7	0	0	2	0	2	0	0	0	0	0	10
04:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	2	0	0	2	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	1	0	4	1	10	2	0	13	1	1	5	0	7	0	5	0	0	5	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	1	0	0	0	1	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	1	0	0	2	1	1	1	0	3	1	0	1	0	2	1	3	0	0	4	11
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Grand Total	3	2	3	0	8	2	19	4	0	25	3	1	10	0	14	8	16	1	0	25	72
Apprch %	37.5	25	37.5	0		8	76	16	0		21.4	7.1	71.4	0		32	64	4	0		
Total %	4.2	2.8	4.2	0	11.1	2.8	26.4	5.6	0	34.7	4.2	1.4	13.9	0	19.4	11.1	22.2	1.4	0	34.7	

Start Time	Pelham Dr Southbound				US 250 Westbound				Lew Dewitt Blvd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	1	1	0	4	1	5	0	0	3	3	1	3	0	4	13
03:45 PM	0	0	1	1	0	2	0	2	1	0	1	2	5	2	1	8	13
04:00 PM	1	0	1	2	0	2	0	2	0	1	2	3	0	3	0	3	10
04:15 PM	1	0	0	1	1	5	1	7	0	0	2	2	0	0	0	0	10
Total Volume	2	0	3	5	1	13	2	16	1	1	8	10	6	8	1	15	46
% App. Total	40	0	60		6.2	81.2	12.5		10	10	80		40	53.3	6.7		
PHF	.500	.000	.750	.625	.250	.650	.500	.571	.250	.250	.667	.833	.300	.667	.250	.469	.885

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 11-Pelham Dr_Lew Dewitt Blvd and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Combined

Start Time	Pelham Dr Southbound					US 250 Westbound					Lew Dewitt Blvd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	5	12	20	0	37	14	127	53	0	194	36	11	59	0	106	53	139	17	0	209	546
03:45 PM	13	10	13	0	36	9	99	43	0	151	43	8	59	0	110	53	116	28	0	197	494
Total	18	22	33	0	73	23	226	96	0	345	79	19	118	0	216	106	255	45	0	406	1040
04:00 PM	21	11	13	0	45	2	115	48	0	165	38	19	57	0	114	56	132	19	0	207	531
04:15 PM	8	10	19	0	37	6	103	46	0	155	52	10	63	0	125	58	128	14	0	200	517
04:30 PM	14	10	11	0	35	11	112	44	0	167	44	22	59	0	125	47	135	10	0	192	519
04:45 PM	9	12	7	0	28	10	116	53	0	179	41	19	73	0	133	60	153	20	0	233	573
Total	52	43	50	0	145	29	446	191	0	666	175	70	252	0	497	221	548	63	0	832	2140
05:00 PM	17	12	18	0	47	8	118	55	0	181	52	20	64	0	136	65	176	14	0	255	619
05:15 PM	9	17	14	0	40	19	115	49	0	183	47	30	52	0	129	65	113	21	0	199	551
05:30 PM	19	13	16	0	48	8	105	46	0	159	47	16	61	0	124	60	136	18	0	214	545
05:45 PM	11	16	14	0	41	11	103	45	0	159	43	14	55	0	112	43	115	13	0	171	483
Total	56	58	62	0	176	46	441	195	0	682	189	80	232	0	501	233	540	66	0	839	2198
06:00 PM	14	12	15	0	41	14	91	40	0	145	36	15	57	0	108	38	110	15	0	163	457
06:15 PM	7	14	8	0	29	8	72	34	0	114	38	13	51	0	102	42	84	7	0	133	378
Grand Total	147	149	168	0	464	120	1276	556	0	1952	517	197	710	0	1424	640	1537	196	0	2373	6213
Apprch %	31.7	32.1	36.2	0		6.1	65.4	28.5	0		36.3	13.8	49.9	0		27	64.8	8.3	0		
Total %	2.4	2.4	2.7	0	7.5	1.9	20.5	8.9	0	31.4	8.3	3.2	11.4	0	22.9	10.3	24.7	3.2	0	38.2	

Start Time	Pelham Dr Southbound				US 250 Westbound				Lew Dewitt Blvd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	12	7	28	10	116	53	179	41	19	73	133	60	153	20	233	573
05:00 PM	17	12	18	47	8	118	55	181	52	20	64	136	65	176	14	255	619
05:15 PM	9	17	14	40	19	115	49	183	47	30	52	129	65	113	21	199	551
05:30 PM	19	13	16	48	8	105	46	159	47	16	61	124	60	136	18	214	545
Total Volume	54	54	55	163	45	454	203	702	187	85	250	522	250	578	73	901	2288
% App. Total	33.1	33.1	33.7		6.4	64.7	28.9		35.8	16.3	47.9		27.7	64.2	8.1		
PHF	.711	.794	.764	.849	.592	.962	.923	.959	.899	.708	.856	.960	.962	.821	.869	.883	.924

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 12-Aero Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	113	0	0	113	2	6	0	8	0	79	0	79	200
07:15 AM	140	4	0	144	3	10	0	13	1	116	0	117	274
07:30 AM	121	3	0	124	5	14	0	19	3	119	0	122	265
07:45 AM	120	1	0	121	5	8	0	13	6	151	0	157	291
Total	494	8	0	502	15	38	0	53	10	465	0	475	1030
08:00 AM	122	2	0	124	5	6	0	11	5	134	0	139	274
08:15 AM	150	2	0	152	1	10	0	11	3	124	0	127	290
08:30 AM	124	1	0	125	1	3	0	4	4	119	0	123	252
08:45 AM	126	1	0	127	3	0	0	3	3	132	0	135	265
Total	522	6	0	528	10	19	0	29	15	509	0	524	1081
Grand Total	1016	14	0	1030	25	57	0	82	25	974	0	999	2111
Apprch %	98.6	1.4	0		30.5	69.5	0		2.5	97.5	0		
Total %	48.1	0.7	0	48.8	1.2	2.7	0	3.9	1.2	46.1	0	47.3	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
07:30 AM	121	3	124	5	14	19	3	119	122	265
07:45 AM	120	1	121	5	8	13	6	151	157	291
08:00 AM	122	2	124	5	6	11	5	134	139	274
08:15 AM	150	2	152	1	10	11	3	124	127	290
Total Volume	513	8	521	16	38	54	17	528	545	1120
% App. Total	98.5	1.5		29.6	70.4		3.1	96.9		
PHF	.855	.667	.857	.800	.679	.711	.708	.874	.868	.962

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 12-Aero Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	2	0	0	2	1	0	0	1	0	4	0	4	7
07:15 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	7	1	0	8	0	0	0	0	0	3	0	3	11
07:45 AM	4	0	0	4	0	0	0	0	0	7	0	7	11
Total	17	1	0	18	1	0	0	1	0	17	0	17	36
08:00 AM	0	0	0	0	0	0	0	0	0	7	0	7	7
08:15 AM	4	1	0	5	0	0	0	0	0	4	0	4	9
08:30 AM	7	0	0	7	1	0	0	1	0	1	0	1	9
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	15	1	0	16	1	0	0	1	0	12	0	12	29
Grand Total	32	2	0	34	2	0	0	2	0	29	0	29	65
Apprch %	94.1	5.9	0		100	0	0		0	100	0		
Total %	49.2	3.1	0	52.3	3.1	0	0	3.1	0	44.6	0	44.6	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	1	8	0	0	0	0	3	3	11
07:45 AM	4	0	4	0	0	0	0	7	7	11
08:00 AM	0	0	0	0	0	0	0	7	7	7
08:15 AM	4	1	5	0	0	0	0	4	4	9
Total Volume	15	2	17	0	0	0	0	21	21	38
% App. Total	88.2	11.8		0	0		0	100		
PHF	.536	.500	.531	.000	.000	.000	.000	.750	.750	.864

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 12-Aero Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	115	0	0	115	3	6	0	9	0	83	0	83	207
07:15 AM	144	4	0	148	3	10	0	13	1	119	0	120	281
07:30 AM	128	4	0	132	5	14	0	19	3	122	0	125	276
07:45 AM	124	1	0	125	5	8	0	13	6	158	0	164	302
Total	511	9	0	520	16	38	0	54	10	482	0	492	1066
08:00 AM	122	2	0	124	5	6	0	11	5	141	0	146	281
08:15 AM	154	3	0	157	1	10	0	11	3	128	0	131	299
08:30 AM	131	1	0	132	2	3	0	5	4	120	0	124	261
08:45 AM	130	1	0	131	3	0	0	3	3	132	0	135	269
Total	537	7	0	544	11	19	0	30	15	521	0	536	1110
Grand Total	1048	16	0	1064	27	57	0	84	25	1003	0	1028	2176
Apprch %	98.5	1.5	0		32.1	67.9	0		2.4	97.6	0		
Total %	48.2	0.7	0	48.9	1.2	2.6	0	3.9	1.1	46.1	0	47.2	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	128	4	132	5	14	19	3	122	125	276
07:45 AM	124	1	125	5	8	13	6	158	164	302
08:00 AM	122	2	124	5	6	11	5	141	146	281
08:15 AM	154	3	157	1	10	11	3	128	131	299
Total Volume	528	10	538	16	38	54	17	549	566	1158
% App. Total	98.1	1.9		29.6	70.4		3	97		
PHF	.857	.625	.857	.800	.679	.711	.708	.869	.863	.959

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 12-Aero Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	170	4	0	174	2	2	0	4	8	190	0	198	376
03:45 PM	170	6	0	176	5	3	0	8	7	179	0	186	370
Total	340	10	0	350	7	5	0	12	15	369	0	384	746
04:00 PM	178	4	0	182	5	4	0	9	8	176	0	184	375
04:15 PM	166	2	0	168	3	1	0	4	5	178	0	183	355
04:30 PM	169	9	0	178	3	5	0	8	4	168	0	172	358
04:45 PM	190	6	0	196	4	2	0	6	8	218	0	226	428
Total	703	21	0	724	15	12	0	27	25	740	0	765	1516
05:00 PM	204	3	0	207	8	6	0	14	7	216	0	223	444
05:15 PM	168	5	0	173	3	5	0	8	5	195	0	200	381
05:30 PM	180	2	0	182	1	3	0	4	3	190	0	193	379
05:45 PM	169	3	0	172	2	1	0	3	10	162	0	172	347
Total	721	13	0	734	14	15	0	29	25	763	0	788	1551
06:00 PM	164	5	0	169	4	5	0	9	5	145	0	150	328
06:15 PM	127	11	0	138	2	2	0	4	4	113	0	117	259
Grand Total	2055	60	0	2115	42	39	0	81	74	2130	0	2204	4400
Apprch %	97.2	2.8	0		51.9	48.1	0		3.4	96.6	0		
Total %	46.7	1.4	0	48.1	1	0.9	0	1.8	1.7	48.4	0	50.1	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	190	6	196	4	2	6	8	218	226	428
05:00 PM	204	3	207	8	6	14	7	216	223	444
05:15 PM	168	5	173	3	5	8	5	195	200	381
05:30 PM	180	2	182	1	3	4	3	190	193	379
Total Volume	742	16	758	16	16	32	23	819	842	1632
% App. Total	97.9	2.1		50	50		2.7	97.3		
PHF	.909	.667	.915	.500	.667	.571	.719	.939	.931	.919

Peggy Malone & Associates, Inc.
 (888) 247-8602

File Name : 12-Aero Dr and US 250 PM
 Site Code :
 Start Date : 8/13/2019
 Page No : 1

Groups Printed- Truck

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
03:45 PM	2	0	0	2	2	0	0	2	0	5	0	5	9
Total	8	0	0	8	2	0	0	2	0	8	0	8	18
04:00 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
04:15 PM	6	0	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
04:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	15	0	0	15	0	0	0	0	0	5	0	5	20
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	0	0	0	0	4	0	4	6
06:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
06:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	26	0	0	26	2	0	0	2	0	20	0	20	48
Apprch %	100	0	0		100	0	0		0	100	0		
Total %	54.2	0	0	54.2	4.2	0	0	4.2	0	41.7	0	41.7	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
03:30 PM	6	0	6	0	0	0	0	3	3	9
03:45 PM	2	0	2	2	0	2	0	5	5	9
04:00 PM	3	0	3	0	0	0	0	2	2	5
04:15 PM	6	0	6	0	0	0	0	0	0	6
Total Volume	17	0	17	2	0	2	0	10	10	29
% App. Total	100	0		100	0		0	100		
PHF	.708	.000	.708	.250	.000	.250	.000	.500	.500	.806

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 12-Aero Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	US 250 Westbound				Aero Dr Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	176	4	0	180	2	2	0	4	8	193	0	201	385
03:45 PM	172	6	0	178	7	3	0	10	7	184	0	191	379
Total	348	10	0	358	9	5	0	14	15	377	0	392	764
04:00 PM	181	4	0	185	5	4	0	9	8	178	0	186	380
04:15 PM	172	2	0	174	3	1	0	4	5	178	0	183	361
04:30 PM	173	9	0	182	3	5	0	8	4	170	0	174	364
04:45 PM	192	6	0	198	4	2	0	6	8	219	0	227	431
Total	718	21	0	739	15	12	0	27	25	745	0	770	1536
05:00 PM	204	3	0	207	8	6	0	14	7	217	0	224	445
05:15 PM	168	5	0	173	3	5	0	8	5	196	0	201	382
05:30 PM	182	2	0	184	1	3	0	4	3	190	0	193	381
05:45 PM	169	3	0	172	2	1	0	3	10	164	0	174	349
Total	723	13	0	736	14	15	0	29	25	767	0	792	1557
06:00 PM	164	5	0	169	4	5	0	9	5	147	0	152	330
06:15 PM	128	11	0	139	2	2	0	4	4	114	0	118	261
Grand Total	2081	60	0	2141	44	39	0	83	74	2150	0	2224	4448
Apprch %	97.2	2.8	0		53	47	0		3.3	96.7	0		
Total %	46.8	1.3	0	48.1	1	0.9	0	1.9	1.7	48.3	0	50	

Start Time	US 250 Westbound			Aero Dr Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	192	6	198	4	2	6	8	219	227	431
05:00 PM	204	3	207	8	6	14	7	217	224	445
05:15 PM	168	5	173	3	5	8	5	196	201	382
05:30 PM	182	2	184	1	3	4	3	190	193	381
Total Volume	746	16	762	16	16	32	23	822	845	1639
% App. Total	97.9	2.1		50	50		2.7	97.3		
PHF	.914	.667	.920	.500	.667	.571	.719	.938	.931	.921

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	4	3	0	7	0	119	0	0	119	76	0	0	76	202
07:15 AM	4	2	0	6	1	148	0	0	149	118	0	0	118	273
07:30 AM	4	2	0	6	2	130	0	0	132	122	2	0	124	262
07:45 AM	1	4	0	5	0	129	0	0	129	151	2	0	153	287
Total	13	11	0	24	3	526	0	0	529	467	4	0	471	1024
08:00 AM	1	3	0	4	2	130	0	0	132	135	1	0	136	272
08:15 AM	1	2	0	3	1	159	0	0	160	126	1	0	127	290
08:30 AM	2	4	0	6	2	125	0	0	127	120	1	0	121	254
08:45 AM	7	6	0	13	1	123	0	0	124	125	0	0	125	262
Total	11	15	0	26	6	537	0	0	543	506	3	0	509	1078
Grand Total	24	26	0	50	9	1063	0	0	1072	973	7	0	980	2102
Apprch %	48	52	0		0.8	99.2	0	0		99.3	0.7	0		
Total %	1.1	1.2	0	2.4	0.4	50.6	0	0	51	46.3	0.3	0	46.6	

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:30 AM														
07:30 AM	4	2		6	2	130	0		132	122	2		124	262
07:45 AM	1	4		5	0	129	0		129	151	2		153	287
08:00 AM	1	3		4	2	130	0		132	135	1		136	272
08:15 AM	1	2		3	1	159	0		160	126	1		127	290
Total Volume	7	11		18	5	548	0		553	534	6		540	1111
% App. Total	38.9	61.1			0.9	99.1	0			98.9	1.1			
PHF	.438	.688		.750	.625	.862	.000		.864	.884	.750		.882	.958

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	2	0	0	2	5	0	0	5	7
07:15 AM	1	0	0	1	1	3	0	0	4	2	1	0	3	8
07:30 AM	1	0	0	1	0	6	0	0	6	4	0	0	4	11
07:45 AM	0	0	0	0	0	4	0	0	4	6	0	0	6	10
Total	2	0	0	2	1	15	0	0	16	17	1	0	18	36
08:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	7	7
08:15 AM	0	0	0	0	0	4	0	0	4	4	0	0	4	8
08:30 AM	0	0	0	0	0	7	0	0	7	1	0	0	1	8
08:45 AM	0	0	0	0	0	5	0	0	5	0	0	0	0	5
Total	0	0	0	0	0	16	0	0	16	12	0	0	12	28
Grand Total	2	0	0	2	1	31	0	0	32	29	1	0	30	64
Apprch %	100	0	0		3.1	96.9	0	0		96.7	3.3	0		
Total %	3.1	0	0	3.1	1.6	48.4	0	0	50	45.3	1.6	0	46.9	

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:00 AM														
07:00 AM	0	0	0	0	0	2	0	0	2	5	0	0	5	7
07:15 AM	1	0	0	1	1	3	0	0	4	2	1	0	3	8
07:30 AM	1	0	0	1	0	6	0	0	6	4	0	0	4	11
07:45 AM	0	0	0	0	0	4	0	0	4	6	0	0	6	10
Total Volume	2	0	0	2	1	15	0	0	16	17	1	0	18	36
% App. Total	100	0	0		6.2	93.8	0	0		94.4	5.6	0		
PHF	.500	.000	.000	.500	.250	.625	.000	.000	.667	.708	.250	.000	.750	.818

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	4	3	0	7	0	121	0	0	121	81	0	0	81	209
07:15 AM	5	2	0	7	2	151	0	0	153	120	1	0	121	281
07:30 AM	5	2	0	7	2	136	0	0	138	126	2	0	128	273
07:45 AM	1	4	0	5	0	133	0	0	133	157	2	0	159	297
Total	15	11	0	26	4	541	0	0	545	484	5	0	489	1060
08:00 AM	1	3	0	4	2	130	0	0	132	142	1	0	143	279
08:15 AM	1	2	0	3	1	163	0	0	164	130	1	0	131	298
08:30 AM	2	4	0	6	2	132	0	0	134	121	1	0	122	262
08:45 AM	7	6	0	13	1	128	0	0	129	125	0	0	125	267
Total	11	15	0	26	6	553	0	0	559	518	3	0	521	1106
Grand Total	26	26	0	52	10	1094	0	0	1104	1002	8	0	1010	2166
Apprch %	50	50	0		0.9	99.1	0	0		99.2	0.8	0		
Total %	1.2	1.2	0	2.4	0.5	50.5	0	0	51	46.3	0.4	0	46.6	

Start Time	Nottingham Ln Southbound			US 250 Westbound				US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	5	2	7	2	136	0	138	126	2	128	273
07:45 AM	1	4	5	0	133	0	133	157	2	159	297
08:00 AM	1	3	4	2	130	0	132	142	1	143	279
08:15 AM	1	2	3	1	163	0	164	130	1	131	298
Total Volume	8	11	19	5	562	0	567	555	6	561	1147
% App. Total	42.1	57.9		0.9	99.1	0		98.9	1.1		
PHF	.400	.688	.679	.625	.862	.000	.864	.884	.750	.882	.962

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	6	2	1	9	0	165	0	0	165	197	7	0	204	378
03:45 PM	3	2	0	5	6	175	0	0	181	179	1	0	180	366
Total	9	4	1	14	6	340	0	0	346	376	8	0	384	744
04:00 PM	2	2	0	4	3	177	0	0	180	188	3	0	191	375
04:15 PM	5	3	0	8	5	160	0	0	165	179	0	0	179	352
04:30 PM	0	2	0	2	5	173	0	0	178	171	1	0	172	352
04:45 PM	4	4	0	8	8	191	0	0	199	220	3	0	223	430
Total	11	11	0	22	21	701	0	0	722	758	7	0	765	1509
05:00 PM	3	3	0	6	4	206	0	0	210	219	5	0	224	440
05:15 PM	2	2	0	4	5	171	0	0	176	201	4	0	205	385
05:30 PM	1	3	0	4	1	173	0	0	174	189	6	0	195	373
05:45 PM	2	4	0	6	5	171	0	0	176	171	1	0	172	354
Total	8	12	0	20	15	721	0	0	736	780	16	0	796	1552
06:00 PM	1	3	0	4	3	165	0	0	168	143	3	0	146	318
06:15 PM	1	1	0	2	8	118	1	0	127	119	2	0	121	250
Grand Total	30	31	1	62	53	2045	1	0	2099	2176	36	0	2212	4373
Apprch %	48.4	50	1.6		2.5	97.4	0	0		98.4	1.6	0		
Total %	0.7	0.7	0	1.4	1.2	46.8	0	0	48	49.8	0.8	0	50.6	

Start Time	Nottingham Ln Southbound			US 250 Westbound				US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	4	4	8	8	191	0	199	220	3	223	430
05:00 PM	3	3	6	4	206	0	210	219	5	224	440
05:15 PM	2	2	4	5	171	0	176	201	4	205	385
05:30 PM	1	3	4	1	173	0	174	189	6	195	373
Total Volume	10	12	22	18	741	0	759	829	18	847	1628
% App. Total	45.5	54.5		2.4	97.6	0		97.9	2.1		
PHF	.625	.750	.688	.563	.899	.000	.904	.942	.750	.945	.925

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	7	0	0	7	4	0	0	4	11
03:45 PM	0	0	0	0	0	2	0	0	2	5	0	0	5	7
Total	0	0	0	0	0	9	0	0	9	9	0	0	9	18
04:00 PM	1	0	0	1	1	2	0	0	3	2	0	0	2	6
04:15 PM	0	0	0	0	0	6	0	0	6	0	0	0	0	6
04:30 PM	0	0	0	0	0	4	0	0	4	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	1	12	0	0	13	5	0	0	5	19
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	3	0	0	3	4	0	0	4	7
06:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Grand Total	1	0	0	1	1	25	0	0	26	21	0	0	21	48
Apprch %	100	0	0		3.8	96.2	0	0		100	0	0		
Total %	2.1	0	0	2.1	2.1	52.1	0	0	54.2	43.8	0	0	43.8	

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	7	0	0	7	4	0	0	4	11
03:45 PM	0	0	0	0	0	2	0	0	2	5	0	0	5	7
04:00 PM	1	0	0	1	1	2	0	0	3	2	0	0	2	6
04:15 PM	0	0	0	0	0	6	0	0	6	0	0	0	0	6
Total Volume	1	0	0	1	1	17	0	0	18	11	0	0	11	30
% App. Total	100	0	0		5.6	94.4	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.607	.000	.000	.643	.550	.000	.000	.550	.682

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-Nottingham Ln and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Nottingham Ln Southbound				US 250 Westbound					US 250 Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
03:30 PM	6	2	1	9	0	172	0	0	172	201	7	0	208	389
03:45 PM	3	2	0	5	6	177	0	0	183	184	1	0	185	373
Total	9	4	1	14	6	349	0	0	355	385	8	0	393	762
04:00 PM	3	2	0	5	4	179	0	0	183	190	3	0	193	381
04:15 PM	5	3	0	8	5	166	0	0	171	179	0	0	179	358
04:30 PM	0	2	0	2	5	177	0	0	182	173	1	0	174	358
04:45 PM	4	4	0	8	8	191	0	0	199	221	3	0	224	431
Total	12	11	0	23	22	713	0	0	735	763	7	0	770	1528
05:00 PM	3	3	0	6	4	206	0	0	210	220	5	0	225	441
05:15 PM	2	2	0	4	5	171	0	0	176	202	4	0	206	386
05:30 PM	1	3	0	4	1	176	0	0	177	189	6	0	195	376
05:45 PM	2	4	0	6	5	171	0	0	176	173	1	0	174	356
Total	8	12	0	20	15	724	0	0	739	784	16	0	800	1559
06:00 PM	1	3	0	4	3	165	0	0	168	145	3	0	148	320
06:15 PM	1	1	0	2	8	119	1	0	128	120	2	0	122	252
Grand Total	31	31	1	63	54	2070	1	0	2125	2197	36	0	2233	4421
Apprch %	49.2	49.2	1.6		2.5	97.4	0	0		98.4	1.6	0		
Total %	0.7	0.7	0	1.4	1.2	46.8	0	0	48.1	49.7	0.8	0	50.5	

Start Time	Nottingham Ln Southbound			US 250 Westbound				US 250 Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	4	4	8	8	191	0	199	221	3	224	431
05:00 PM	3	3	6	4	206	0	210	220	5	225	441
05:15 PM	2	2	4	5	171	0	176	202	4	206	386
05:30 PM	1	3	4	1	176	0	177	189	6	195	376
Total Volume	10	12	22	18	744	0	762	832	18	850	1634
% App. Total	45.5	54.5		2.4	97.6	0		97.9	2.1		
PHF	.625	.750	.688	.563	.903	.000	.907	.941	.750	.944	.926

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 14-Chandelle Blvd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	119	0	0	119	0	1	0	1	0	71	0	71	191
07:15 AM	149	0	0	149	0	2	0	2	0	114	0	114	265
07:30 AM	135	0	0	135	1	3	0	4	5	124	0	129	268
07:45 AM	124	2	0	126	0	0	0	0	3	159	0	162	288
Total	527	2	0	529	1	6	0	7	8	468	0	476	1012
08:00 AM	126	3	0	129	1	1	0	2	1	131	0	132	263
08:15 AM	157	0	0	157	1	2	0	3	5	139	0	144	304
08:30 AM	113	0	0	113	2	1	0	3	0	111	0	111	227
08:45 AM	135	0	0	135	1	1	0	2	0	130	0	130	267
Total	531	3	0	534	5	5	0	10	6	511	0	517	1061
Grand Total	1058	5	0	1063	6	11	0	17	14	979	0	993	2073
Apprch %	99.5	0.5	0		35.3	64.7	0		1.4	98.6	0		
Total %	51	0.2	0	51.3	0.3	0.5	0	0.8	0.7	47.2	0	47.9	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	135	0	135	1	3	4	5	124	129	268
07:45 AM	124	2	126	0	0	0	3	159	162	288
08:00 AM	126	3	129	1	1	2	1	131	132	263
08:15 AM	157	0	157	1	2	3	5	139	144	304
Total Volume	542	5	547	3	6	9	14	553	567	1123
% App. Total	99.1	0.9		33.3	66.7		2.5	97.5		
PHF	.863	.417	.871	.750	.500	.563	.700	.869	.875	.924

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 14-Chandelle Blvd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	2	0	0	2	0	0	0	0	0	4	0	4	6
07:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	8	0	0	8	0	0	0	0	0	3	0	3	11
07:45 AM	3	0	0	3	0	1	0	1	0	4	0	4	8
Total	16	0	0	16	0	1	0	1	0	14	0	14	31
08:00 AM	0	0	0	0	0	0	0	0	0	8	0	8	8
08:15 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
08:30 AM	8	0	0	8	0	0	0	0	0	2	0	2	10
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	14	0	0	14	0	0	0	0	0	15	0	15	29
Grand Total	30	0	0	30	0	1	0	1	0	29	0	29	60
Apprch %	100	0	0		0	100	0		0	100	0		
Total %	50	0	0	50	0	1.7	0	1.7	0	48.3	0	48.3	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	8	0	8	0	0	0	0	3	3	11
07:45 AM	3	0	3	0	1	1	0	4	4	8
08:00 AM	0	0	0	0	0	0	0	8	8	8
08:15 AM	3	0	3	0	0	0	0	5	5	8
Total Volume	14	0	14	0	1	1	0	20	20	35
% App. Total	100	0		0	100		0	100		
PHF	.438	.000	.438	.000	.250	.250	.000	.625	.625	.795

Peggy Malone & Associates, Inc.
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File Name : 14-Chandelle Blvd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	121	0	0	121	0	1	0	1	0	75	0	75	197
07:15 AM	152	0	0	152	0	2	0	2	0	117	0	117	271
07:30 AM	143	0	0	143	1	3	0	4	5	127	0	132	279
07:45 AM	127	2	0	129	0	1	0	1	3	163	0	166	296
Total	543	2	0	545	1	7	0	8	8	482	0	490	1043
08:00 AM	126	3	0	129	1	1	0	2	1	139	0	140	271
08:15 AM	160	0	0	160	1	2	0	3	5	144	0	149	312
08:30 AM	121	0	0	121	2	1	0	3	0	113	0	113	237
08:45 AM	138	0	0	138	1	1	0	2	0	130	0	130	270
Total	545	3	0	548	5	5	0	10	6	526	0	532	1090
Grand Total	1088	5	0	1093	6	12	0	18	14	1008	0	1022	2133
Apprch %	99.5	0.5	0		33.3	66.7	0		1.4	98.6	0		
Total %	51	0.2	0	51.2	0.3	0.6	0	0.8	0.7	47.3	0	47.9	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	143	0	143	1	3	4	5	127	132	279
07:45 AM	127	2	129	0	1	1	3	163	166	296
08:00 AM	126	3	129	1	1	2	1	139	140	271
08:15 AM	160	0	160	1	2	3	5	144	149	312
Total Volume	556	5	561	3	7	10	14	573	587	1158
% App. Total	99.1	0.9		30	70		2.4	97.6		
PHF	.869	.417	.877	.750	.583	.625	.700	.879	.884	.928

Peggy Malone & Associates, Inc.
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File Name : 14-Chandelle Blvd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	157	1	0	158	1	1	0	2	2	189	0	191	351
03:45 PM	171	0	0	171	0	2	0	2	0	182	0	182	355
Total	328	1	0	329	1	3	0	4	2	371	0	373	706
04:00 PM	194	1	0	195	2	1	1	4	2	189	0	191	390
04:15 PM	165	1	0	166	0	1	0	1	0	173	0	173	340
04:30 PM	173	0	0	173	1	1	0	2	3	170	0	173	348
04:45 PM	189	2	0	191	2	1	0	3	0	203	0	203	397
Total	721	4	0	725	5	4	1	10	5	735	0	740	1475
05:00 PM	208	0	0	208	3	1	0	4	0	215	0	215	427
05:15 PM	170	1	0	171	1	0	0	1	0	194	0	194	366
05:30 PM	178	0	0	178	1	0	0	1	1	201	0	202	381
05:45 PM	170	0	0	170	1	0	0	1	0	170	0	170	341
Total	726	1	0	727	6	1	0	7	1	780	0	781	1515
06:00 PM	168	1	0	169	0	0	0	0	1	145	0	146	315
06:15 PM	120	0	0	120	0	0	0	0	1	122	0	123	243
Grand Total	2063	7	0	2070	12	8	1	21	10	2153	0	2163	4254
Apprch %	99.7	0.3	0		57.1	38.1	4.8		0.5	99.5	0		
Total %	48.5	0.2	0	48.7	0.3	0.2	0	0.5	0.2	50.6	0	50.8	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	189	2	191	2	1	3	0	203	203	397
05:00 PM	208	0	208	3	1	4	0	215	215	427
05:15 PM	170	1	171	1	0	1	0	194	194	366
05:30 PM	178	0	178	1	0	1	1	201	202	381
Total Volume	745	3	748	7	2	9	1	813	814	1571
% App. Total	99.6	0.4		77.8	22.2		0.1	99.9		
PHF	.895	.375	.899	.583	.500	.563	.250	.945	.947	.920

Peggy Malone & Associates, Inc.

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File Name : 14-Chandelle Blvd and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Truck

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	7	0	0	7	0	0	0	0	2	4	0	6	13
03:45 PM	2	0	0	2	0	0	0	0	0	6	0	6	8
Total	9	0	0	9	0	0	0	0	2	10	0	12	21
04:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
04:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	0	13	0	0	0	0	0	4	0	4	17
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	0	2	0	0	0	0	0	6	0	6	8
06:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
06:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Grand Total	25	0	0	25	0	0	0	0	2	23	0	25	50
Apprch %	100	0	0		0	0	0		8	92	0		
Total %	50	0	0	50	0	0	0	0	4	46	0	50	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
03:30 PM	7	0	7	0	0	0	2	4	6	13
03:45 PM	2	0	2	0	0	0	0	6	6	8
04:00 PM	4	0	4	0	0	0	0	2	2	6
04:15 PM	5	0	5	0	0	0	0	0	0	5
Total Volume	18	0	18	0	0	0	2	12	14	32
% App. Total	100	0		0	0		14.3	85.7		
PHF	.643	.000	.643	.000	.000	.000	.250	.500	.583	.615

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

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File Name : 14-Chandelle Blvd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	US 250 Westbound				Chandelle Blvd Northbound				US 250 Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
03:30 PM	164	1	0	165	1	1	0	2	4	193	0	197	364
03:45 PM	173	0	0	173	0	2	0	2	0	188	0	188	363
Total	337	1	0	338	1	3	0	4	4	381	0	385	727
04:00 PM	198	1	0	199	2	1	1	4	2	191	0	193	396
04:15 PM	170	1	0	171	0	1	0	1	0	173	0	173	345
04:30 PM	177	0	0	177	1	1	0	2	3	172	0	175	354
04:45 PM	189	2	0	191	2	1	0	3	0	203	0	203	397
Total	734	4	0	738	5	4	1	10	5	739	0	744	1492
05:00 PM	208	0	0	208	3	1	0	4	0	217	0	217	429
05:15 PM	170	1	0	171	1	0	0	1	0	196	0	196	368
05:30 PM	180	0	0	180	1	0	0	1	1	201	0	202	383
05:45 PM	170	0	0	170	1	0	0	1	0	172	0	172	343
Total	728	1	0	729	6	1	0	7	1	786	0	787	1523
06:00 PM	168	1	0	169	0	0	0	0	1	147	0	148	317
06:15 PM	121	0	0	121	0	0	0	0	1	123	0	124	245
Grand Total	2088	7	0	2095	12	8	1	21	12	2176	0	2188	4304
Apprch %	99.7	0.3	0		57.1	38.1	4.8		0.5	99.5	0		
Total %	48.5	0.2	0	48.7	0.3	0.2	0	0.5	0.3	50.6	0	50.8	

Start Time	US 250 Westbound			Chandelle Blvd Northbound			US 250 Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	189	2	191	2	1	3	0	203	203	397
05:00 PM	208	0	208	3	1	4	0	217	217	429
05:15 PM	170	1	171	1	0	1	0	196	196	368
05:30 PM	180	0	180	1	0	1	1	201	202	383
Total Volume	747	3	750	7	2	9	1	817	818	1577
% App. Total	99.6	0.4		77.8	22.2		0.1	99.9		
PHF	.898	.375	.901	.583	.500	.563	.250	.941	.942	.919

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 AM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	28	9	5	0	42	6	96	19	0	121	16	5	5	0	26	1	58	7	0	66	255
07:15 AM	42	11	16	0	69	6	118	23	0	147	27	9	4	0	40	6	75	4	0	85	341
07:30 AM	30	9	12	0	51	13	102	26	0	141	31	9	6	0	46	4	87	8	0	99	337
07:45 AM	32	11	18	0	61	7	85	28	0	120	40	4	5	0	49	10	112	7	0	129	359
Total	132	40	51	0	223	32	401	96	0	529	114	27	20	0	161	21	332	26	0	379	1292
08:00 AM	18	15	11	0	44	9	88	30	0	127	21	10	5	0	36	12	108	9	0	129	336
08:15 AM	15	11	22	0	48	10	110	39	0	159	38	2	3	0	43	1	79	6	0	86	336
08:30 AM	19	7	10	0	36	5	69	33	0	107	30	1	5	0	36	3	79	7	0	89	268
08:45 AM	8	8	17	0	33	8	96	21	0	125	23	5	3	0	31	1	92	4	0	97	286
Total	60	41	60	0	161	32	363	123	0	518	112	18	16	0	146	17	358	26	0	401	1226
Grand Total	192	81	111	0	384	64	764	219	0	1047	226	45	36	0	307	38	690	52	0	780	2518
Apprch %	50	21.1	28.9	0		6.1	73	20.9	0		73.6	14.7	11.7	0		4.9	88.5	6.7	0		
Total %	7.6	3.2	4.4	0	15.3	2.5	30.3	8.7	0	41.6	9	1.8	1.4	0	12.2	1.5	27.4	2.1	0	31	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	42	11	16	69	6	118	23	147	27	9	4	40	6	75	4	85	341
07:30 AM	30	9	12	51	13	102	26	141	31	9	6	46	4	87	8	99	337
07:45 AM	32	11	18	61	7	85	28	120	40	4	5	49	10	112	7	129	359
08:00 AM	18	15	11	44	9	88	30	127	21	10	5	36	12	108	9	129	336
Total Volume	122	46	57	225	35	393	107	535	119	32	20	171	32	382	28	442	1373
% App. Total	54.2	20.4	25.3		6.5	73.5	20		69.6	18.7	11.7		7.2	86.4	6.3		
PHF	.726	.767	.792	.815	.673	.833	.892	.910	.744	.800	.833	.872	.667	.853	.778	.857	.956

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File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	3	1	0	4	1	0	1	0	2	0	2	0	0	2	9
07:15 AM	3	0	0	0	3	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	10
07:30 AM	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	12
07:45 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	8	2	0	10	13
Total	4	1	1	0	6	1	14	3	0	18	2	0	1	0	3	0	15	2	0	17	44
08:00 AM	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	0	6	0	0	6	10
08:15 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
08:30 AM	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	0	0	0	0	0	10
08:45 AM	0	1	0	0	1	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	8
Total	2	1	0	0	3	0	16	2	0	18	2	1	0	0	3	0	12	0	0	12	36
Grand Total	6	2	1	0	9	1	30	5	0	36	4	1	1	0	6	0	27	2	0	29	80
Apprch %	66.7	22.2	11.1	0		2.8	83.3	13.9	0		66.7	16.7	16.7	0		0	93.1	6.9	0		
Total %	7.5	2.5	1.2	0	11.2	1.2	37.5	6.2	0	45	5	1.2	1.2	0	7.5	0	33.8	2.5	0	36.2	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	0	3	0	2	2	4	0	0	0	0	0	3	0	3	10
07:30 AM	1	0	1	2	0	8	0	8	0	0	0	0	0	2	0	2	12
07:45 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	8	2	10	13
08:00 AM	1	0	0	1	0	2	0	2	1	0	0	1	0	6	0	6	10
Total Volume	5	0	1	6	1	13	2	16	2	0	0	2	0	19	2	21	45
% App. Total	83.3	0	16.7		6.2	81.2	12.5		100	0	0		0	90.5	9.5		
PHF	.417	.000	.250	.500	.250	.406	.250	.500	.500	.000	.000	.500	.000	.594	.250	.525	.865

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File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	28	10	5	0	43	6	99	20	0	125	17	5	6	0	28	1	60	7	0	68	264
07:15 AM	45	11	16	0	72	6	120	25	0	151	27	9	4	0	40	6	78	4	0	88	351
07:30 AM	31	9	13	0	53	13	110	26	0	149	31	9	6	0	46	4	89	8	0	101	349
07:45 AM	32	11	18	0	61	8	86	28	0	122	41	4	5	0	50	10	120	9	0	139	372
Total	136	41	52	0	229	33	415	99	0	547	116	27	21	0	164	21	347	28	0	396	1336
08:00 AM	19	15	11	0	45	9	90	30	0	129	22	10	5	0	37	12	114	9	0	135	346
08:15 AM	16	11	22	0	49	10	113	39	0	162	38	2	3	0	43	1	83	6	0	90	344
08:30 AM	19	7	10	0	36	5	77	33	0	115	31	2	5	0	38	3	79	7	0	89	278
08:45 AM	8	9	17	0	34	8	99	23	0	130	23	5	3	0	31	1	94	4	0	99	294
Total	62	42	60	0	164	32	379	125	0	536	114	19	16	0	149	17	370	26	0	413	1262
Grand Total	198	83	112	0	393	65	794	224	0	1083	230	46	37	0	313	38	717	54	0	809	2598
Apprch %	50.4	21.1	28.5	0		6	73.3	20.7	0		73.5	14.7	11.8	0		4.7	88.6	6.7	0		
Total %	7.6	3.2	4.3	0	15.1	2.5	30.6	8.6	0	41.7	8.9	1.8	1.4	0	12	1.5	27.6	2.1	0	31.1	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	45	11	16	72	6	120	25	151	27	9	4	40	6	78	4	88	351
07:30 AM	31	9	13	53	13	110	26	149	31	9	6	46	4	89	8	101	349
07:45 AM	32	11	18	61	8	86	28	122	41	4	5	50	10	120	9	139	372
08:00 AM	19	15	11	45	9	90	30	129	22	10	5	37	12	114	9	135	346
Total Volume	127	46	58	231	36	406	109	551	121	32	20	173	32	401	30	463	1418
% App. Total	55	19.9	25.1		6.5	73.7	19.8		69.9	18.5	11.6		6.9	86.6	6.5		
PHF	.706	.767	.806	.802	.692	.846	.908	.912	.738	.800	.833	.865	.667	.835	.833	.833	.953

Peggy Malone & Associates, Inc.

(888) 247-8602

File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 PM

Site Code :

Start Date : 8/13/2019

Page No : 1

Groups Printed- Car

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	9	12	9	0	30	30	105	25	0	160	44	7	4	0	55	8	140	25	0	173	418
03:45 PM	9	4	11	0	24	14	139	21	0	174	37	11	7	0	55	4	136	15	0	155	408
Total	18	16	20	0	54	44	244	46	0	334	81	18	11	0	110	12	276	40	0	328	826
04:00 PM	11	10	11	0	32	34	124	28	0	186	40	11	4	0	55	4	128	18	0	150	423
04:15 PM	7	8	11	0	26	23	122	25	0	170	33	12	4	0	49	8	131	19	0	158	403
04:30 PM	11	9	15	0	35	27	136	20	0	183	42	11	5	0	58	6	126	10	0	142	418
04:45 PM	8	8	22	0	38	33	132	27	0	192	48	6	6	0	60	3	134	15	0	152	442
Total	37	35	59	0	131	117	514	100	0	731	163	40	19	0	222	21	519	62	0	602	1686
05:00 PM	10	7	21	0	38	25	173	28	0	226	44	18	9	0	71	5	149	15	0	169	504
05:15 PM	21	8	19	0	48	30	121	25	0	176	40	7	8	0	55	8	144	19	0	171	450
05:30 PM	19	12	18	0	49	22	131	24	0	177	39	10	5	0	54	5	137	20	0	162	442
05:45 PM	13	6	18	0	37	24	131	15	0	170	30	8	2	0	40	5	133	15	0	153	400
Total	63	33	76	0	172	101	556	92	0	749	153	43	24	0	220	23	563	69	0	655	1796
06:00 PM	9	4	14	0	27	28	123	15	0	166	24	6	0	0	30	8	102	16	0	126	349
06:15 PM	6	2	8	0	16	16	81	23	0	120	18	5	1	0	24	3	91	13	0	107	267
Grand Total	133	90	177	0	400	306	1518	276	0	2100	439	112	55	0	606	67	1551	200	0	1818	4924
Apprch %	33.2	22.5	44.2	0		14.6	72.3	13.1	0		72.4	18.5	9.1	0		3.7	85.3	11	0		
Total %	2.7	1.8	3.6	0	8.1	6.2	30.8	5.6	0	42.6	8.9	2.3	1.1	0	12.3	1.4	31.5	4.1	0	36.9	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	8	22	38	33	132	27	192	48	6	6	60	3	134	15	152	442
05:00 PM	10	7	21	38	25	173	28	226	44	18	9	71	5	149	15	169	504
05:15 PM	21	8	19	48	30	121	25	176	40	7	8	55	8	144	19	171	450
05:30 PM	19	12	18	49	22	131	24	177	39	10	5	54	5	137	20	162	442
Total Volume	58	35	80	173	110	557	104	771	171	41	28	240	21	564	69	654	1838
% App. Total	33.5	20.2	46.2		14.3	72.2	13.5		71.2	17.1	11.7		3.2	86.2	10.6		
PHF	.690	.729	.909	.883	.833	.805	.929	.853	.891	.569	.778	.845	.656	.946	.863	.956	.912

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	6	4	0	10	20
03:45 PM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	1	3	1	0	5	9
Total	1	0	1	0	2	0	9	1	0	10	2	0	0	0	2	1	9	5	0	15	29
04:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
04:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	10	2	0	12	0	0	0	0	0	1	4	0	0	5	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	8
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	1	0	2	0	3	0	23	3	0	26	4	0	0	0	4	3	17	5	0	25	58
Apprch %	33.3	0	66.7	0		0	88.5	11.5	0		100	0	0	0		12	68	20	0		
Total %	1.7	0	3.4	0	5.2	0	39.7	5.2	0	44.8	6.9	0	0	0	6.9	5.2	29.3	8.6	0	43.1	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	1	0	1	2	0	8	0	8	0	0	0	0	0	6	4	10	20
03:45 PM	0	0	0	0	0	1	1	2	2	0	0	2	1	3	1	5	9
04:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
04:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	5
Total Volume	1	0	1	2	0	15	3	18	2	0	0	2	1	11	5	17	39
% App. Total	50	0	50		0	83.3	16.7		100	0	0		5.9	64.7	29.4		
PHF	.250	.000	.250	.250	.000	.469	.750	.563	.250	.000	.000	.250	.250	.458	.313	.425	.488

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 15-Old White Bridge Rd_Goose Creek Rd and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Old White Badge Rd Southbound					US 250 Westbound					Goose Creek Rd Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	10	12	10	0	32	30	113	25	0	168	44	7	4	0	55	8	146	29	0	183	438
03:45 PM	9	4	11	0	24	14	140	22	0	176	39	11	7	0	57	5	139	16	0	160	417
Total	19	16	21	0	56	44	253	47	0	344	83	18	11	0	112	13	285	45	0	343	855
04:00 PM	11	10	11	0	32	34	126	29	0	189	40	11	4	0	55	4	130	18	0	152	428
04:15 PM	7	8	11	0	26	23	126	26	0	175	33	12	4	0	49	8	131	19	0	158	408
04:30 PM	11	9	15	0	35	27	140	20	0	187	42	11	5	0	58	6	127	10	0	143	423
04:45 PM	8	8	22	0	38	33	132	27	0	192	48	6	6	0	60	4	135	15	0	154	444
Total	37	35	59	0	131	117	524	102	0	743	163	40	19	0	222	22	523	62	0	607	1703
05:00 PM	10	7	21	0	38	25	173	28	0	226	44	18	9	0	71	6	150	15	0	171	506
05:15 PM	21	8	19	0	48	30	121	25	0	176	40	7	8	0	55	8	145	19	0	172	451
05:30 PM	19	12	18	0	49	22	134	24	0	180	39	10	5	0	54	5	137	20	0	162	445
05:45 PM	13	6	19	0	38	24	131	15	0	170	31	8	2	0	41	5	133	15	0	153	402
Total	63	33	77	0	173	101	559	92	0	752	154	43	24	0	221	24	565	69	0	658	1804
06:00 PM	9	4	14	0	27	28	123	15	0	166	25	6	0	0	31	8	103	16	0	127	351
06:15 PM	6	2	8	0	16	16	82	23	0	121	18	5	1	0	24	3	92	13	0	108	269
Grand Total	134	90	179	0	403	306	1541	279	0	2126	443	112	55	0	610	70	1568	205	0	1843	4982
Apprch %	33.3	22.3	44.4	0		14.4	72.5	13.1	0		72.6	18.4	9	0		3.8	85.1	11.1	0		
Total %	2.7	1.8	3.6	0	8.1	6.1	30.9	5.6	0	42.7	8.9	2.2	1.1	0	12.2	1.4	31.5	4.1	0	37	

Start Time	Old White Badge Rd Southbound				US 250 Westbound				Goose Creek Rd Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	8	8	22	38	33	132	27	192	48	6	6	60	4	135	15	154	444
05:00 PM	10	7	21	38	25	173	28	226	44	18	9	71	6	150	15	171	506
05:15 PM	21	8	19	48	30	121	25	176	40	7	8	55	8	145	19	172	451
05:30 PM	19	12	18	49	22	134	24	180	39	10	5	54	5	137	20	162	445
Total Volume	58	35	80	173	110	560	104	774	171	41	28	240	23	567	69	659	1846
% App. Total	33.5	20.2	46.2		14.2	72.4	13.4		71.2	17.1	11.7		3.5	86	10.5		
PHF	.690	.729	.909	.883	.833	.809	.929	.856	.891	.569	.778	.845	.719	.945	.863	.958	.912

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	1	57	0	0	58	178
07:15 AM	0	0	0	0	0	0	133	1	0	134	0	0	1	0	1	0	107	0	0	107	242
07:30 AM	0	0	0	0	0	0	127	1	0	128	1	0	1	0	2	2	121	0	0	123	253
07:45 AM	0	0	0	0	0	0	119	1	0	120	2	0	4	0	6	0	134	0	0	134	260
Total	0	0	0	0	0	0	499	3	0	502	3	0	6	0	9	3	419	0	0	422	933
08:00 AM	0	0	0	0	0	0	153	1	0	154	0	0	3	0	3	0	120	0	0	120	277
08:15 AM	0	0	0	0	0	0	134	3	0	137	1	0	3	0	4	1	109	0	0	110	251
08:30 AM	0	0	0	0	0	0	131	3	0	134	2	0	1	0	3	0	98	0	0	98	235
08:45 AM	0	0	0	0	0	0	131	2	0	133	1	0	2	0	3	0	116	0	0	116	252
Total	0	0	0	0	0	0	549	9	0	558	4	0	9	0	13	1	443	0	0	444	1015
Grand Total	0	0	0	0	0	0	1048	12	0	1060	7	0	15	0	22	4	862	0	0	866	1948
Apprch %	0	0	0	0	0	0	98.9	1.1	0		31.8	0	68.2	0		0.5	99.5	0	0		
Total %	0	0	0	0	0	0	53.8	0.6	0	54.4	0.4	0	0.8	0	1.1	0.2	44.3	0	0	44.5	

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	0	127	1	0	128	1	0	1	0	2	2	121	0	0	123	253
07:45 AM	0	0	0	0	0	0	119	1	0	120	2	0	4	0	6	0	134	0	0	134	260
08:00 AM	0	0	0	0	0	0	153	1	0	154	0	0	3	0	3	0	120	0	0	120	277
08:15 AM	0	0	0	0	0	0	134	3	0	137	1	0	3	0	4	1	109	0	0	110	251
Total Volume	0	0	0	0	0	0	533	6	0	539	4	0	11	0	15	3	484	0	0	487	1041
% App. Total	0	0	0	0	0	0	98.9	1.1	0		26.7	0	73.3	0		0.6	99.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.871	.500	.875		.500	.000	.688	.625		.375	.903	.000	.909		.940

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
07:30 AM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	5	0	0	5	12
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	19	0	0	19	35
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	3	0	0	4	9
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	1	15	0	0	16	34
Grand Total	0	0	0	0	0	0	32	0	0	32	1	0	1	0	2	1	34	0	0	35	69
Apprch %	0	0	0	0	0	0	100	0	0	100	50	0	50	0	50	2.9	97.1	0	0	97.1	
Total %	0	0	0	0	0	0	46.4	0	0	46.4	1.4	0	1.4	0	2.9	1.4	49.3	0	0	50.7	

Start Time	No Name Southbound				US 250 Westbound				Commercial Access Loop Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
07:30 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	5	0	5	12
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	0	15	0	15	1	0	0	1	0	19	0	19	35
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.792	.000	.792	.729

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	1	62	0	0	63	188
07:15 AM	0	0	0	0	0	0	134	1	0	135	0	0	1	0	1	0	113	0	0	113	249
07:30 AM	0	0	0	0	0	0	133	1	0	134	2	0	1	0	3	2	126	0	0	128	265
07:45 AM	0	0	0	0	0	0	122	1	0	123	2	0	4	0	6	0	137	0	0	137	266
Total	0	0	0	0	0	0	514	3	0	517	4	0	6	0	10	3	438	0	0	441	968
08:00 AM	0	0	0	0	0	0	154	1	0	155	0	0	3	0	3	0	127	0	0	127	285
08:15 AM	0	0	0	0	0	0	138	3	0	141	1	0	4	0	5	2	112	0	0	114	260
08:30 AM	0	0	0	0	0	0	138	3	0	141	2	0	1	0	3	0	102	0	0	102	246
08:45 AM	0	0	0	0	0	0	136	2	0	138	1	0	2	0	3	0	117	0	0	117	258
Total	0	0	0	0	0	0	566	9	0	575	4	0	10	0	14	2	458	0	0	460	1049
Grand Total	0	0	0	0	0	0	1080	12	0	1092	8	0	16	0	24	5	896	0	0	901	2017
Apprch %	0	0	0	0	0	0	98.9	1.1	0		33.3	0	66.7	0		0.6	99.4	0	0		
Total %	0	0	0	0	0	0	53.5	0.6	0	54.1	0.4	0	0.8	0	1.2	0.2	44.4	0	0	44.7	

Start Time	No Name Southbound				US 250 Westbound				Commercial Access Loop Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:30 AM	0	0	0	0	0	133	1	134	2	0	1	3	2	126	0	128	265
07:45 AM	0	0	0	0	0	122	1	123	2	0	4	6	0	137	0	137	266
08:00 AM	0	0	0	0	0	154	1	155	0	0	3	3	0	127	0	127	285
08:15 AM	0	0	0	0	0	138	3	141	1	0	4	5	2	112	0	114	260
Total Volume	0	0	0	0	0	547	6	553	5	0	12	17	4	502	0	506	1076
% App. Total	0	0	0	0	0	98.9	1.1		29.4	0	70.6		0.8	99.2	0		
PHF	.000	.000	.000	.000	.000	.888	.500	.892	.625	.000	.750	.708	.500	.916	.000	.923	.944

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	188	2	0	190	2	0	3	0	5	1	174	0	0	175	370
03:45 PM	0	0	0	0	0	0	162	1	0	163	3	0	2	0	5	1	178	0	0	179	347
Total	0	0	0	0	0	0	350	3	0	353	5	0	5	0	10	2	352	0	0	354	717
04:00 PM	0	0	0	0	0	0	155	2	0	157	2	0	4	0	6	0	175	0	0	175	338
04:15 PM	0	0	0	0	0	0	155	2	0	157	3	0	1	0	4	3	203	0	0	206	367
04:30 PM	0	0	0	0	0	0	160	1	0	161	4	0	1	0	5	0	186	0	0	186	352
04:45 PM	0	0	0	0	0	0	199	2	0	201	0	0	3	0	3	1	200	0	0	201	405
Total	0	0	0	0	0	0	669	7	0	676	9	0	9	0	18	4	764	0	0	768	1462
05:00 PM	0	0	0	0	0	0	172	0	0	172	2	0	2	0	4	1	231	0	0	232	408
05:15 PM	0	0	0	0	0	0	185	1	0	186	0	0	1	0	1	0	178	0	0	178	365
05:30 PM	0	0	0	0	0	0	158	2	0	160	3	0	1	0	4	1	185	0	0	186	350
05:45 PM	0	0	0	0	0	0	160	2	0	162	3	0	0	0	3	1	165	0	0	166	331
Total	0	0	0	0	0	0	675	5	0	680	8	0	4	0	12	3	759	0	0	762	1454
06:00 PM	0	0	0	0	0	0	151	1	0	152	2	0	2	0	4	0	157	0	0	157	313
06:15 PM	0	0	0	0	0	0	113	2	0	115	1	0	1	0	2	0	124	0	0	124	241
Grand Total	0	0	0	0	0	0	1958	18	0	1976	25	0	21	0	46	9	2156	0	0	2165	4187
Apprch %	0	0	0	0	0	0	99.1	0.9	0		54.3	0	45.7	0		0.4	99.6	0	0		
Total %	0	0	0	0	0	0	46.8	0.4	0	47.2	0.6	0	0.5	0	1.1	0.2	51.5	0	0	51.7	

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:15 PM	0	0	0	0	0	0	155	2	0	157	3	0	1	0	4	3	203	0	0	206	367
04:30 PM	0	0	0	0	0	0	160	1	0	161	4	0	1	0	5	0	186	0	0	186	352
04:45 PM	0	0	0	0	0	0	199	2	0	201	0	0	3	0	3	1	200	0	0	201	405
05:00 PM	0	0	0	0	0	0	172	0	0	172	2	0	2	0	4	1	231	0	0	232	408
Total Volume	0	0	0	0	0	0	686	5	0	691	9	0	7	0	16	5	820	0	0	825	1532
% App. Total	0	0	0	0	0	0	99.3	0.7	0		56.2	0	43.8	0		0.6	99.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.862	.625	.859		.563	.000	.583	.800		.417	.887	.000	.889	.939	

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15
04:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	1	6	0	0	7	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	8
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	2	21	0	0	23	47
Apprch %	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	8.7	91.3	0	0	100	
Total %	0	0	0	0	0	0	48.9	0	0	48.9	2.1	0	0	0	2.1	4.3	44.7	0	0	48.9	

Start Time	No Name Southbound				US 250 Westbound				Commercial Access Loop Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	1	0	0	1	7
Total Volume	0	0	0	0	0	14	0	14	1	0	0	1	1	10	0	11	26
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	9.1	90.9	0	100	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.000	.250	.250	.625	.000	.688	.722

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-Commercial Access Loop and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	No Name Southbound					US 250 Westbound					Commercial Access Loop Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	193	2	0	195	2	0	3	0	5	1	178	0	0	179	379
03:45 PM	0	0	0	0	0	0	164	1	0	165	3	0	2	0	5	1	182	0	0	183	353
Total	0	0	0	0	0	0	357	3	0	360	5	0	5	0	10	2	360	0	0	362	732
04:00 PM	0	0	0	0	0	0	156	2	0	158	3	0	4	0	7	0	177	0	0	177	342
04:15 PM	0	0	0	0	0	0	161	2	0	163	3	0	1	0	4	4	203	0	0	207	374
04:30 PM	0	0	0	0	0	0	164	1	0	165	4	0	1	0	5	0	189	0	0	189	359
04:45 PM	0	0	0	0	0	0	199	2	0	201	0	0	3	0	3	1	201	0	0	202	406
Total	0	0	0	0	0	0	680	7	0	687	10	0	9	0	19	5	770	0	0	775	1481
05:00 PM	0	0	0	0	0	0	172	0	0	172	2	0	2	0	4	1	233	0	0	234	410
05:15 PM	0	0	0	0	0	0	188	1	0	189	0	0	1	0	1	1	179	0	0	180	370
05:30 PM	0	0	0	0	0	0	158	2	0	160	3	0	1	0	4	1	186	0	0	187	351
05:45 PM	0	0	0	0	0	0	160	2	0	162	3	0	0	0	3	1	165	0	0	166	331
Total	0	0	0	0	0	0	678	5	0	683	8	0	4	0	12	4	763	0	0	767	1462
06:00 PM	0	0	0	0	0	0	152	1	0	153	2	0	2	0	4	0	159	0	0	159	316
06:15 PM	0	0	0	0	0	0	114	2	0	116	1	0	1	0	2	0	125	0	0	125	243
Grand Total	0	0	0	0	0	0	1981	18	0	1999	26	0	21	0	47	11	2177	0	0	2188	4234
Apprch %	0	0	0	0	0	0	99.1	0.9	0		55.3	0	44.7	0		0.5	99.5	0	0		
Total %	0	0	0	0	0	0	46.8	0.4	0	47.2	0.6	0	0.5	0	1.1	0.3	51.4	0	0	51.7	

Start Time	No Name Southbound				US 250 Westbound				Commercial Access Loop Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:15 PM	0	0	0	0	0	161	2	163	3	0	1	4	4	203	0	207	374
04:30 PM	0	0	0	0	0	164	1	165	4	0	1	5	0	189	0	189	359
04:45 PM	0	0	0	0	0	199	2	201	0	0	3	3	1	201	0	202	406
05:00 PM	0	0	0	0	0	172	0	172	2	0	2	4	1	233	0	234	410
Total Volume	0	0	0	0	0	696	5	701	9	0	7	16	6	826	0	832	1549
% App. Total	0	0	0	0	0	99.3	0.7		56.2	0	43.8		0.7	99.3	0		
PHF	.000	.000	.000	.000	.000	.874	.625	.872	.563	.000	.583	.800	.375	.886	.000	.889	.945

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 17-Lew Dewitt Blvd and Commercial Access Loop AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Lew Dewitt Blvd Southbound					Commercial Access Loop Westbound					Lew Dewitt Blvd Northbound					Business Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	56	0	0	56	1	0	1	0	2	2	33	1	0	36	1	0	0	0	1	95
07:15 AM	1	70	2	0	73	0	0	0	0	0	1	45	0	0	46	0	0	0	0	0	119
07:30 AM	1	68	0	0	69	0	1	3	0	4	3	56	0	0	59	2	0	0	0	2	134
07:45 AM	0	62	0	0	62	0	0	2	0	2	6	63	1	0	70	1	0	0	0	1	135
Total	2	256	2	0	260	1	1	6	0	8	12	197	2	0	211	4	0	0	0	4	483
08:00 AM	5	80	2	0	87	0	0	2	0	2	4	64	1	0	69	1	0	0	0	1	159
08:15 AM	3	76	0	0	79	0	0	8	0	8	2	57	2	0	61	5	1	0	0	6	154
08:30 AM	3	65	2	0	70	1	0	4	0	5	4	47	2	0	53	4	0	0	0	4	132
08:45 AM	3	78	0	0	81	2	0	3	0	5	1	78	2	0	81	2	0	1	0	3	170
Total	14	299	4	0	317	3	0	17	0	20	11	246	7	0	264	12	1	1	0	14	615
Grand Total	16	555	6	0	577	4	1	23	0	28	23	443	9	0	475	16	1	1	0	18	1098
Apprch %	2.8	96.2	1	0		14.3	3.6	82.1	0		4.8	93.3	1.9	0		88.9	5.6	5.6	0		
Total %	1.5	50.5	0.5	0	52.6	0.4	0.1	2.1	0	2.6	2.1	40.3	0.8	0	43.3	1.5	0.1	0.1	0	1.6	

Start Time	Lew Dewitt Blvd Southbound				Commercial Access Loop Westbound				Lew Dewitt Blvd Northbound				Business Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	80	2	87	0	0	2	2	4	64	1	69	1	0	0	1	159
08:15 AM	3	76	0	79	0	0	8	8	2	57	2	61	5	1	0	6	154
08:30 AM	3	65	2	70	1	0	4	5	4	47	2	53	4	0	0	4	132
08:45 AM	3	78	0	81	2	0	3	5	1	78	2	81	2	0	1	3	170
Total Volume	14	299	4	317	3	0	17	20	11	246	7	264	12	1	1	14	615
% App. Total	4.4	94.3	1.3		15	0	85		4.2	93.2	2.7		85.7	7.1	7.1		
PHF	.700	.934	.500	.911	.375	.000	.531	.625	.688	.788	.875	.815	.600	.250	.250	.583	.904

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 17-Lew Dewitt Blvd and Commercial Access Loop AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Lew Dewitt Blvd Southbound					Commercial Access Loop Westbound					Lew Dewitt Blvd Northbound					Business Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	59	0	0	59	1	0	1	0	2	3	37	1	0	41	1	0	0	0	1	103
07:15 AM	1	72	2	0	75	0	0	0	0	0	1	48	0	0	49	0	0	0	0	0	124
07:30 AM	1	70	0	0	71	0	1	3	0	4	4	57	0	0	61	2	0	0	0	2	138
07:45 AM	0	63	0	0	63	0	0	3	0	3	6	65	1	0	72	1	0	0	0	1	139
Total	2	264	2	0	268	1	1	7	0	9	14	207	2	0	223	4	0	0	0	4	504
08:00 AM	5	83	2	0	90	0	0	2	0	2	4	65	2	0	71	1	0	0	0	1	164
08:15 AM	3	79	0	0	82	0	0	8	0	8	2	59	2	0	63	5	1	1	0	7	160
08:30 AM	3	66	2	0	71	1	0	4	0	5	5	50	2	0	57	4	0	0	0	4	137
08:45 AM	3	78	0	0	81	2	0	3	0	5	1	81	2	0	84	2	0	1	0	3	173
Total	14	306	4	0	324	3	0	17	0	20	12	255	8	0	275	12	1	2	0	15	634
Grand Total	16	570	6	0	592	4	1	24	0	29	26	462	10	0	498	16	1	2	0	19	1138
Apprch %	2.7	96.3	1	0		13.8	3.4	82.8	0		5.2	92.8	2	0		84.2	5.3	10.5	0		
Total %	1.4	50.1	0.5	0	52	0.4	0.1	2.1	0	2.5	2.3	40.6	0.9	0	43.8	1.4	0.1	0.2	0	1.7	

Start Time	Lew Dewitt Blvd Southbound				Commercial Access Loop Westbound				Lew Dewitt Blvd Northbound				Business Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	83	2	90	0	0	2	2	4	65	2	71	1	0	0	1	164
08:15 AM	3	79	0	82	0	0	8	8	2	59	2	63	5	1	1	7	160
08:30 AM	3	66	2	71	1	0	4	5	5	50	2	57	4	0	0	4	137
08:45 AM	3	78	0	81	2	0	3	5	1	81	2	84	2	0	1	3	173
Total Volume	14	306	4	324	3	0	17	20	12	255	8	275	12	1	2	15	634
% App. Total	4.3	94.4	1.2		15	0	85		4.4	92.7	2.9		80	6.7	13.3		
PHF	.700	.922	.500	.900	.375	.000	.531	.625	.600	.787	1.00	.818	.600	.250	.500	.536	.916

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 17-Lew Dewitt Blvd and Commercial Access Loop PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Lew Dewitt Blvd Southbound					Commercial Access Loop Westbound					Lew Dewitt Blvd Northbound					Business Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	6	107	1	0	114	1	0	7	0	8	0	102	9	0	111	6	3	5	0	14	247
03:45 PM	3	92	0	0	95	2	0	6	0	8	6	99	9	0	114	13	0	4	0	17	234
Total	9	199	1	0	209	3	0	13	0	16	6	201	18	0	225	19	3	9	0	31	481
04:00 PM	5	108	1	0	114	4	1	10	0	15	3	106	4	0	113	7	1	2	0	10	252
04:15 PM	7	110	2	0	119	1	2	5	0	8	5	119	7	0	131	8	2	2	0	12	270
04:30 PM	6	92	0	0	98	4	1	6	0	11	4	118	9	0	131	7	1	2	0	10	250
04:45 PM	6	120	1	0	127	6	0	7	0	13	5	115	8	0	128	15	1	7	0	23	291
Total	24	430	4	0	458	15	4	28	0	47	17	458	28	0	503	37	5	13	0	55	1063
05:00 PM	8	119	5	0	132	2	0	3	0	5	4	132	7	0	143	7	0	5	0	12	292
05:15 PM	5	119	1	0	125	2	0	6	0	8	3	126	7	0	136	11	0	1	0	12	281
05:30 PM	6	117	1	0	124	3	1	4	0	8	5	117	5	0	127	8	0	4	0	12	271
05:45 PM	4	89	0	0	93	1	0	4	0	5	5	110	5	0	120	6	0	1	0	7	225
Total	23	444	7	0	474	8	1	17	0	26	17	485	24	0	526	32	0	11	0	43	1069
06:00 PM	7	92	0	0	99	5	0	1	0	6	9	101	4	0	114	9	0	1	0	10	229
06:15 PM	2	79	1	0	82	2	0	9	0	11	4	106	6	0	116	4	0	0	0	4	213
Grand Total	65	1244	13	0	1322	33	5	68	0	106	53	1351	80	0	1484	101	8	34	0	143	3055
Apprch %	4.9	94.1	1	0		31.1	4.7	64.2	0		3.6	91	5.4	0		70.6	5.6	23.8	0		
Total %	2.1	40.7	0.4	0	43.3	1.1	0.2	2.2	0	3.5	1.7	44.2	2.6	0	48.6	3.3	0.3	1.1	0	4.7	

Start Time	Lew Dewitt Blvd Southbound				Commercial Access Loop Westbound				Lew Dewitt Blvd Northbound				Business Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	120	1	127	6	0	7	13	5	115	8	128	15	1	7	23	291
05:00 PM	8	119	5	132	2	0	3	5	4	132	7	143	7	0	5	12	292
05:15 PM	5	119	1	125	2	0	6	8	3	126	7	136	11	0	1	12	281
05:30 PM	6	117	1	124	3	1	4	8	5	117	5	127	8	0	4	12	271
Total Volume	25	475	8	508	13	1	20	34	17	490	27	534	41	1	17	59	1135
% App. Total	4.9	93.5	1.6		38.2	2.9	58.8		3.2	91.8	5.1		69.5	1.7	28.8		
PHF	.781	.990	.400	.962	.542	.250	.714	.654	.850	.928	.844	.934	.683	.250	.607	.641	.972

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 17-Lew Dewitt Blvd and Commercial Access Loop PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Lew Dewitt Blvd Southbound					Commercial Access Loop Westbound					Lew Dewitt Blvd Northbound					Business Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
03:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	8
Total	0	7	0	0	7	0	0	0	0	0	1	4	1	0	6	0	0	1	0	1	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	14	0	0	14	0	0	0	0	0	2	13	1	0	16	0	0	1	0	1	31
Apprch %	0	100	0	0		0	0	0	0		12.5	81.2	6.2	0		0	0	100	0		
Total %	0	45.2	0	0	45.2	0	0	0	0	0	6.5	41.9	3.2	0	51.6	0	0	3.2	0	3.2	

Start Time	Lew Dewitt Blvd Southbound				Commercial Access Loop Westbound				Lew Dewitt Blvd Northbound				Business Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
03:45 PM	0	5	0	5	0	0	0	0	0	1	1	2	0	0	1	1	8
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	8	0	8	0	0	0	0	1	9	1	11	0	0	1	1	20
% App. Total	0	100	0		0	0	0		9.1	81.8	9.1		0	0	100		
PHF	.000	.400	.000	.400	.000	.000	.000	.000	.250	.750	.250	.688	.000	.000	.250	.250	.625

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 17-Lew Dewitt Blvd and Commercial Access Loop PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Lew Dewitt Blvd Southbound					Commercial Access Loop Westbound					Lew Dewitt Blvd Northbound					Business Ent/Exit Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	6	109	1	0	116	1	0	7	0	8	1	105	9	0	115	6	3	5	0	14	253
03:45 PM	3	97	0	0	100	2	0	6	0	8	6	100	10	0	116	13	0	5	0	18	242
Total	9	206	1	0	216	3	0	13	0	16	7	205	19	0	231	19	3	10	0	32	495
04:00 PM	5	108	1	0	114	4	1	10	0	15	3	109	4	0	116	7	1	2	0	10	255
04:15 PM	7	111	2	0	120	1	2	5	0	8	5	121	7	0	133	8	2	2	0	12	273
04:30 PM	6	93	0	0	99	4	1	6	0	11	5	120	9	0	134	7	1	2	0	10	254
04:45 PM	6	121	1	0	128	6	0	7	0	13	5	115	8	0	128	15	1	7	0	23	292
Total	24	433	4	0	461	15	4	28	0	47	18	465	28	0	511	37	5	13	0	55	1074
05:00 PM	8	119	5	0	132	2	0	3	0	5	4	132	7	0	143	7	0	5	0	12	292
05:15 PM	5	121	1	0	127	2	0	6	0	8	3	126	7	0	136	11	0	1	0	12	283
05:30 PM	6	117	1	0	124	3	1	4	0	8	5	119	5	0	129	8	0	4	0	12	273
05:45 PM	4	90	0	0	94	1	0	4	0	5	5	110	5	0	120	6	0	1	0	7	226
Total	23	447	7	0	477	8	1	17	0	26	17	487	24	0	528	32	0	11	0	43	1074
06:00 PM	7	92	0	0	99	5	0	1	0	6	9	101	4	0	114	9	0	1	0	10	229
06:15 PM	2	80	1	0	83	2	0	9	0	11	4	106	6	0	116	4	0	0	0	4	214
Grand Total	65	1258	13	0	1336	33	5	68	0	106	55	1364	81	0	1500	101	8	35	0	144	3086
Apprch %	4.9	94.2	1	0		31.1	4.7	64.2	0		3.7	90.9	5.4	0		70.1	5.6	24.3	0		
Total %	2.1	40.8	0.4	0	43.3	1.1	0.2	2.2	0	3.4	1.8	44.2	2.6	0	48.6	3.3	0.3	1.1	0	4.7	

Start Time	Lew Dewitt Blvd Southbound				Commercial Access Loop Westbound				Lew Dewitt Blvd Northbound				Business Ent/Exit Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	6	121	1	128	6	0	7	13	5	115	8	128	15	1	7	23	292
05:00 PM	8	119	5	132	2	0	3	5	4	132	7	143	7	0	5	12	292
05:15 PM	5	121	1	127	2	0	6	8	3	126	7	136	11	0	1	12	283
05:30 PM	6	117	1	124	3	1	4	8	5	119	5	129	8	0	4	12	273
Total Volume	25	478	8	511	13	1	20	34	17	492	27	536	41	1	17	59	1140
% App. Total	4.9	93.5	1.6		38.2	2.9	58.8		3.2	91.8	5		69.5	1.7	28.8		
PHF	.781	.988	.400	.968	.542	.250	.714	.654	.850	.932	.844	.937	.683	.250	.607	.641	.976

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	5	1	6	5	117	0	0	122	0	0	0	0	0	0	69	5	0	74	202
07:15 AM	5	0	9	0	14	12	139	0	0	151	0	0	1	0	1	1	104	10	0	115	281
07:30 AM	5	0	8	0	13	10	131	0	0	141	0	0	0	0	0	0	116	8	0	124	278
07:45 AM	3	0	5	0	8	7	124	0	0	131	0	0	1	0	1	0	144	2	0	146	286
Total	13	0	27	1	41	34	511	0	0	545	0	0	2	0	2	1	433	25	0	459	1047
08:00 AM	3	0	2	0	5	11	127	0	0	138	0	1	0	0	1	2	124	4	0	130	274
08:15 AM	3	0	3	1	7	11	146	0	0	157	0	0	1	0	1	0	118	8	0	126	291
08:30 AM	0	0	6	0	6	5	133	1	0	139	0	0	1	0	1	6	103	6	0	115	261
08:45 AM	3	0	4	0	7	7	137	1	0	145	0	0	1	0	1	0	136	7	0	143	296
Total	9	0	15	1	25	34	543	2	0	579	0	1	3	0	4	8	481	25	0	514	1122
Grand Total	22	0	42	2	66	68	1054	2	0	1124	0	1	5	0	6	9	914	50	0	973	2169
Apprch %	33.3	0	63.6	3		6	93.8	0.2	0		0	16.7	83.3	0		0.9	93.9	5.1	0		
Total %	1	0	1.9	0.1	3	3.1	48.6	0.1	0	51.8	0	0	0.2	0	0.3	0.4	42.1	2.3	0	44.9	

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	5	0	8		13	10	131	0		141	0	0	0	0	0	0	116	8		124	278
07:45 AM	3	0	5		8	7	124	0		131	0	0	1		1	0	144	2		146	286
08:00 AM	3	0	2		5	11	127	0		138	0	1	0	1	2	124	4		130	274	
08:15 AM	3	0	3		6	11	146	0		157	0	0	1	1	0	118	8		126	290	
Total Volume	14	0	18		32	39	528	0		567	0	1	2	3	2	502	22		526	1128	
% App. Total	43.8	0	56.2			6.9	93.1	0			0	33.3	66.7			0.4	95.4	4.2			
PHF	.700	.000	.563		.615	.886	.904	.000		.903	.000	.250	.500	.750	.250	.872	.688			.901	.972

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
07:15 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	8
07:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	1	15	0	0	16	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
08:45 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	15	1	0	16	33
Grand Total	0	0	1	0	1	1	33	0	0	34	0	0	0	0	0	1	30	1	0	32	67
Apprch %	0	0	100	0		2.9	97.1	0	0		0	0	0	0		3.1	93.8	3.1	0		
Total %	0	0	1.5	0	1.5	1.5	49.3	0	0	50.7	0	0	0	0	0	1.5	44.8	1.5	0	47.8	

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
07:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Total Volume	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	21	1	0	22	38
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	95.5	4.5	0		
PHF	.000	.000	.000	.000	.000	.000	.571	.000	.571		.000	.000	.000	.000	.000	.000	.656	.250	.611		.792

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 AM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	5	1	6	5	119	0	0	124	0	0	0	0	0	0	74	5	0	79	209
07:15 AM	5	0	10	0	15	12	143	0	0	155	0	0	1	0	1	2	106	10	0	118	289
07:30 AM	5	0	8	0	13	10	138	0	0	148	0	0	0	0	0	0	121	8	0	129	290
07:45 AM	3	0	5	0	8	7	128	0	0	135	0	0	1	0	1	0	147	2	0	149	293
Total	13	0	28	1	42	34	528	0	0	562	0	0	2	0	2	2	448	25	0	475	1081
08:00 AM	3	0	2	0	5	11	127	0	0	138	0	1	0	0	1	2	132	5	0	139	283
08:15 AM	3	0	3	1	7	11	151	0	0	162	0	0	1	0	1	0	123	8	0	131	301
08:30 AM	0	0	6	0	6	5	140	1	0	146	0	0	1	0	1	6	105	6	0	117	270
08:45 AM	3	0	4	0	7	8	141	1	0	150	0	0	1	0	1	0	136	7	0	143	301
Total	9	0	15	1	25	35	559	2	0	596	0	1	3	0	4	8	496	26	0	530	1155
Grand Total	22	0	43	2	67	69	1087	2	0	1158	0	1	5	0	6	10	944	51	0	1005	2236
Apprch %	32.8	0	64.2	3		6	93.9	0.2	0		0	16.7	83.3	0		1	93.9	5.1	0		
Total %	1	0	1.9	0.1	3	3.1	48.6	0.1	0	51.8	0	0	0.2	0	0.3	0.4	42.2	2.3	0	44.9	

Start Time	Community Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	8	13	10	138	0	148	0	0	0	0	0	121	8	129	290
07:45 AM	3	0	5	8	7	128	0	135	0	0	1	1	0	147	2	149	293
08:00 AM	3	0	2	5	11	127	0	138	0	1	0	1	2	132	5	139	283
08:15 AM	3	0	3	6	11	151	0	162	0	0	1	1	0	123	8	131	300
Total Volume	14	0	18	32	39	544	0	583	0	1	2	3	2	523	23	548	1166
% App. Total	43.8	0	56.2		6.7	93.3	0		0	33.3	66.7		0.4	95.4	4.2		
PHF	.700	.000	.563	.615	.886	.901	.000	.900	.000	.250	.500	.750	.250	.889	.719	.919	.972

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Car

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	4	0	7	2	13	8	166	5	0	179	3	0	5	0	8	2	197	2	2	203	403
03:45 PM	2	0	13	0	15	9	173	2	0	184	2	0	3	0	5	6	175	2	0	183	387
Total	6	0	20	2	28	17	339	7	0	363	5	0	8	0	13	8	372	4	2	386	790
04:00 PM	4	0	14	0	18	10	169	0	0	179	2	0	3	0	5	4	185	6	0	195	397
04:15 PM	7	0	7	0	14	7	158	6	0	171	4	1	2	0	7	3	189	4	0	196	388
04:30 PM	8	0	5	0	13	9	169	0	0	178	2	0	5	0	7	1	179	1	0	181	379
04:45 PM	6	0	14	0	20	15	185	5	0	205	4	0	4	0	8	4	212	2	0	218	451
Total	25	0	40	0	65	41	681	11	0	733	12	1	14	0	27	12	765	13	0	790	1615
05:00 PM	8	0	12	0	20	16	190	4	0	210	3	0	3	0	6	2	232	8	0	242	478
05:15 PM	7	0	11	0	18	11	159	5	0	175	2	0	5	0	7	1	191	10	0	202	402
05:30 PM	11	0	14	0	25	10	162	0	0	172	2	0	3	0	5	4	198	4	0	206	408
05:45 PM	7	1	8	0	16	9	160	1	0	170	0	0	4	0	4	2	158	3	0	163	353
Total	33	1	45	0	79	46	671	10	0	727	7	0	15	0	22	9	779	25	0	813	1641
06:00 PM	3	0	7	0	10	2	164	1	0	167	1	0	1	0	2	4	149	0	0	153	332
06:15 PM	0	0	0	0	0	0	128	0	0	128	0	0	2	0	2	0	117	0	0	117	247
Grand Total	67	1	112	2	182	106	1983	29	0	2118	25	1	40	0	66	33	2182	42	2	2259	4625
Apprch %	36.8	0.5	61.5	1.1		5	93.6	1.4	0		37.9	1.5	60.6	0		1.5	96.6	1.9	0.1		
Total %	1.4	0	2.4	0	3.9	2.3	42.9	0.6	0	45.8	0.5	0	0.9	0	1.4	0.7	47.2	0.9	0	48.8	

Start Time	Community Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	6	0	14	20	15	185	5	205	4	0	4	8	4	212	2	218	451
05:00 PM	8	0	12	20	16	190	4	210	3	0	3	6	2	232	8	242	478
05:15 PM	7	0	11	18	11	159	5	175	2	0	5	7	1	191	10	202	402
05:30 PM	11	0	14	25	10	162	0	172	2	0	3	5	4	198	4	206	408
Total Volume	32	0	51	83	52	696	14	762	11	0	15	26	11	833	24	868	1739
% App. Total	38.6	0	61.4		6.8	91.3	1.8		42.3	0	57.7		1.3	96	2.8		
PHF	.727	.000	.911	.830	.813	.916	.700	.907	.688	.000	.750	.813	.688	.898	.600	.897	.910

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Truck

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
03:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	1	0	13	22
04:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
04:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	5	0	0	5	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
06:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	1	28	1	0	30	0	0	0	0	0	1	25	1	0	27	57
Apprch %	0	0	0	0	0	3.3	93.3	3.3	0	0	0	0	0	0	0	3.7	92.6	3.7	0	0	
Total %	0	0	0	0	0	1.8	49.1	1.8	0	52.6	0	0	0	0	0	1.8	43.9	1.8	0	47.4	

Start Time	Community Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	1	5	11
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
04:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	2	0	2	7
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	1	20	0	21	0	0	0	0	0	14	1	15	36
% App. Total	0	0	0	0	4.8	95.2	0	0	0	0	0	0	0	93.3	6.7	0	
PHF	.000	.000	.000	.000	.250	.714	.000	.750	.000	.000	.000	.000	.000	.438	.250	.469	.818

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 18-Community Dr and US 250 PM
Site Code :
Start Date : 8/13/2019
Page No : 1

Groups Printed- Combined

Start Time	Community Dr Southbound					US 250 Westbound					Business Ent/Exit Northbound					US 250 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	4	0	7	2	13	8	172	5	0	185	3	0	5	0	8	2	201	3	2	208	414
03:45 PM	2	0	13	0	15	9	176	2	0	187	2	0	3	0	5	6	183	2	0	191	398
Total	6	0	20	2	28	17	348	7	0	372	5	0	8	0	13	8	384	5	2	399	812
04:00 PM	4	0	14	0	18	11	173	0	0	184	2	0	3	0	5	4	187	6	0	197	404
04:15 PM	7	0	7	0	14	7	165	6	0	178	4	1	2	0	7	3	189	4	0	196	395
04:30 PM	8	0	5	0	13	9	173	0	0	182	2	0	5	0	7	1	182	1	0	184	386
04:45 PM	6	0	14	0	20	15	185	5	0	205	4	0	4	0	8	4	212	2	0	218	451
Total	25	0	40	0	65	42	696	11	0	749	12	1	14	0	27	12	770	13	0	795	1636
05:00 PM	8	0	12	0	20	16	190	4	0	210	3	0	3	0	6	2	234	8	0	244	480
05:15 PM	7	0	11	0	18	11	159	5	0	175	2	0	5	0	7	1	192	10	0	203	403
05:30 PM	11	0	14	0	25	10	165	0	0	175	2	0	3	0	5	4	200	4	0	208	413
05:45 PM	7	1	8	0	16	9	160	1	0	170	0	0	4	0	4	3	159	3	0	165	355
Total	33	1	45	0	79	46	674	10	0	730	7	0	15	0	22	10	785	25	0	820	1651
06:00 PM	3	0	7	0	10	2	164	2	0	168	1	0	1	0	2	4	150	0	0	154	334
06:15 PM	0	0	0	0	0	0	129	0	0	129	0	0	2	0	2	0	118	0	0	118	249
Grand Total	67	1	112	2	182	107	2011	30	0	2148	25	1	40	0	66	34	2207	43	2	2286	4682
Apprch %	36.8	0.5	61.5	1.1		5	93.6	1.4	0		37.9	1.5	60.6	0		1.5	96.5	1.9	0.1		
Total %	1.4	0	2.4	0	3.9	2.3	43	0.6	0	45.9	0.5	0	0.9	0	1.4	0.7	47.1	0.9	0	48.8	

Start Time	Community Dr Southbound				US 250 Westbound				Business Ent/Exit Northbound				US 250 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:45 PM	6	0	14	20	15	185	5	205	4	0	4	8	4	212	2	218	451
05:00 PM	8	0	12	20	16	190	4	210	3	0	3	6	2	234	8	244	480
05:15 PM	7	0	11	18	11	159	5	175	2	0	5	7	1	192	10	203	403
05:30 PM	11	0	14	25	10	165	0	175	2	0	3	5	4	200	4	208	413
Total Volume	32	0	51	83	52	699	14	765	11	0	15	26	11	838	24	873	1747
% App. Total	38.6	0	61.4		6.8	91.4	1.8		42.3	0	57.7		1.3	96	2.7		
PHF	.727	.000	.911	.830	.813	.920	.700	.911	.688	.000	.750	.813	.688	.895	.600	.894	.910

Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
06:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	29	17	0	1	0	0	0	0	0	0	0	0	0	0	47
07:15	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
07:30	0	15	3	0	0	0	0	1	2	0	0	0	0	0	0	21
07:45	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	35
08:00	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	71	19	1	0	0	0	1	2	0	0	0	0	0	0	94
08:15	0	22	3	0	0	0	0	0	1	0	0	0	0	0	0	26
08:30	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
08:45	0	20	7	0	1	0	0	0	0	0	0	0	0	0	0	28
09:00	0	19	5	0	1	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	76	21	0	2	1	0	0	1	0	0	0	0	0	0	101

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
18:30	1	24	5	0	0	0	0	0	0	0	0	0	0	0	0	30
18:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
19:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	99	17	0	0	0	0	0	0	0	0	0	0	0	0	117
19:15	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
19:30	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
19:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	100	18	0	0	0	0	0	0	0	0	0	0	0	0	118
20:15	1	17	3	0	1	0	0	0	0	0	0	0	0	0	0	22
20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	44	6	0	1	0	0	0	0	0	0	0	0	0	0	52
21:15	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	37	2	0	0	0	0	0	0	0	0	0	0	0	0	40
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
24 HR TOTAL	8	1790	355	1	12	3	0	3	6	0	0	0	0	0	0	2178
PERCENTS	0.4%	82.2%	16.3%	0.0%	0.6%	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.9% Trucks & Buses 1.1%

AM Times	09:15	11:00	09:45	06:30	09:00	05:00	04:00	07:30	11:00
AM Peaks	1	142	30	1	4	1	1	3	166
PM Times	16:30	16:45	16:45	12:45	17:00	16:45			
PM Peaks	2	208	36	3	1	246			

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	32
18:30	0	43	6	0	0	0	0	0	0	0	0	0	0	0	0	49
18:45	0	25	3	0	0	0	0	1	0	0	0	0	0	0	0	29
19:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	106	22	0	0	0	0	1	0	0	0	0	0	0	0	129
19:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
19:30	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
19:45	1	20	4	0	0	0	0	0	0	0	0	0	0	0	0	25
20:00	1	23	1	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	2	84	11	0	0	0	0	0	0	0	0	0	0	0	0	97
20:15	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
20:30	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	61	7	0	1	0	0	0	0	0	0	0	0	0	0	69
21:15	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
21:30	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
21:45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	59	9	0	0	0	0	0	0	0	0	0	0	0	0	68
22:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
24 HR TOTAL	13	1766	402	1	16	2	2	5	3	0	1	0	0	0	0	2211
PERCENTS	0.6%	79.9%	18.2%	0.0%	0.7%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles	98.6%															Trucks & Buses	1.4%
AM Times	10:00	11:00	11:00	06:30	10:15	05:00	08:45		09:00		09:00					11:00	
AM Peaks	3	128	42	1	3	1	1		1		1					174	
PM Times	11:30	17:00	16:45		13:45	13:00		12:15	14:15							17:00	
PM Peaks	2	183	41		3	1		2	1							226	

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	34	3	0	0	0	0	0	0	0	0	0	0	0	0	38
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
05:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	16	9	0	1	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	43	13	0	1	0	0	0	0	0	0	0	0	0	0	57
06:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
06:30	0	21	8	0	2	0	0	0	1	0	0	0	0	0	0	32
06:45	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
07:00	0	46	9	0	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	0	112	30	0	3	0	0	0	1	0	0	0	0	0	0	146
07:15	1	31	13	0	3	0	0	0	0	0	0	0	0	0	0	48
07:30	0	67	20	0	1	0	0	0	0	0	0	0	0	0	0	88
07:45	0	70	12	0	3	1	0	1	1	0	0	0	0	0	0	88
08:00	4	87	21	0	0	0	3	2	0	0	1	0	0	0	0	118
Hour Total	5	255	66	0	7	1	3	3	1	0	1	0	0	0	0	342
08:15	3	68	21	0	3	0	1	0	1	0	0	0	0	0	0	97
08:30	0	74	10	0	1	0	0	0	0	0	0	0	0	0	0	85
08:45	2	51	17	0	1	0	1	0	0	0	0	0	0	0	0	72
09:00	0	60	21	0	0	1	0	0	0	0	1	0	0	0	0	83
Hour Total	5	253	69	0	5	1	2	0	1	0	1	0	0	0	0	337

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	62	21	0	1	1	1	0	0	0	0	2	0	0	0	88
09:30	0	69	17	0	2	0	1	0	1	0	0	0	0	0	0	90
09:45	0	72	17	0	0	3	0	0	0	0	0	1	0	0	0	93
10:00	0	79	19	0	0	4	0	1	0	0	0	0	0	0	0	103
Hour Total	0	282	74	0	3	8	2	1	1	0	0	3	0	0	0	374
10:15	0	79	18	0	0	0	1	1	0	0	0	0	0	0	0	99
10:30	0	88	19	0	0	1	0	0	0	0	0	1	0	0	0	109
10:45	0	61	16	0	0	1	1	1	1	0	0	0	0	0	0	81
11:00	0	83	14	0	0	3	1	0	1	0	0	0	0	0	0	102
Hour Total	0	311	67	0	0	5	3	2	2	0	0	1	0	0	0	391
11:15	0	76	20	0	1	3	0	2	0	0	0	0	0	0	0	102
11:30	0	76	32	0	2	1	2	1	0	0	0	0	0	0	0	114
11:45	0	96	24	0	0	0	1	0	0	0	0	0	0	0	0	121
12:00	0	105	19	0	0	0	1	0	0	0	0	0	0	0	0	125
Hour Total	0	353	95	0	3	4	4	3	0	0	0	0	0	0	0	462
12:15	0	89	28	0	1	1	1	3	1	0	0	0	1	0	0	125
12:30	2	73	21	0	0	0	3	1	2	0	1	0	0	0	0	103
12:45	1	111	15	0	1	0	0	0	0	0	0	0	0	0	0	128
13:00	0	107	18	0	0	0	0	0	0	0	0	0	0	0	0	125
Hour Total	3	380	82	0	2	1	4	4	3	0	1	0	1	0	0	481
13:15	0	62	20	0	1	1	2	0	0	0	0	1	0	0	0	87
13:30	0	90	26	0	0	1	1	0	0	0	1	0	0	0	0	119
13:45	0	91	18	0	0	0	1	1	0	0	0	0	0	0	0	111
14:00	0	91	17	1	0	1	0	1	1	0	1	0	0	0	0	113
Hour Total	0	334	81	1	1	3	4	2	1	0	2	1	0	0	0	430
14:15	2	90	18	0	2	4	2	0	0	0	0	0	0	0	0	118
14:30	2	91	25	0	0	1	0	2	2	0	0	0	0	0	0	123
14:45	0	103	20	0	1	1	0	0	0	0	0	0	0	0	0	125
15:00	1	95	19	1	1	1	1	0	1	0	0	0	0	0	0	120
Hour Total	5	379	82	1	4	7	3	2	3	0	0	0	0	0	0	486
15:15	5	83	24	0	2	0	1	0	2	0	1	0	0	0	0	118
15:30	1	130	21	0	2	2	1	0	0	0	0	0	0	0	0	157
15:45	0	97	16	0	3	0	2	1	0	0	0	0	0	0	0	119
16:00	0	116	19	0	1	0	1	0	2	0	1	0	0	0	0	140
Hour Total	6	426	80	0	8	2	5	1	4	0	2	0	0	0	0	534
16:15	6	101	21	0	1	0	0	0	0	0	0	0	0	0	0	129
16:30	6	117	22	0	0	1	0	0	2	0	1	0	0	0	0	149
16:45	2	92	16	1	0	2	3	1	0	0	1	0	0	0	0	118
17:00	2	86	12	1	0	4	1	0	0	1	0	0	0	0	0	107
Hour Total	16	396	71	2	1	7	4	1	2	1	2	0	0	0	0	503
17:15	4	126	20	0	1	4	2	0	1	0	0	0	0	0	0	158
17:30	2	116	14	0	0	2	1	0	0	1	0	0	0	0	0	136
17:45	4	123	16	0	0	1	0	0	0	0	2	0	0	0	0	146
18:00	1	98	18	0	0	2	1	1	0	0	1	0	0	0	0	122
Hour Total	11	463	68	0	1	9	4	1	1	1	3	0	0	0	0	562

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	94	18	0	1	1	1	0	0	0	0	0	1	0	0	116
18:30	1	84	13	0	0	1	1	0	0	0	0	0	0	0	0	100
18:45	0	92	15	0	0	0	0	0	0	0	0	0	0	0	0	107
19:00	0	63	16	0	1	0	0	0	0	0	0	0	0	0	0	80
Hour Total	1	333	62	0	2	2	2	0	0	0	0	0	1	0	0	403
19:15	0	79	13	0	1	1	0	0	2	0	0	0	0	0	0	96
19:30	2	72	9	0	0	0	1	0	0	0	0	0	0	0	0	84
19:45	0	74	11	0	0	1	0	0	0	0	0	0	0	0	0	86
20:00	0	63	12	0	0	1	0	0	0	0	0	0	0	0	0	76
Hour Total	2	288	45	0	1	3	1	0	2	0	0	0	0	0	0	342
20:15	0	73	14	0	0	2	0	0	0	0	0	0	0	0	0	89
20:30	0	60	9	0	0	0	1	0	0	0	0	0	0	0	0	70
20:45	0	58	8	0	0	0	0	0	0	0	0	0	0	0	0	66
21:00	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
Hour Total	0	236	38	0	1	2	1	0	0	0	0	0	0	0	0	278
21:15	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
21:30	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
21:45	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	123	15	0	0	0	0	0	0	0	0	0	0	0	0	138
22:15	0	18	4	0	1	0	0	0	0	0	0	0	0	0	0	23
22:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	1	15	5	0	0	0	0	0	0	0	0	0	0	0	0	21
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	67	12	0	1	0	0	0	0	0	0	0	0	0	0	81
23:15	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	18
23:30	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
23:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
24:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	69	6	0	1	0	1	0	0	0	0	0	0	0	0	77
24 HR TOTAL	56	5175	1067	4	47	55	43	20	23	2	12	5	2	0	0	6511
PERCENTS	0.9%	79.5%	16.4%	0.1%	0.7%	0.8%	0.7%	0.3%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	96.7%															
Trucks & Buses	3.3%															
AM Times	08:00	11:15	11:15		07:00	09:15	08:00	10:45	07:30		07:15	09:00				11:15
AM Peaks	9	353	95		7	8	5	4	2		1	3				462
PM Times	16:15	17:15	11:30	16:15	15:00	16:45	16:45	11:30	14:30	16:45	16:00	12:30	11:30			17:15
PM Peaks	16	463	103	2	8	12	7	4	5	2	3	1	1			562

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
00:30	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
00:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	33	4	0	1	0	0	0	1	0	0	0	0	0	0	39
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	1	0	0	0	0	0	2	0	0	0	0	0	0	10
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	14	6	0	0	0	0	1	0	0	0	0	0	0	0	21
06:00	0	20	5	0	0	0	0	1	0	0	0	0	0	0	0	26
Hour Total	0	47	17	0	0	0	0	2	0	0	0	0	0	0	0	66
06:15	0	11	3	0	1	1	0	0	0	0	0	0	0	0	0	16
06:30	0	26	11	0	0	1	0	0	0	0	0	0	0	0	0	38
06:45	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	38
07:00	0	32	17	0	1	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	96	42	0	2	2	0	0	0	0	0	0	0	0	0	142
07:15	0	43	6	0	0	0	0	0	0	0	0	0	0	0	0	49
07:30	0	57	18	0	0	0	0	0	0	0	0	0	0	0	0	75
07:45	0	55	17	0	3	0	1	0	0	0	0	0	0	0	0	76
08:00	2	98	22	0	1	6	0	0	1	0	0	0	0	0	0	130
Hour Total	2	253	63	0	4	6	1	0	1	0	0	0	0	0	0	330
08:15	0	65	18	0	2	0	0	1	0	0	0	0	0	0	0	86
08:30	1	61	23	0	1	0	0	0	0	0	0	0	0	0	0	86
08:45	0	54	13	0	1	0	1	0	0	0	1	0	1	0	0	71
09:00	0	55	10	0	2	3	1	0	0	0	0	0	0	0	0	71
Hour Total	1	235	64	0	6	3	2	1	0	0	1	0	1	0	0	314

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	63	16	0	0	0	1	1	0	0	0	0	0	0	0	82
09:30	1	56	12	0	0	2	1	0	0	0	0	1	0	0	0	73
09:45	3	65	18	0	1	2	0	0	1	0	0	0	0	0	0	90
10:00	1	96	8	0	1	0	1	0	0	0	0	0	0	0	0	107
Hour Total	6	280	54	0	2	4	3	1	1	0	0	1	0	0	0	352
10:15	2	68	15	0	1	1	1	0	0	0	0	0	0	0	0	88
10:30	0	63	26	0	3	1	0	0	0	0	0	0	0	0	0	93
10:45	0	67	20	0	0	0	0	0	0	0	0	0	0	0	0	87
11:00	3	73	20	0	0	0	1	0	0	0	0	1	0	0	0	98
Hour Total	5	271	81	0	4	2	2	0	0	0	0	1	0	0	0	366
11:15	2	87	17	0	0	0	0	0	2	0	0	0	0	0	0	108
11:30	0	102	10	0	2	1	2	0	1	0	0	0	0	0	0	118
11:45	0	97	26	1	0	3	0	1	0	0	0	1	0	0	0	129
12:00	0	79	18	0	1	1	2	0	0	0	0	0	0	0	0	101
Hour Total	2	365	71	1	3	5	4	1	3	0	0	1	0	0	0	456
12:15	0	95	20	0	0	3	0	0	0	0	0	0	0	0	0	118
12:30	1	85	22	0	1	3	0	1	0	0	0	0	0	0	0	113
12:45	2	91	21	0	1	0	2	0	0	1	0	0	0	0	0	118
13:00	0	104	16	0	1	1	1	0	1	0	2	0	0	0	0	126
Hour Total	3	375	79	0	3	7	3	1	1	1	2	0	0	0	0	475
13:15	0	84	21	0	1	1	1	0	1	0	1	0	0	0	0	110
13:30	1	104	20	0	0	0	1	0	0	0	0	0	0	0	0	126
13:45	1	94	19	0	2	0	1	0	0	0	0	0	0	0	0	117
14:00	0	80	28	0	1	0	0	0	1	0	0	0	0	0	0	110
Hour Total	2	362	88	0	4	1	3	0	2	0	1	0	0	0	0	463
14:15	0	96	25	0	1	2	0	0	0	0	1	0	0	0	0	125
14:30	2	85	23	0	1	3	1	1	0	0	1	0	0	0	0	117
14:45	0	91	16	0	1	0	3	1	0	0	1	0	0	0	0	113
15:00	0	105	19	0	1	3	3	1	1	0	0	0	0	0	0	133
Hour Total	2	377	83	0	4	8	7	3	1	0	3	0	0	0	0	488
15:15	0	99	20	0	0	2	2	1	0	0	0	0	0	0	0	124
15:30	0	113	21	0	1	1	3	0	0	0	0	0	0	0	0	139
15:45	0	114	19	0	2	3	0	0	0	0	1	0	0	0	0	139
16:00	0	110	12	0	1	0	2	0	1	0	0	0	0	0	0	126
Hour Total	0	436	72	0	4	6	7	1	1	0	1	0	0	0	0	528
16:15	1	117	18	0	0	2	0	0	0	0	0	0	0	0	0	138
16:30	2	125	22	0	0	1	1	0	0	0	1	0	0	0	0	152
16:45	1	97	16	0	1	1	2	0	0	0	0	0	0	0	0	118
17:00	0	116	29	0	0	4	0	0	0	0	0	0	0	0	0	149
Hour Total	4	455	85	0	1	8	3	0	0	0	1	0	0	0	0	557
17:15	6	119	22	0	0	3	1	1	1	0	0	0	0	0	0	153
17:30	0	135	22	0	0	0	1	0	0	0	0	0	0	0	0	158
17:45	2	106	22	0	0	0	0	2	0	0	0	1	0	0	0	133
18:00	2	102	13	0	0	3	1	0	2	0	0	0	0	0	0	123
Hour Total	10	462	79	0	0	6	3	3	3	0	0	1	0	0	0	567

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	3	126	19	1	0	0	0	1	1	0	0	0	0	0	0	151
18:30	4	95	10	0	0	0	0	0	0	0	0	0	0	0	0	109
18:45	0	94	16	0	0	1	2	0	0	0	0	0	1	0	0	114
19:00	0	77	14	0	0	0	0	0	0	0	0	0	0	0	0	91
Hour Total	7	392	59	1	0	1	2	1	1	0	0	0	1	0	0	465
19:15	0	69	14	0	0	1	0	0	0	0	0	0	0	0	0	84
19:30	1	84	8	0	0	0	0	1	1	0	0	0	0	0	0	95
19:45	1	60	3	0	0	0	0	0	0	0	0	0	0	0	0	64
20:00	0	68	5	0	0	0	1	0	0	0	0	0	0	0	0	74
Hour Total	2	281	30	0	0	1	1	1	1	0	0	0	0	0	0	317
20:15	0	72	5	0	0	0	0	0	0	0	0	0	0	0	0	77
20:30	0	64	15	0	0	0	0	0	0	0	0	0	0	0	0	79
20:45	1	57	4	0	0	0	0	0	0	0	0	0	0	0	0	62
21:00	0	42	13	0	0	1	0	0	0	0	0	0	0	0	0	56
Hour Total	1	235	37	0	0	1	0	0	0	0	0	0	0	0	0	274
21:15	0	59	7	0	0	0	1	0	0	0	0	0	0	0	0	67
21:30	0	46	7	0	0	0	0	0	0	0	0	0	0	0	0	53
21:45	0	38	3	0	0	0	1	0	0	0	0	0	0	0	0	42
22:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	170	18	0	0	0	2	0	0	0	0	0	0	0	0	190
22:15	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	78	11	0	0	0	0	0	0	0	0	0	0	0	0	89
23:15	0	14	2	0	0	0	1	0	0	0	0	0	0	0	0	17
23:30	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
23:45	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	20
24:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	67	3	0	0	0	1	0	0	0	0	0	0	0	0	72
24 HR TOTAL	48	5315	1046	2	38	61	44	15	18	1	9	4	2	0	0	6603
PERCENTS	0.7%	80.5%	15.8%	0.0%	0.6%	0.9%	0.7%	0.2%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	97.1%															
Trucks & Buses	2.9%															
AM Times	09:30	11:15	10:30	11:00	07:45	09:00	08:45	05:15	10:45		08:00	11:00	08:00			11:15
AM Peaks	7	365	83	1	7	7	4	2	3		1	2	1			456
PM Times	17:45	17:00	13:45	11:30	13:45	11:45	14:45	14:30	17:15	12:00	12:30	11:30	18:00			17:00
PM Peaks	11	476	95	1	5	10	11	4	3	1	3	1	1			593

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A EB
 Site ID: 000000008686
 Location: US 250, E of Summercrest Ave (O/I)
 Direction: EAST
 Lane: 2

File: A-US 250, E of Summercrest Ave EB Class.prn
 Job #: 19-284 KL
 GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
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GRAND TOTAL	104	2113	85	87	41	21	4	0								
	10490	6	116	35	3	9	0	13114								
PERCENTS	0.8%	80.0%	16.1%	0.0%	0.6%	0.9%	0.7%	0.3%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
00:30	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	1	0	0	1	1	6	4	0	0	0	0	0	0	13
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Hour Total	0	0	0	0	2	0	4	1	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45	0	0	0	1	1	1	0	1	0	1	0	0	0	0	5
06:00	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5
Hour Total	0	0	0	1	2	2	4	1	1	1	0	0	0	0	12
06:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
06:30	0	1	0	0	0	3	4	2	1	0	0	0	0	0	11
06:45	0	0	0	0	0	5	6	1	0	0	0	0	0	0	12
07:00	0	0	0	0	1	7	8	1	2	1	0	0	0	0	20
Hour Total	0	1	0	0	1	17	20	4	3	1	0	0	0	0	47
07:15	0	0	0	0	1	3	8	3	1	0	0	0	0	0	16
07:30	0	0	0	0	1	8	11	1	0	0	0	0	0	0	21
07:45	0	0	0	0	0	9	21	4	1	0	0	0	0	0	35
08:00	0	0	0	0	1	2	10	9	0	0	0	0	0	0	22
Hour Total	0	0	0	0	3	22	50	17	2	0	0	0	0	0	94
08:15	0	0	0	0	0	9	11	6	0	0	0	0	0	0	26
08:30	0	0	1	0	2	5	10	3	0	0	0	0	0	0	21
08:45	0	0	1	0	1	7	15	4	0	0	0	0	0	0	28
09:00	0	0	0	0	0	5	13	5	3	0	0	0	0	0	26
Hour Total	0	0	2	0	3	26	49	18	3	0	0	0	0	0	101

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	3	9	12	3	0	0	0	0	0	0	27
09:30	0	0	0	0	0	9	12	6	3	0	0	0	0	0	30
09:45	0	0	0	0	2	6	14	6	2	0	0	0	0	0	30
10:00	0	0	0	1	2	22	15	6	0	0	0	0	0	0	46
Hour Total	0	0	0	1	7	46	53	21	5	0	0	0	0	0	133
10:15	0	0	0	0	3	5	16	4	1	0	0	0	0	0	29
10:30	0	0	0	2	4	12	13	4	0	0	0	0	0	0	35
10:45	0	0	1	1	5	13	7	5	0	0	0	0	0	0	32
11:00	0	0	0	0	4	14	17	4	1	0	0	0	0	0	40
Hour Total	0	0	1	3	16	44	53	17	2	0	0	0	0	0	136
11:15	0	0	0	1	6	18	14	4	0	0	0	0	0	0	43
11:30	0	0	0	1	2	19	12	9	0	0	0	0	0	0	43
11:45	0	0	0	0	5	15	12	7	1	0	0	0	0	0	40
12:00	0	0	0	0	2	15	17	5	0	0	0	0	0	0	39
Hour Total	0	0	0	2	15	67	55	25	1	0	0	0	0	0	165
12:15	0	0	0	1	3	18	15	6	0	0	0	0	0	0	43
12:30	0	0	0	1	1	13	19	4	1	0	0	0	0	0	39
12:45	0	0	0	0	2	12	20	9	0	0	0	0	0	0	43
13:00	0	0	0	0	3	12	15	5	3	0	0	0	0	0	38
Hour Total	0	0	0	2	9	55	69	24	4	0	0	0	0	0	163
13:15	0	0	0	0	2	10	17	6	2	0	0	0	0	0	37
13:30	0	0	0	2	1	17	19	6	0	0	0	0	0	0	45
13:45	0	0	0	0	3	9	18	3	0	0	1	0	0	0	34
14:00	0	0	0	0	4	6	16	7	1	0	0	0	0	0	34
Hour Total	0	0	0	2	10	42	70	22	3	0	1	0	0	0	150
14:15	0	0	0	0	1	17	17	3	0	0	0	0	0	0	38
14:30	0	0	0	1	0	10	14	10	0	0	0	0	0	0	35
14:45	0	0	1	0	5	13	21	5	1	0	0	0	0	0	46
15:00	0	0	0	2	3	19	14	3	0	0	0	0	0	0	41
Hour Total	0	0	1	3	9	59	66	21	1	0	0	0	0	0	160
15:15	0	0	0	3	0	9	26	7	3	0	0	0	0	0	48
15:30	0	0	0	0	2	13	20	9	2	0	0	0	0	0	46
15:45	0	0	0	2	2	16	24	4	0	0	0	0	0	0	48
16:00	0	0	0	0	1	18	18	11	0	0	0	0	0	0	48
Hour Total	0	0	0	5	5	56	88	31	5	0	0	0	0	0	190
16:15	0	0	0	0	6	16	7	4	1	0	0	0	0	0	34
16:30	0	0	1	0	5	7	26	8	1	0	0	0	0	0	48
16:45	0	0	0	0	1	12	39	8	2	0	0	0	0	0	62
17:00	0	0	0	0	3	24	20	7	1	0	0	0	0	0	55
Hour Total	0	0	1	0	15	59	92	27	5	0	0	0	0	0	199
17:15	0	0	0	0	11	20	28	11	1	0	0	0	0	0	71
17:30	0	0	0	0	2	19	25	11	1	0	0	0	0	0	58
17:45	0	0	0	0	5	15	22	5	0	0	0	0	0	0	47
18:00	0	0	0	1	3	8	28	4	2	0	0	0	0	0	46
Hour Total	0	0	0	1	21	62	103	31	4	0	0	0	0	0	222

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	1	21	13	5	0	0	0	0	0	0	40
18:30	0	0	0	1	0	6	18	4	0	1	0	0	0	0	30
18:45	0	0	0	0	1	8	14	5	0	0	0	0	0	0	28
19:00	0	0	0	0	3	5	6	4	1	0	0	0	0	0	19
Hour Total	0	0	0	1	5	40	51	18	1	1	0	0	0	0	117
19:15	0	0	0	0	0	10	12	3	3	1	0	0	0	0	29
19:30	0	0	0	0	2	14	20	4	1	0	0	0	0	0	41
19:45	0	0	0	0	0	11	7	2	1	0	0	0	0	0	21
20:00	0	0	0	1	0	5	15	6	0	0	0	0	0	0	27
Hour Total	0	0	0	1	2	40	54	15	5	1	0	0	0	0	118
20:15	0	0	0	0	4	6	9	3	0	0	0	0	0	0	22
20:30	0	0	0	0	0	5	3	1	1	0	0	0	0	0	10
20:45	0	0	0	0	1	5	4	1	0	0	0	0	0	0	11
21:00	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
Hour Total	0	0	0	0	6	21	19	5	1	0	0	0	0	0	52
21:15	0	0	0	0	1	4	7	2	0	0	0	0	0	0	14
21:30	0	0	1	0	1	0	2	1	0	0	0	0	0	0	5
21:45	0	0	0	0	4	2	3	1	0	0	0	0	0	0	10
22:00	0	0	0	0	2	2	7	0	0	0	0	0	0	0	11
Hour Total	0	0	1	0	8	8	19	4	0	0	0	0	0	0	40
22:15	0	0	0	0	1	4	3	1	0	0	0	0	0	0	9
22:30	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
22:45	0	0	0	0	1	3	6	0	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Hour Total	0	0	0	0	2	9	12	2	1	0	0	0	0	0	26
23:15	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7
23:30	0	0	0	0	0	3	1	3	0	0	0	0	0	0	7
23:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
24:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	6	7	6	1	0	0	0	0	0	20
24 HR TOTAL	0	2	6	22	144	686	951	314	48	4	1	0	0	0	2178
PERCENTS	0.0%	0.1%	0.3%	1.0%	6.6%	31.5%	43.7%	14.4%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
31.1 mph

85th Percentile Speed
40.7 mph

Median Speed
36.2 mph

Average Speed
36.0 mph

10 MPH Pace Speed
30 mph to 40 mph
1637 vehicles in pace
Representing 75.2% of the total vehicles

Vehicles > 35 MPH
1318
60.5%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
00:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	4	7	1	1	0	0	0	0	0	13
01:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	0	5	1	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
03:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:45	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7
06:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4
Hour Total	0	0	0	0	2	4	1	4	2	0	0	0	0	0	13
06:15	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6
06:30	0	0	0	0	1	2	2	2	0	0	0	0	0	0	7
06:45	0	0	0	0	1	2	9	2	1	0	0	0	0	0	16
07:00	0	0	0	0	2	0	3	5	0	1	0	0	0	0	11
Hour Total	0	0	0	0	4	5	19	9	1	2	0	0	0	0	40
07:15	0	0	0	0	1	9	9	1	0	0	0	0	0	0	20
07:30	0	0	0	0	0	3	10	5	0	0	0	0	0	0	18
07:45	0	0	0	0	0	10	7	7	0	0	0	0	0	0	24
08:00	0	0	0	0	0	7	9	12	0	0	0	0	0	0	28
Hour Total	0	0	0	0	1	29	35	25	0	0	0	0	0	0	90
08:15	0	0	0	0	1	4	13	6	0	0	0	0	0	0	24
08:30	0	0	0	1	2	2	8	4	1	1	0	0	0	0	19
08:45	0	0	0	0	1	7	20	4	0	0	0	0	0	0	32
09:00	0	0	0	0	1	11	10	6	2	0	0	0	0	0	30
Hour Total	0	0	0	1	5	24	51	20	3	1	0	0	0	0	105

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	0	4	9	6	0	0	0	0	0	0	19
09:30	0	0	0	0	3	13	16	9	0	0	0	0	0	0	41
09:45	0	0	0	0	2	8	11	2	0	0	0	0	0	0	23
10:00	0	0	0	2	0	11	15	9	0	0	0	0	0	0	37
Hour Total	0	0	0	2	5	36	51	26	0	0	0	0	0	0	120
10:15	0	0	0	0	0	12	16	5	1	0	0	0	0	0	34
10:30	0	0	0	0	3	11	17	1	0	0	0	0	0	0	32
10:45	0	0	0	1	0	6	20	2	1	1	0	0	0	0	31
11:00	0	0	0	1	4	16	24	1	0	0	0	0	0	0	46
Hour Total	0	0	0	2	7	45	77	9	2	1	0	0	0	0	143
11:15	0	0	0	0	2	18	21	4	0	1	0	0	0	0	46
11:30	0	0	0	2	0	9	21	4	0	0	0	0	0	0	36
11:45	0	0	0	0	3	13	23	5	1	1	0	0	0	0	46
12:00	0	0	0	1	1	11	13	8	1	0	0	0	0	0	35
Hour Total	0	0	0	3	6	51	78	21	2	2	0	0	0	0	163
12:15	0	0	0	1	2	9	20	7	1	0	0	0	0	0	40
12:30	0	0	1	1	2	17	17	2	0	0	0	0	0	0	40
12:45	0	0	0	0	2	27	19	2	0	0	0	0	0	0	50
13:00	0	0	0	0	4	13	16	9	0	0	0	0	0	0	42
Hour Total	0	0	1	2	10	66	72	20	1	0	0	0	0	0	172
13:15	0	0	0	2	1	12	29	6	0	0	0	0	0	0	50
13:30	0	0	0	0	2	17	16	5	2	0	0	0	0	0	42
13:45	0	0	0	0	1	9	9	12	0	0	0	0	0	0	31
14:00	0	0	0	1	1	7	21	5	1	1	0	0	0	0	37
Hour Total	0	0	0	3	5	45	75	28	3	1	0	0	0	0	160
14:15	0	0	0	0	2	12	20	5	1	0	0	0	0	0	40
14:30	0	0	0	1	7	20	27	5	1	0	0	0	0	0	61
14:45	0	0	0	2	0	13	14	3	1	0	0	0	0	0	33
15:00	0	0	0	0	2	17	15	2	0	0	0	0	0	0	36
Hour Total	0	0	0	3	11	62	76	15	3	0	0	0	0	0	170
15:15	0	0	0	0	5	17	14	6	1	0	0	0	0	0	43
15:30	0	0	0	1	1	11	12	6	2	0	0	0	0	0	33
15:45	0	0	0	0	2	16	19	5	1	0	0	0	0	0	43
16:00	0	0	0	0	1	15	22	7	2	0	0	0	0	0	47
Hour Total	0	0	0	1	9	59	67	24	6	0	0	0	0	0	166
16:15	0	0	0	1	1	13	29	5	0	0	0	0	0	0	49
16:30	0	0	0	2	3	13	18	6	2	0	0	0	0	0	44
16:45	0	0	0	2	0	20	20	9	3	0	0	0	0	0	54
17:00	0	0	0	1	2	18	21	7	2	0	0	0	0	0	51
Hour Total	0	0	0	6	6	64	88	27	7	0	0	0	0	0	198
17:15	0	0	0	0	3	18	30	5	0	1	0	0	0	0	57
17:30	0	0	0	1	6	13	32	4	3	0	0	0	0	0	59
17:45	0	0	0	0	7	26	19	7	0	0	0	0	0	0	59
18:00	0	0	0	0	2	7	24	7	1	0	0	0	0	0	41
Hour Total	0	0	0	1	18	64	105	23	4	1	0	0	0	0	216

SPEED SUMMARY
Wed 8/14/2019

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	2	10	12	8	0	0	0	0	0	0	32
18:30	0	0	0	0	4	14	22	8	1	0	0	0	0	0	49
18:45	0	0	0	1	2	9	15	2	0	0	0	0	0	0	29
19:00	0	0	0	0	0	8	4	6	1	0	0	0	0	0	19
Hour Total	0	0	0	1	8	41	53	24	2	0	0	0	0	0	129
19:15	0	0	0	1	3	7	11	0	0	0	0	0	0	0	22
19:30	0	0	0	1	1	11	11	1	0	0	0	0	0	0	25
19:45	0	0	0	0	1	10	10	4	0	0	0	0	0	0	25
20:00	0	2	0	0	2	12	5	3	1	0	0	0	0	0	25
Hour Total	0	2	0	2	7	40	37	8	1	0	0	0	0	0	97
20:15	0	0	0	0	2	9	8	2	1	0	0	0	0	0	22
20:30	0	0	0	0	4	10	9	1	1	0	0	0	0	0	25
20:45	0	0	0	0	1	4	3	1	0	0	0	0	0	0	9
21:00	0	0	0	0	1	5	6	1	0	0	0	0	0	0	13
Hour Total	0	0	0	0	8	28	26	5	2	0	0	0	0	0	69
21:15	0	0	0	0	2	8	10	4	0	0	0	0	0	0	24
21:30	0	0	0	0	0	10	12	1	0	0	0	0	0	0	23
21:45	0	0	0	0	1	2	8	4	0	0	0	0	0	0	15
22:00	0	0	0	0	0	3	3	0	0	0	0	0	0	0	6
Hour Total	0	0	0	0	3	23	33	9	0	0	0	0	0	0	68
22:15	0	0	0	0	1	5	6	0	0	0	0	0	0	0	12
22:30	0	0	0	0	0	6	3	0	0	0	0	0	0	0	9
22:45	0	0	0	0	0	2	2	3	0	0	0	0	0	0	7
23:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6
Hour Total	0	0	0	0	1	15	14	4	0	0	0	0	0	0	34
23:15	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
23:30	0	0	0	0	0	2	4	2	0	0	0	0	0	0	8
23:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
24:00	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7
Hour Total	0	0	0	0	1	6	12	4	0	0	0	0	0	0	23
24 HR TOTAL	0	2	1	27	119	719	987	308	40	8	0	0	0	0	2211
PERCENTS	0.0%	0.1%	0.0%	1.2%	5.4%	32.5%	44.6%	13.9%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
31.3 mph

85th Percentile Speed
40.4 mph

Median Speed
36.2 mph

Average Speed
36.1 mph

10 MPH Pace Speed
30 mph to 40 mph
1706 vehicles in pace
Representing 77.2% of the total vehicles

Vehicles > 35 MPH
1343
60.7%

Station #: Site A-EB
 Site ID: 000000008686
 Location: US 250, E of Summercrest Ave (O/I)
 Direction: EAST
 Lane: 1

File: A-US 250, E of Summercrest Ave EB Speed.prn
 Job #: 19-284 KL
 GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	0	4	7	49	263	1405	1938	622	88	12	1	0	0	0	4389
PERCENTS	0.0%	0.1%	0.2%	1.1%	6.0%	32.0%	44.2%	14.2%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	1	0	5	6	0	0	0	0	0	0	0	12
00:30	0	0	0	0	0	2	7	1	0	0	0	0	0	0	10
00:45	0	0	0	0	0	1	2	2	1	0	0	0	0	0	6
01:00	0	0	0	0	0	8	2	0	0	0	0	0	0	0	10
Hour Total	0	0	0	1	0	16	17	3	1	0	0	0	0	0	38
01:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
01:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
Hour Total	0	0	0	0	0	6	12	2	0	0	0	0	0	0	20
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	1	0	1	1	0	1	0	0	0	0	0	5
03:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	3	5	0	0	0	0	0	0	0	9
04:15	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
04:30	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
04:45	0	0	1	0	0	3	0	0	0	0	0	0	0	0	4
05:00	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3
Hour Total	0	0	2	0	1	6	4	3	1	0	0	0	0	0	17
05:15	0	0	0	0	0	2	7	1	2	0	0	0	0	0	12
05:30	0	0	0	1	0	3	3	2	0	0	0	0	0	0	9
05:45	0	0	0	0	0	3	5	0	1	1	0	0	0	0	10
06:00	0	0	0	0	4	5	12	4	1	0	0	0	0	0	26
Hour Total	0	0	0	1	4	13	27	7	4	1	0	0	0	0	57
06:15	0	0	0	0	0	5	10	3	0	0	0	0	0	0	18
06:30	0	0	0	0	0	6	21	7	0	0	0	0	0	0	34
06:45	0	0	0	1	1	6	19	11	3	0	0	0	0	0	41
07:00	0	0	0	2	2	5	27	17	3	0	0	0	0	0	56
Hour Total	0	0	0	3	3	22	77	38	6	0	0	0	0	0	149
07:15	0	0	0	1	1	14	24	8	0	0	0	0	0	0	48
07:30	0	0	0	3	3	10	60	11	1	0	0	0	0	0	88
07:45	0	0	0	1	3	24	44	12	2	2	0	0	0	0	88
08:00	0	0	1	7	13	26	46	24	1	0	0	0	0	0	118
Hour Total	0	0	1	12	20	74	174	55	4	2	0	0	0	0	342
08:15	0	0	1	0	0	22	52	16	5	1	0	0	0	0	97
08:30	0	0	0	1	1	21	51	9	3	0	0	0	0	0	86
08:45	0	0	0	1	2	26	26	17	1	0	0	0	0	0	73
09:00	0	0	0	0	5	23	47	9	0	0	0	0	0	0	84
Hour Total	0	0	1	2	8	92	176	51	9	1	0	0	0	0	340

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	1	1	26	50	8	2	0	0	0	0	0	88
09:30	0	0	0	1	3	23	51	14	0	0	0	0	0	0	92
09:45	0	0	0	2	1	25	51	11	3	0	0	0	0	0	93
10:00	0	0	0	3	8	37	41	11	0	2	0	0	1	0	103
Hour Total	0	0	0	7	13	111	193	44	5	2	0	0	1	0	376
10:15	0	0	0	1	8	39	42	9	0	0	0	0	0	0	99
10:30	0	0	1	4	14	35	45	10	0	0	0	0	0	0	109
10:45	0	0	0	1	8	31	34	6	1	0	0	0	0	0	81
11:00	0	0	0	3	16	48	26	8	1	0	0	0	0	0	102
Hour Total	0	0	1	9	46	153	147	33	2	0	0	0	0	0	391
11:15	0	0	0	1	10	58	25	7	0	0	1	0	0	0	102
11:30	1	0	0	0	18	48	43	5	0	0	0	0	0	0	115
11:45	0	0	0	2	16	39	53	11	0	0	0	0	0	0	121
12:00	0	0	0	1	16	23	68	14	2	1	0	0	0	0	125
Hour Total	1	0	0	4	60	168	189	37	2	1	1	0	0	0	463
12:15	0	0	0	0	17	53	51	4	1	0	0	0	0	0	126
12:30	0	0	1	2	3	42	44	11	0	0	0	0	0	0	103
12:45	2	0	0	4	8	30	69	11	4	0	0	0	0	0	128
13:00	0	0	0	2	3	56	47	17	0	0	0	0	0	0	125
Hour Total	2	0	1	8	31	181	211	43	5	0	0	0	0	0	482
13:15	0	0	1	1	0	27	44	14	1	0	0	0	0	0	88
13:30	0	0	0	0	4	44	60	9	1	1	0	0	0	0	119
13:45	1	0	0	0	12	52	34	9	4	0	0	0	0	0	112
14:00	0	0	0	3	9	33	51	14	1	1	0	0	0	0	112
Hour Total	1	0	1	4	25	156	189	46	7	2	0	0	0	0	431
14:15	0	0	1	2	11	50	43	11	0	0	0	0	0	0	118
14:30	0	0	0	2	8	51	53	7	1	0	1	0	0	0	123
14:45	1	0	0	2	4	36	69	13	0	0	0	0	0	0	125
15:00	0	0	0	1	4	65	42	8	0	0	0	0	0	0	120
Hour Total	1	0	1	7	27	202	207	39	1	0	1	0	0	0	486
15:15	0	0	0	1	5	49	50	12	0	1	0	0	0	0	118
15:30	0	0	0	0	10	63	69	12	3	0	0	0	0	0	157
15:45	0	0	0	0	19	35	54	10	1	0	0	0	0	0	119
16:00	0	0	0	5	13	33	71	13	5	0	0	0	0	0	140
Hour Total	0	0	0	6	47	180	244	47	9	1	0	0	0	0	534
16:15	0	0	0	2	8	52	55	12	0	0	0	0	0	0	129
16:30	1	0	0	0	15	56	61	14	2	0	0	0	0	0	149
16:45	0	0	0	0	1	32	68	15	2	0	0	0	0	0	118
17:00	0	0	0	0	3	43	46	15	0	0	0	0	0	0	107
Hour Total	1	0	0	2	27	183	230	56	4	0	0	0	0	0	503
17:15	2	0	0	3	8	63	84	0	0	0	0	0	0	0	160
17:30	2	0	1	1	6	38	74	13	0	0	1	0	0	0	136
17:45	0	0	0	4	16	50	64	10	2	0	0	0	0	0	146
18:00	0	0	0	4	10	37	55	14	2	0	0	0	0	0	122
Hour Total	4	0	1	12	40	188	277	37	4	0	1	0	0	0	564

SPEED SUMMARY
Tue 8/13/2019

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	3	25	66	21	1	0	0	0	0	0	116
18:30	0	0	0	1	3	29	54	12	2	0	0	0	0	0	101
18:45	0	0	0	0	2	37	50	18	0	0	0	0	0	0	107
19:00	0	0	0	0	3	29	39	8	1	0	0	0	0	0	80
Hour Total	0	0	0	1	11	120	209	59	4	0	0	0	0	0	404
19:15	0	0	0	0	2	28	49	19	0	0	0	0	0	0	98
19:30	0	0	0	0	1	27	41	15	0	0	0	0	0	0	84
19:45	0	0	1	1	7	24	40	12	1	0	0	0	0	0	86
20:00	0	0	1	2	5	16	42	10	0	0	0	0	0	0	76
Hour Total	0	0	2	3	15	95	172	56	1	0	0	0	0	0	344
20:15	0	0	0	0	4	33	42	9	0	0	0	0	0	0	88
20:30	0	0	0	0	2	29	31	8	0	0	0	0	0	0	70
20:45	0	0	0	0	8	21	29	8	0	0	0	0	0	0	66
21:00	0	0	0	0	4	18	23	7	1	0	0	0	0	0	53
Hour Total	0	0	0	0	18	101	125	32	1	0	0	0	0	0	277
21:15	0	0	0	0	2	14	24	6	0	0	0	0	0	0	46
21:30	0	0	0	0	1	16	19	8	0	0	0	0	0	0	44
21:45	0	0	0	1	1	8	14	4	0	0	0	0	0	0	28
22:00	0	0	0	0	0	8	8	4	0	0	0	0	0	0	20
Hour Total	0	0	0	1	4	46	65	22	0	0	0	0	0	0	138
22:15	0	0	0	0	1	6	9	7	0	0	0	0	0	0	23
22:30	0	0	0	0	2	7	11	2	0	0	0	0	0	0	22
22:45	0	0	0	0	0	7	12	2	0	0	0	0	0	0	21
23:00	0	0	0	0	0	3	11	1	0	0	0	0	0	0	15
Hour Total	0	0	0	0	3	23	43	12	0	0	0	0	0	0	81
23:15	0	0	0	0	0	5	11	3	0	0	0	0	0	0	19
23:30	0	0	0	1	4	7	12	1	0	0	1	0	0	0	26
23:45	0	0	0	0	2	2	14	2	0	2	0	0	0	0	22
24:00	0	0	0	0	1	8	2	0	0	0	0	0	0	0	11
Hour Total	0	0	0	1	7	22	39	6	0	2	1	0	0	0	78
24 HR TOTAL	10	1	11	85	411	2162	3033	728	71	12	4	0	1	0	6529
PERCENTS	0.2%	0.0%	0.2%	1.3%	6.3%	33.1%	46.5%	11.2%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
31.1 mph

85th Percentile Speed
39.7 mph

Median Speed
36.0 mph

Average Speed
35.7 mph

10 MPH Pace Speed
30 mph to 40 mph
5195 vehicles in pace
Representing 79.7% of the total vehicles

Vehicles > 35 MPH
3849
59.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	5	6	3	0	0	0	0	0	0	14
00:30	0	0	1	0	1	1	7	2	0	0	0	0	0	0	12
00:45	0	0	0	0	1	1	5	2	0	0	0	0	0	0	9
01:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
Hour Total	0	0	1	0	2	9	20	7	0	0	0	0	0	0	39
01:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
Hour Total	0	0	0	0	2	3	7	1	1	0	0	0	0	0	14
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	5	5	0	0	0	0	0	0	0	10
03:15	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	3	7	1	0	0	0	0	0	0	12
04:15	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
05:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
Hour Total	0	0	0	0	0	8	6	3	0	0	0	0	0	0	17
05:15	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
05:30	0	0	0	0	1	3	5	4	1	0	0	0	0	0	14
05:45	0	0	1	1	0	2	6	12	0	0	0	0	0	0	22
06:00	0	0	0	0	1	9	11	3	2	0	0	0	0	0	26
Hour Total	0	0	1	1	2	16	24	20	3	0	0	0	0	0	67
06:15	0	0	0	0	1	4	10	1	0	0	0	0	0	0	16
06:30	0	0	0	0	0	7	24	6	1	0	0	0	0	0	38
06:45	0	0	0	1	0	10	17	9	2	0	0	0	0	0	39
07:00	0	0	0	1	1	8	28	10	1	1	0	0	0	0	50
Hour Total	0	0	0	2	2	29	79	26	4	1	0	0	0	0	143
07:15	0	0	2	1	4	13	21	7	1	0	0	0	0	0	49
07:30	0	0	0	0	1	13	49	11	0	0	1	0	0	0	75
07:45	0	0	0	0	2	24	40	10	0	0	0	0	0	0	76
08:00	0	0	0	1	4	37	75	11	2	0	0	0	0	0	130
Hour Total	0	0	2	2	11	87	185	39	3	0	1	0	0	0	330
08:15	0	0	0	2	1	24	57	2	0	0	0	0	0	0	86
08:30	0	0	0	2	3	17	44	17	4	0	0	0	0	0	87
08:45	0	0	0	2	0	23	36	8	2	0	0	0	0	0	71
09:00	0	0	0	1	2	31	30	8	0	0	0	0	0	0	72
Hour Total	0	0	0	7	6	95	167	35	6	0	0	0	0	0	316

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	2	17	51	12	0	0	0	0	0	0	82
09:30	0	0	0	1	0	13	47	9	3	0	0	0	0	0	73
09:45	0	0	0	0	1	24	43	18	3	0	0	0	0	0	89
10:00	0	0	0	0	8	36	56	5	2	0	0	0	0	0	107
Hour Total	0	0	0	1	11	90	197	44	8	0	0	0	0	0	351
10:15	0	0	0	1	2	16	60	8	1	0	0	0	0	0	88
10:30	0	0	0	2	12	37	38	3	1	0	0	0	0	0	93
10:45	0	0	0	0	4	26	38	17	1	0	0	0	0	0	86
11:00	0	0	0	2	4	26	58	7	1	0	0	0	0	0	98
Hour Total	0	0	0	5	22	105	194	35	4	0	0	0	0	0	365
11:15	0	0	0	1	1	37	63	4	2	0	0	0	0	1	109
11:30	0	0	0	6	12	53	38	8	1	0	0	0	0	0	118
11:45	0	0	0	3	5	53	51	18	0	0	0	0	0	0	130
12:00	0	0	0	1	4	24	56	15	1	0	0	0	0	0	101
Hour Total	0	0	0	11	22	167	208	45	4	0	0	0	0	1	458
12:15	0	0	0	0	7	49	46	14	2	0	0	0	0	0	118
12:30	0	0	0	1	5	39	59	8	0	1	0	0	0	0	113
12:45	0	0	0	0	10	55	47	5	0	1	0	0	0	0	118
13:00	0	0	0	0	0	41	75	9	1	0	0	0	0	0	126
Hour Total	0	0	0	1	22	184	227	36	3	2	0	0	0	0	475
13:15	1	0	0	1	9	32	56	10	1	0	0	0	0	0	110
13:30	0	0	0	3	13	37	66	5	2	0	0	0	0	0	126
13:45	0	0	0	4	3	42	57	10	1	0	0	0	0	0	117
14:00	0	0	0	3	13	35	50	9	0	0	0	0	0	1	111
Hour Total	1	0	0	11	38	146	229	34	4	0	0	0	0	1	464
14:15	0	0	0	1	9	51	50	14	0	0	0	0	0	0	125
14:30	0	0	1	1	14	41	50	8	2	0	0	0	0	0	117
14:45	0	0	0	1	12	31	55	14	0	0	0	0	0	0	113
15:00	0	0	0	2	18	56	48	8	0	0	0	1	0	0	133
Hour Total	0	0	1	5	53	179	203	44	2	0	0	1	0	0	488
15:15	0	0	0	2	12	42	46	19	3	0	0	0	0	0	124
15:30	0	0	0	3	4	44	74	14	0	0	0	0	0	0	139
15:45	0	0	0	1	8	63	51	16	0	0	0	0	0	0	139
16:00	0	0	0	1	13	53	50	8	0	0	0	1	0	0	126
Hour Total	0	0	0	7	37	202	221	57	3	0	0	1	0	0	528
16:15	1	0	0	1	8	56	55	14	1	0	0	0	0	0	136
16:30	0	0	0	1	10	60	65	15	1	0	0	0	0	0	152
16:45	0	0	0	4	4	43	63	2	2	0	0	0	0	0	118
17:00	1	0	0	1	15	48	68	15	1	0	0	0	0	0	149
Hour Total	2	0	0	7	37	207	251	46	5	0	0	0	0	0	555
17:15	0	0	1	0	4	53	80	11	3	1	0	0	0	0	153
17:30	0	0	0	4	7	42	83	20	1	0	0	1	0	0	158
17:45	0	0	0	3	16	42	58	14	0	0	0	0	0	0	133
18:00	0	0	0	1	6	43	59	13	0	0	1	0	0	0	123
Hour Total	0	0	1	8	33	180	280	58	4	1	1	1	0	0	567

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	1	21	47	63	16	3	0	0	0	0	0	151
18:30	0	0	0	3	1	29	64	12	0	0	0	0	0	0	109
18:45	0	0	0	0	5	39	53	16	1	0	0	0	0	0	114
19:00	0	0	0	3	5	31	39	13	0	0	0	0	0	0	91
Hour Total	0	0	0	7	32	146	219	57	4	0	0	0	0	0	465
19:15	0	0	0	0	1	45	29	8	0	0	0	0	1	0	84
19:30	0	0	0	1	5	38	43	8	0	0	0	0	0	0	95
19:45	0	0	0	3	4	23	21	10	2	1	0	0	0	0	64
20:00	0	0	0	1	11	28	23	11	0	0	0	0	0	0	74
Hour Total	0	0	0	5	21	134	116	37	2	1	0	0	1	0	317
20:15	0	0	0	1	3	44	24	3	1	0	0	0	0	0	76
20:30	0	0	0	2	8	32	33	5	0	0	0	0	0	0	80
20:45	0	0	0	0	4	29	27	2	0	0	0	0	0	0	62
21:00	0	0	0	0	3	15	29	7	2	0	0	0	0	0	56
Hour Total	0	0	0	3	18	120	113	17	3	0	0	0	0	0	274
21:15	0	0	0	0	1	25	29	12	0	0	0	0	0	0	67
21:30	0	0	0	0	1	24	21	5	2	0	0	0	0	0	53
21:45	0	0	0	0	4	9	24	5	0	0	0	0	0	0	42
22:00	0	0	0	0	2	6	16	4	0	0	0	0	0	0	28
Hour Total	0	0	0	0	8	64	90	26	2	0	0	0	0	0	190
22:15	0	0	0	0	1	7	26	3	0	0	0	0	0	0	37
22:30	0	0	0	0	0	5	7	4	0	0	0	0	0	0	16
22:45	0	0	0	0	2	9	8	3	0	0	0	0	0	0	22
23:00	0	0	0	1	1	2	7	2	1	0	0	0	0	0	14
Hour Total	0	0	0	1	4	23	48	12	1	0	0	0	0	0	89
23:15	0	0	0	0	1	5	7	4	0	0	0	0	0	0	17
23:30	0	0	0	0	0	5	13	2	0	0	0	0	0	0	20
23:45	0	0	0	0	2	4	9	4	0	1	0	0	0	0	20
24:00	0	0	0	0	1	5	8	1	0	0	0	0	0	0	15
Hour Total	0	0	0	0	4	19	37	11	0	1	0	0	0	0	72
24 HR TOTAL	3	0	6	84	388	2221	3133	691	66	6	2	3	1	2	6606
PERCENTS	0.0%	0.0%	0.1%	1.3%	5.9%	33.6%	47.4%	10.5%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-EB
Site ID: 000000008686
Location: US 250, E of Summercrest Ave (O/I)
Direction: EAST
Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
31.2 mph

85th Percentile Speed
39.7 mph

Median Speed
36.0 mph

Average Speed
35.7 mph

10 MPH Pace Speed
30 mph to 40 mph
5354 vehicles in pace
Representing 81.1% of the total vehicles

Vehicles > 35 MPH
3902
59.1%

Station #: Site A-EB
 Site ID: 000000008686
 Location: US 250, E of Summercrest Ave (O/I)
 Direction: EAST
 Lane: 2

File: A-US 250, E of Summercrest Ave EB Speed.prn
 Job #: 19-284 KL
 GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	13	17	799	6166	137	6	3	2							13135
PERCENTS	0.1%	0.0%	0.1%	1.3%	6.1%	33.4%	46.9%	10.8%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	31	17	0	0	0	0	0	0	0	0	0	0	0	0	48
09:30	0	51	14	0	0	0	0	0	1	0	0	0	0	0	0	66
09:45	0	46	19	0	0	0	0	0	1	0	0	0	0	0	0	66
10:00	1	52	11	0	3	0	0	0	0	0	0	0	0	0	0	67
Hour Total	1	180	61	0	3	0	0	0	2	0	0	0	0	0	0	247
10:15	0	60	9	0	1	1	0	0	0	0	0	0	0	0	0	71
10:30	4	49	19	0	1	1	0	0	0	0	0	0	0	0	0	74
10:45	0	39	18	0	2	0	0	0	0	0	0	0	0	0	0	59
11:00	0	54	12	0	3	0	0	0	0	0	0	0	0	0	0	69
Hour Total	4	202	58	0	7	2	0	0	0	0	0	0	0	0	0	273
11:15	0	44	11	0	0	0	0	1	0	0	0	0	0	0	0	56
11:30	0	55	18	0	0	0	0	0	0	0	0	0	0	0	0	73
11:45	0	54	12	0	1	0	0	0	0	0	0	0	0	0	0	67
12:00	0	54	16	0	1	0	0	0	1	0	0	0	0	0	0	72
Hour Total	0	207	57	0	2	0	0	1	1	0	0	0	0	0	0	268
12:15	0	49	21	0	1	0	0	0	0	0	0	0	0	0	0	71
12:30	0	65	15	0	1	0	0	0	0	0	0	0	0	0	0	81
12:45	0	64	11	1	0	0	0	0	1	0	0	0	0	0	0	77
13:00	0	64	14	0	1	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	242	61	1	3	0	0	0	1	0	0	0	0	0	0	308
13:15	0	60	10	0	1	0	0	0	1	0	0	0	0	0	0	72
13:30	0	50	16	0	0	0	0	0	0	0	0	0	0	0	0	66
13:45	0	54	13	0	1	0	0	0	0	0	0	0	0	0	0	68
14:00	0	56	14	0	1	0	0	0	1	0	0	0	0	0	0	72
Hour Total	0	220	53	0	3	0	0	0	2	0	0	0	0	0	0	278
14:15	0	62	9	1	1	0	0	0	0	0	0	0	0	0	0	73
14:30	0	57	9	0	1	0	0	0	0	0	0	0	0	0	0	67
14:45	0	61	14	0	0	0	0	0	0	0	0	0	0	0	0	75
15:00	0	52	13	0	2	0	0	0	0	0	0	0	0	0	0	67
Hour Total	0	232	45	1	4	0	0	0	0	0	0	0	0	0	0	282
15:15	0	53	18	0	1	0	0	0	0	0	0	0	0	0	0	72
15:30	0	70	23	0	1	0	0	0	0	0	0	0	0	0	0	94
15:45	0	60	16	0	2	1	0	0	0	0	0	0	0	0	0	79
16:00	0	66	12	0	1	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	249	69	0	5	1	0	0	0	0	0	0	0	0	0	324
16:15	0	57	14	0	0	0	0	0	0	0	0	0	0	0	0	71
16:30	0	46	14	0	3	0	0	0	0	0	0	0	0	0	0	63
16:45	0	58	16	0	1	0	0	0	0	0	0	0	0	0	0	75
17:00	0	77	11	0	0	0	0	0	0	0	0	0	0	0	0	88
Hour Total	0	238	55	0	4	0	0	0	0	0	0	0	0	0	0	297
17:15	0	72	16	0	0	0	0	0	0	0	0	0	0	0	0	88
17:30	1	61	11	0	0	0	0	1	1	0	0	0	0	0	0	75
17:45	0	55	16	0	1	0	0	0	0	0	0	0	0	0	0	72
18:00	0	73	9	0	0	0	0	0	0	0	0	0	0	0	0	82
Hour Total	1	261	52	0	1	0	0	1	1	0	0	0	0	0	0	317

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	54	14	0	0	0	0	1	0	0	0	0	0	0	0	69
18:30	2	53	10	0	0	0	0	0	0	0	0	0	0	0	0	65
18:45	0	43	5	0	0	0	0	0	0	0	0	0	0	0	0	48
19:00	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	2	190	34	0	0	0	0	1	0	0	0	0	0	0	0	227
19:15	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	21
19:30	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	38
19:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:00	1	26	4	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	101	22	0	1	0	0	0	0	0	0	0	0	0	0	125
20:15	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
20:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
21:00	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	100	19	0	0	0	0	0	0	0	0	0	0	0	0	119
21:15	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	58	6	0	0	0	0	0	0	0	0	0	0	0	0	65
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
24 HR TOTAL	19	3080	708	3	45	11	0	9	3	0	0	2	0	0	0	3880
PERCENTS	0.5%	79.4%	18.2%	0.1%	1.2%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.1% Trucks & Buses 1.9%

AM Times	07:15	07:30	07:45	10:00	07:00	09:45	08:00	06:45	11:00	07:45
AM Peaks	1	211	58	1	7	3	3	1	1	274
PM Times	16:00	17:15	15:45	11:30	14:30	12:30	16:00	11:30	11:30	17:15
PM Peaks	6	270	69	1	8	2	1	1	1	324

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
00:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	20	5	0	0	1	0	1	0	0	0	0	0	0	0	27
01:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
01:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
05:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:30	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
05:45	0	21	7	0	1	1	0	0	0	0	0	0	0	0	0	30
06:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	75	16	0	1	1	0	0	0	0	0	0	0	0	0	93
06:15	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	23
06:30	0	28	7	0	1	0	0	0	0	0	0	0	0	0	0	36
06:45	1	28	7	0	1	0	0	0	1	0	0	0	0	0	0	38
07:00	0	38	4	0	0	0	1	0	0	0	0	0	0	0	0	43
Hour Total	1	109	25	0	3	0	1	0	1	0	0	0	0	0	0	140
07:15	0	56	5	1	0	0	0	0	1	0	1	0	0	0	0	64
07:30	0	63	13	0	0	3	1	0	0	0	0	1	0	0	0	81
07:45	0	55	8	0	0	1	0	1	0	0	0	0	0	0	0	65
08:00	0	53	20	0	0	0	0	1	1	0	0	0	0	0	0	75
Hour Total	0	227	46	1	0	4	1	2	2	0	1	1	0	0	0	285
08:15	0	74	20	0	0	0	1	0	0	0	0	0	0	0	0	95
08:30	1	59	14	0	0	3	0	0	2	0	0	0	0	0	0	79
08:45	2	66	13	0	1	0	0	0	1	0	0	0	0	0	0	83
09:00	0	43	9	0	1	2	0	0	0	0	1	1	0	0	0	57
Hour Total	3	242	56	0	2	5	1	0	3	0	1	1	0	0	0	314

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	56	9	0	0	0	1	0	0	0	0	0	0	0	0	66
09:30	1	61	17	0	0	2	1	0	0	1	0	0	1	0	0	84
09:45	0	62	12	0	0	0	0	0	0	0	0	0	0	0	0	74
10:00	0	71	23	0	0	1	0	0	0	0	1	0	0	0	0	96
Hour Total	1	250	61	0	0	3	2	0	0	1	1	0	1	0	0	320
10:15	0	56	16	0	0	1	1	0	0	0	0	0	0	0	0	74
10:30	0	66	17	0	0	2	0	1	0	0	2	0	0	0	0	88
10:45	2	62	17	0	1	0	0	1	0	0	0	0	1	0	0	84
11:00	0	68	7	0	0	0	0	0	0	0	0	0	0	0	0	75
Hour Total	2	252	57	0	1	3	1	2	0	0	2	0	1	0	0	321
11:15	0	58	16	0	0	2	2	0	0	0	1	0	0	0	0	79
11:30	2	61	13	0	0	1	0	1	0	0	0	0	1	0	0	79
11:45	0	75	22	0	1	2	0	0	0	0	0	0	0	0	0	100
12:00	0	61	13	0	0	2	0	0	0	0	1	1	0	0	0	78
Hour Total	2	255	64	0	1	7	2	1	0	0	2	1	1	0	0	336
12:15	2	65	18	0	0	0	3	0	0	0	0	0	0	0	0	88
12:30	2	66	26	0	1	2	1	0	0	0	1	0	0	0	0	99
12:45	2	72	12	0	0	4	0	0	0	0	2	0	0	0	0	92
13:00	2	52	12	0	0	2	0	0	0	0	1	0	0	0	0	69
Hour Total	8	255	68	0	1	8	4	0	0	0	4	0	0	0	0	348
13:15	0	88	16	0	0	1	3	0	0	0	0	0	1	0	0	109
13:30	3	55	16	0	0	2	1	1	2	0	0	0	0	0	0	80
13:45	3	77	22	0	0	1	1	0	0	0	1	0	0	0	0	105
14:00	1	56	11	0	1	5	3	1	0	0	1	0	0	0	0	79
Hour Total	7	276	65	0	1	9	8	2	2	0	2	0	1	0	0	373
14:15	6	71	13	0	0	3	1	1	1	0	0	0	0	0	0	96
14:30	0	72	20	0	0	0	1	0	0	0	0	0	0	0	0	93
14:45	4	69	22	0	0	1	1	0	0	0	2	0	0	0	0	99
15:00	0	67	5	0	0	1	0	0	0	0	0	0	0	0	0	73
Hour Total	10	279	60	0	0	5	3	1	1	0	2	0	0	0	0	361
15:15	0	63	18	0	0	0	1	0	0	0	0	0	0	0	0	82
15:30	1	65	9	0	0	3	0	0	0	0	1	1	0	0	0	80
15:45	4	71	22	0	0	2	0	1	0	0	0	0	0	0	0	100
16:00	2	55	14	0	0	3	1	0	0	0	0	0	1	0	0	76
Hour Total	7	254	63	0	0	8	2	1	0	0	1	1	1	0	0	338
16:15	4	73	9	0	0	3	0	0	0	0	0	0	0	0	0	89
16:30	0	61	8	0	0	1	1	0	0	0	0	1	0	0	0	72
16:45	3	83	14	0	0	1	0	0	2	0	0	0	0	0	0	103
17:00	3	87	16	0	0	2	0	0	0	0	0	0	0	0	0	108
Hour Total	10	304	47	0	0	7	1	0	2	0	0	1	0	0	0	372
17:15	4	79	14	0	0	1	1	0	0	0	0	0	0	0	0	99
17:30	3	73	18	0	0	0	0	0	0	0	0	0	1	0	0	95
17:45	0	65	11	0	0	1	1	1	2	0	0	0	0	0	0	81
18:00	1	73	12	0	0	0	0	1	0	0	0	0	0	0	0	87
Hour Total	8	290	55	0	0	2	2	2	2	0	0	0	1	0	0	362

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	65	14	0	1	1	1	0	0	0	0	0	0	0	0	82
18:30	0	58	10	0	0	0	2	0	1	0	0	0	0	0	0	71
18:45	0	59	12	0	3	1	0	0	0	0	0	0	0	0	0	75
19:00	2	39	17	0	1	0	0	0	0	0	0	0	0	0	0	59
Hour Total	2	221	53	0	5	2	3	0	1	0	0	0	0	0	0	287
19:15	0	45	11	0	0	2	0	0	0	0	0	0	0	0	0	58
19:30	0	46	14	0	0	1	0	0	0	0	0	0	0	0	0	61
19:45	0	45	11	0	0	1	0	0	0	0	0	0	0	0	0	57
20:00	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	170	44	0	0	4	0	0	0	0	0	0	0	0	0	218
20:15	1	29	9	0	0	0	0	0	1	0	0	0	0	0	0	40
20:30	0	41	2	0	0	2	1	1	1	0	0	0	0	0	0	48
20:45	1	37	6	0	0	0	0	0	0	0	0	0	0	0	0	44
21:00	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	2	140	23	0	0	2	1	1	2	0	0	0	0	0	0	171
21:15	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
21:30	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
21:45	0	27	3	0	1	0	0	0	0	0	0	0	0	0	0	31
22:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	109	14	0	1	0	0	0	0	0	0	0	0	0	0	124
22:15	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	9
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	53	8	0	0	1	0	0	0	0	0	0	0	0	0	62
23:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	36
24 HR TOTAL	64	3874	844	1	20	72	32	13	17	1	16	5	6	0	0	4965
PERCENTS	1.3%	78.0%	17.0%	0.0%	0.4%	1.5%	0.6%	0.3%	0.3%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 96.3% Trucks & Buses 3.7%

AM Times	10:45	11:00	10:00	06:30	05:45	11:15	06:45	07:15	08:00	08:45	09:45	06:45	10:45	10:00
AM Peaks	4	262	73	1	3	7	2	2	4	1	3	1	2	342
PM Times	13:30	16:45	11:45	18:15	13:30	13:15	13:30	13:30	12:00	11:30	11:30	16:45		
PM Peaks	13	322	79	5	11	8	3	3	4	1	1	405		

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
00:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	20	3	0	1	0	0	0	1	0	0	0	0	0	0	25
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	36	7	0	1	0	0	0	0	0	0	0	0	0	0	44
05:15	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
05:30	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
05:45	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
06:00	0	18	9	0	2	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	68	21	0	2	0	0	0	0	0	0	0	0	0	0	91
06:15	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
06:30	1	30	7	0	0	1	1	0	0	0	0	0	0	0	0	40
06:45	0	25	12	0	0	3	0	0	0	0	0	0	0	0	0	40
07:00	0	43	6	0	0	0	0	0	2	0	0	0	0	0	0	51
Hour Total	1	121	29	0	0	4	1	0	2	0	0	0	0	0	0	158
07:15	1	46	4	1	0	4	0	0	0	0	1	1	0	0	0	58
07:30	0	47	18	0	0	3	2	0	1	0	1	0	0	0	0	72
07:45	0	60	11	0	0	1	1	0	0	0	1	0	0	0	0	74
08:00	1	64	8	0	0	5	2	1	0	0	0	0	0	0	0	81
Hour Total	2	217	41	1	0	13	5	1	1	0	3	1	0	0	0	285
08:15	0	64	16	0	0	0	0	0	0	0	1	0	0	0	0	81
08:30	0	70	17	0	0	0	0	0	0	0	0	0	0	0	0	87
08:45	0	53	17	1	1	0	0	0	0	0	1	0	0	0	0	73
09:00	0	65	8	0	0	2	2	0	0	0	0	0	0	0	0	77
Hour Total	0	252	58	1	1	2	2	0	0	0	2	0	0	0	0	318

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	66	14	0	0	1	0	0	1	0	0	0	0	0	0	82
09:30	1	41	9	0	0	3	1	0	0	0	1	0	0	0	0	56
09:45	2	56	16	0	0	1	0	1	0	0	0	0	0	0	0	76
10:00	0	62	16	0	0	0	3	1	1	1	0	0	0	0	0	84
Hour Total	3	225	55	0	0	5	4	2	2	1	1	0	0	0	0	298
10:15	0	76	19	0	0	0	0	1	2	0	0	0	0	0	0	98
10:30	2	47	27	0	1	1	0	0	0	0	2	0	0	0	0	80
10:45	1	49	20	0	0	1	1	0	0	0	0	0	1	0	0	73
11:00	0	46	7	0	0	3	2	1	1	0	0	0	0	0	0	60
Hour Total	3	218	73	0	1	5	3	2	3	0	2	0	1	0	0	311
11:15	0	50	11	0	0	4	1	1	0	1	0	0	0	0	0	68
11:30	0	66	13	0	0	3	0	0	0	0	0	1	0	0	0	83
11:45	4	71	13	0	0	1	0	0	0	0	1	0	0	0	0	90
12:00	2	61	14	0	0	1	1	1	1	0	0	0	0	0	0	81
Hour Total	6	248	51	0	0	9	2	2	1	1	1	1	0	0	0	322
12:15	2	58	14	0	0	3	1	0	2	0	0	0	0	0	0	80
12:30	3	63	21	0	0	4	0	0	0	0	0	0	0	0	0	91
12:45	1	70	20	0	1	1	1	0	0	0	0	0	0	0	0	94
13:00	2	74	17	0	0	1	0	0	0	0	0	0	0	0	0	94
Hour Total	8	265	72	0	1	9	2	0	2	0	0	0	0	0	0	359
13:15	0	75	12	0	2	1	0	3	1	0	0	0	0	0	0	94
13:30	0	72	16	0	0	2	0	0	0	0	1	0	0	0	0	91
13:45	2	67	19	0	1	4	1	1	1	0	0	0	0	0	0	96
14:00	0	73	18	0	0	3	1	0	0	0	0	0	0	0	0	95
Hour Total	2	287	65	0	3	10	2	4	2	0	1	0	0	0	0	376
14:15	0	68	17	0	1	0	3	0	0	0	0	0	0	0	0	89
14:30	0	87	15	0	0	1	2	0	0	0	0	0	0	0	0	105
14:45	0	71	11	1	0	0	1	1	1	0	0	0	0	0	0	86
15:00	0	63	18	1	0	1	0	1	1	0	1	0	0	0	0	86
Hour Total	0	289	61	2	1	2	6	2	2	0	1	0	0	0	0	366
15:15	1	65	16	0	0	3	1	1	0	0	0	0	1	0	0	88
15:30	1	70	14	0	0	2	2	0	0	0	1	0	0	0	0	90
15:45	0	54	17	0	0	1	3	0	2	0	0	1	0	0	0	78
16:00	0	64	14	0	3	3	1	0	0	0	0	0	0	0	0	85
Hour Total	2	253	61	0	3	9	7	1	2	0	1	1	1	0	0	341
16:15	4	67	16	0	0	1	0	0	0	0	0	0	0	0	0	88
16:30	0	83	13	1	0	1	0	0	0	0	2	1	0	0	0	101
16:45	0	79	19	0	0	1	0	0	0	0	0	0	0	0	0	99
17:00	4	74	12	0	0	1	1	0	1	0	0	1	0	0	0	94
Hour Total	8	303	60	1	0	4	1	0	1	0	2	2	0	0	0	382
17:15	0	76	13	1	0	2	1	0	0	0	0	0	0	0	0	93
17:30	0	79	13	0	1	0	4	1	1	0	0	0	0	0	0	99
17:45	0	74	12	0	0	0	0	2	0	0	0	0	0	0	0	88
18:00	0	66	11	0	0	2	1	0	0	0	0	0	0	0	0	80
Hour Total	0	295	49	1	1	4	6	3	1	0	0	0	0	0	0	360

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	80	11	1	0	1	1	0	0	0	0	0	0	0	0	96
18:30	0	62	6	0	1	2	1	1	0	0	0	0	1	0	0	74
18:45	1	58	10	0	1	2	1	0	0	0	0	0	0	0	0	73
19:00	2	63	9	0	1	1	1	0	0	0	0	0	0	0	0	77
Hour Total	5	263	36	1	3	6	4	1	0	0	0	0	1	0	0	320
19:15	0	69	9	0	0	0	0	0	0	0	0	0	0	0	0	78
19:30	0	51	5	0	0	0	1	0	0	0	0	0	0	0	0	57
19:45	0	42	11	0	0	2	0	0	0	0	0	0	0	0	0	55
20:00	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	199	36	0	0	2	1	0	0	0	0	0	0	0	0	238
20:15	0	52	0	0	0	0	1	0	0	0	0	0	0	0	0	53
20:30	0	52	4	0	1	1	0	0	0	0	0	0	0	0	0	58
20:45	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
21:00	0	34	4	0	0	0	0	0	0	0	0	1	0	0	0	39
Hour Total	0	178	14	0	1	1	1	0	0	0	0	1	0	0	0	196
21:15	0	39	3	0	0	1	0	0	0	0	0	0	0	0	0	43
21:30	0	29	3	0	1	0	0	0	0	0	0	0	0	0	0	33
21:45	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	119	12	0	1	1	0	0	0	0	0	0	0	0	0	133
22:15	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
22:30	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	73	8	0	0	0	0	0	0	0	0	0	0	0	0	81
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	1	15	2	0	0	0	0	0	0	0	0	0	0	0	0	18
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	1	38	5	0	0	1	0	0	0	0	0	0	0	0	0	45
24 HR TOTAL	41	3991	823	7	20	87	47	18	21	2	14	6	3	0	0	5080
PERCENTS	0.8%	78.6%	16.2%	0.1%	0.4%	1.7%	0.9%	0.4%	0.4%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.6% Trucks & Buses 4.4%

AM Times	11:15	07:45	10:00	06:30	05:15	07:15	07:15	09:30	06:45	09:15	07:00	06:30	10:00			09:45
AM Peaks	6	258	82	1	2	13	5	3	3	1	3	1	1			338
PM Times	11:45	16:30	12:15	14:15	12:30	13:15	13:45	13:00	11:30		14:45	15:45	14:30			16:30
PM Peaks	11	312	72	2	3	10	7	4	3		2	2	1			387

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site A-WB
 Site ID: 000000008524
 Location: US 250, E of Summercrest Ave (O/I)
 Direction: WEST
 Lane: 2

File: A-US 250, E of Summercrest Ave WB Class.prn
 Job #: 19-284 KL
 GPS: 38.07832, -78.91943

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
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GRAND TOTAL	105	7865	1667	8	40	159	79	31	38	3	30	11	9	0	0	10045
PERCENTS	1.0%	78.3%	16.6%	0.1%	0.4%	1.6%	0.8%	0.3%	0.4%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
00:30	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
00:45	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	1	0	6	2	4	0	0	0	0	0	0	13
01:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	3	7	0	0	0	0	0	0	0	10
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	1	0	0	3	1	0	0	0	0	0	0	5
04:45	0	0	0	0	0	0	3	0	1	1	0	0	0	0	5
05:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5
Hour Total	0	0	0	1	0	4	7	1	1	1	0	0	0	0	15
05:15	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
05:30	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
05:45	0	0	0	0	0	2	4	1	0	0	0	0	0	0	7
06:00	0	0	0	0	0	2	2	4	1	0	0	0	0	0	9
Hour Total	0	0	0	0	1	5	8	7	1	0	0	0	0	0	22
06:15	0	0	0	0	0	4	5	10	1	0	0	0	0	0	20
06:30	0	0	0	0	1	7	13	5	1	0	0	0	0	0	27
06:45	0	0	0	1	2	4	15	9	0	1	0	0	0	0	32
07:00	0	0	0	0	1	7	20	15	2	0	0	0	0	0	45
Hour Total	0	0	0	1	4	22	53	39	4	1	0	0	0	0	124
07:15	0	0	0	1	2	8	32	13	0	0	0	0	0	0	56
07:30	0	0	0	0	2	16	32	7	0	0	0	0	0	0	57
07:45	0	0	0	0	1	14	31	15	4	0	0	0	0	0	65
08:00	0	0	1	0	0	7	29	15	6	0	0	0	0	0	58
Hour Total	0	0	1	1	5	45	124	50	10	0	0	0	0	0	236
08:15	0	0	0	0	1	13	33	13	1	0	0	0	0	0	61
08:30	0	0	0	1	2	13	31	18	4	1	0	0	0	0	70
08:45	0	0	0	0	0	16	27	12	1	1	0	0	0	0	57
09:00	0	0	0	1	2	10	31	18	2	0	0	0	0	0	64
Hour Total	0	0	0	2	5	52	122	61	8	2	0	0	0	0	252

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	3	16	25	3	0	0	0	1	0	0	48
09:30	0	0	0	0	0	16	35	11	3	1	0	0	0	0	66
09:45	0	0	0	1	1	13	37	12	2	0	0	0	0	0	66
10:00	0	0	0	0	3	15	38	9	2	0	0	0	0	0	67
Hour Total	0	0	0	1	7	60	135	35	7	1	0	1	0	0	247
10:15	0	0	0	2	7	23	29	9	1	0	0	0	0	0	71
10:30	0	0	0	0	11	31	24	8	0	0	0	0	0	0	74
10:45	0	0	0	0	5	29	22	2	1	0	0	0	0	0	59
11:00	0	0	0	4	4	25	23	10	2	1	0	0	0	0	69
Hour Total	0	0	0	6	27	108	98	29	4	1	0	0	0	0	273
11:15	0	0	0	1	3	11	31	9	0	1	0	0	0	0	56
11:30	0	0	0	3	6	20	36	7	1	0	0	0	0	0	73
11:45	0	0	0	1	6	15	37	7	1	0	0	0	0	0	67
12:00	0	0	0	0	5	19	40	5	3	0	0	0	0	0	72
Hour Total	0	0	0	5	20	65	144	28	5	1	0	0	0	0	268
12:15	0	0	0	0	2	20	36	13	0	0	0	0	0	0	71
12:30	0	0	0	0	6	22	35	17	1	0	0	0	0	0	81
12:45	0	0	0	0	3	22	39	12	0	1	0	0	0	0	77
13:00	0	0	0	0	1	19	42	16	1	0	0	0	0	0	79
Hour Total	0	0	0	0	12	83	152	58	2	1	0	0	0	0	308
13:15	0	0	0	0	2	17	40	10	3	0	0	0	0	0	72
13:30	0	0	0	0	3	23	27	11	2	0	0	0	0	0	66
13:45	0	0	0	0	4	23	27	14	0	0	0	0	0	0	68
14:00	0	0	0	0	9	18	31	12	2	0	0	0	0	0	72
Hour Total	0	0	0	0	18	81	125	47	7	0	0	0	0	0	278
14:15	0	0	0	1	3	27	31	9	2	0	0	0	0	0	73
14:30	0	0	0	0	2	18	37	8	2	0	0	0	0	0	67
14:45	0	0	0	0	1	20	44	10	0	0	0	0	0	0	75
15:00	0	0	0	1	1	14	35	14	2	0	0	0	0	0	67
Hour Total	0	0	0	2	7	79	147	41	6	0	0	0	0	0	282
15:15	0	0	0	0	2	19	36	13	2	0	0	0	0	0	72
15:30	0	0	0	0	2	23	42	22	5	0	0	0	0	0	94
15:45	0	0	0	0	2	15	41	19	2	0	0	0	0	0	79
16:00	0	0	0	0	5	19	33	18	4	0	0	0	0	0	79
Hour Total	0	0	0	0	11	76	152	72	13	0	0	0	0	0	324
16:15	0	0	0	0	4	12	32	18	5	0	0	0	0	0	71
16:30	0	0	0	0	0	11	32	19	1	0	0	0	0	0	63
16:45	0	0	0	0	2	13	38	20	1	1	0	0	0	0	75
17:00	0	0	0	0	1	21	40	23	2	1	0	0	0	0	88
Hour Total	0	0	0	0	7	57	142	80	9	2	0	0	0	0	297
17:15	0	0	0	0	0	21	43	23	0	1	0	0	0	0	88
17:30	0	0	0	0	3	14	37	18	2	1	0	0	0	0	75
17:45	0	0	0	1	2	17	32	17	3	0	0	0	0	0	72
18:00	0	0	0	0	1	4	52	20	4	1	0	0	0	0	82
Hour Total	0	0	0	1	6	56	164	78	9	3	0	0	0	0	317

SPEED SUMMARY
Tue 8/13/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	1	7	34	16	6	0	0	0	0	0	64
18:30	0	0	0	0	0	11	17	11	1	0	0	0	0	0	40
18:45	0	0	0	0	0	12	18	11	3	0	0	0	0	0	44
19:00	0	0	0	0	3	3	21	14	2	0	0	0	0	0	43
Hour Total	0	0	0	0	4	33	90	52	12	0	0	0	0	0	191
19:15	0	0	0	0	0	5	22	6	1	0	0	0	0	0	34
19:30	0	0	0	0	0	7	20	6	1	0	0	0	0	0	34
19:45	0	0	0	1	1	15	26	10	2	0	0	0	0	0	55
20:00	0	0	0	0	2	7	16	4	0	0	0	0	0	0	29
Hour Total	0	0	0	1	3	34	84	26	4	0	0	0	0	0	152
20:15	0	0	0	0	3	8	18	5	0	0	0	0	0	0	34
20:30	0	0	0	0	0	11	22	6	0	0	0	0	0	0	39
20:45	0	0	0	0	2	9	11	1	0	0	0	0	0	0	23
21:00	0	0	0	0	2	11	13	7	0	1	0	0	0	0	34
Hour Total	0	0	0	0	7	39	64	19	0	1	0	0	0	0	130
21:15	0	0	0	0	0	8	17	7	0	0	0	0	0	0	32
21:30	0	0	0	0	0	4	10	3	0	0	0	0	0	0	17
21:45	0	0	0	0	0	5	9	4	0	0	0	0	0	0	18
22:00	0	0	0	0	0	3	3	0	1	0	0	0	0	0	7
Hour Total	0	0	0	0	0	20	39	14	1	0	0	0	0	0	74
22:15	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
22:30	0	0	0	0	1	0	7	1	0	0	0	0	0	0	9
22:45	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
23:00	0	0	0	0	1	2	4	0	1	0	0	0	0	0	8
Hour Total	0	0	0	0	2	6	15	2	1	0	0	0	0	0	26
23:15	0	0	0	0	1	2	4	1	0	0	0	0	0	0	8
23:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
24:00	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
Hour Total	0	0	0	0	3	7	7	1	0	0	0	0	0	0	18
24 HR TOTAL	0	0	1	22	149	944	1883	746	104	14	0	1	0	0	3864
PERCENTS	0.0%	0.0%	0.0%	0.6%	3.9%	24.4%	48.7%	19.3%	2.7%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
32.2 mph

85th Percentile Speed
41.9 mph

Median Speed
37.2 mph

Average Speed
37.1 mph

10 MPH Pace Speed
30 mph to 40 mph
2827 vehicles in pace
Representing 73.2% of the total vehicles

Vehicles > 35 MPH
2748
71.1%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	4	5	0	0	0	0	0	0	0	9
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45	0	0	0	0	0	1	2	2	1	0	0	0	0	0	6
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	2	2	3	2	0	0	0	0	0	9
05:15	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
05:30	0	0	0	0	0	1	3	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	3	5	1	1	0	0	0	0	0	10
06:00	0	0	0	0	1	2	9	5	0	0	0	0	0	0	17
Hour Total	0	0	0	0	1	8	20	6	1	0	0	0	0	0	36
06:15	0	0	0	0	1	2	5	6	0	1	0	0	0	0	15
06:30	0	0	0	0	1	7	15	6	1	0	0	0	0	0	30
06:45	0	0	0	0	1	6	16	11	2	0	1	0	0	0	37
07:00	0	0	0	0	2	7	25	11	4	0	0	0	0	0	49
Hour Total	0	0	0	0	5	22	61	34	7	1	1	0	0	0	131
07:15	0	0	0	0	5	23	22	15	1	0	0	0	0	0	66
07:30	0	0	0	0	1	14	33	4	2	0	0	1	0	0	55
07:45	0	0	1	0	3	16	29	12	3	0	0	0	0	0	64
08:00	0	0	0	0	4	18	39	18	1	0	0	0	0	0	80
Hour Total	0	0	1	0	13	71	123	49	7	0	0	1	0	0	265
08:15	0	0	0	0	3	19	20	17	3	0	0	0	0	0	62
08:30	0	0	0	0	7	21	31	7	1	1	0	0	0	0	68
08:45	0	0	0	0	1	14	21	7	1	0	0	0	0	0	44
09:00	0	0	0	0	6	9	35	13	2	0	0	0	0	0	65
Hour Total	0	0	0	0	17	63	107	44	7	1	0	0	0	0	239

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	1	3	2	10	31	6	0	0	0	0	0	0	53
09:30	0	0	0	1	2	11	28	15	0	0	0	0	0	0	57
09:45	0	0	0	0	1	12	33	12	2	1	0	0	0	0	61
10:00	0	0	0	4	3	13	24	10	1	1	0	0	0	0	56
Hour Total	0	0	1	8	8	46	116	43	3	2	0	0	0	0	227
10:15	0	0	0	0	3	18	28	11	1	0	0	0	0	0	61
10:30	0	0	0	4	2	22	31	5	0	0	0	0	0	0	64
10:45	0	0	0	0	1	12	36	6	1	0	0	0	0	0	56
11:00	0	0	0	0	1	24	33	5	2	0	0	0	0	0	65
Hour Total	0	0	0	4	7	76	128	27	4	0	0	0	0	0	246
11:15	0	0	0	3	2	20	33	9	1	0	0	0	0	0	68
11:30	0	0	0	0	7	13	26	11	1	0	0	0	0	0	58
11:45	0	0	0	0	4	14	33	13	1	0	0	0	0	0	65
12:00	0	0	0	0	14	15	38	14	0	0	0	0	0	0	81
Hour Total	0	0	0	3	27	62	130	47	3	0	0	0	0	0	272
12:15	0	0	0	1	7	16	31	14	2	0	0	0	0	0	71
12:30	0	0	0	1	1	24	28	8	0	0	0	0	0	0	62
12:45	0	0	0	0	1	21	33	14	0	0	0	0	0	0	69
13:00	0	0	0	0	8	20	40	14	2	0	0	0	0	0	84
Hour Total	0	0	0	2	17	81	132	50	4	0	0	0	0	0	286
13:15	0	0	0	0	2	18	40	9	1	1	0	0	0	0	71
13:30	0	0	0	0	3	24	37	16	3	0	0	0	0	0	83
13:45	0	0	0	0	4	26	30	19	2	0	0	0	0	0	81
14:00	0	0	0	0	7	25	34	15	1	1	0	0	0	0	83
Hour Total	0	0	0	0	16	93	141	59	7	2	0	0	0	0	318
14:15	0	0	0	2	5	11	28	11	4	0	0	0	0	0	61
14:30	0	0	0	1	4	17	44	15	2	0	0	0	0	0	83
14:45	0	0	0	0	0	15	40	16	0	0	0	0	0	0	71
15:00	0	0	0	0	5	21	38	11	1	0	0	0	0	0	76
Hour Total	0	0	0	3	14	64	150	53	7	0	0	0	0	0	291
15:15	0	0	0	0	2	13	40	18	1	0	1	0	0	0	75
15:30	0	0	0	0	0	16	37	20	1	0	0	0	0	0	74
15:45	0	0	0	0	1	14	45	11	4	0	0	0	0	0	75
16:00	0	1	0	1	0	21	53	13	0	1	0	0	0	0	90
Hour Total	0	1	0	1	3	64	175	62	6	1	1	0	0	0	314
16:15	0	0	1	2	6	12	35	16	2	0	0	0	0	0	74
16:30	0	0	0	1	4	13	30	20	1	0	0	0	0	0	69
16:45	0	0	0	1	3	15	51	15	2	0	0	0	0	0	87
17:00	0	0	0	0	3	10	29	24	5	1	0	0	0	0	72
Hour Total	0	0	1	4	16	50	145	75	10	1	0	0	0	0	302
17:15	0	0	0	0	0	13	40	25	13	0	0	0	0	0	91
17:30	0	0	0	0	5	7	27	28	4	2	0	0	0	0	73
17:45	0	0	0	1	2	9	45	26	1	0	1	0	0	0	85
18:00	0	0	0	0	0	11	44	18	1	1	0	0	0	0	75
Hour Total	0	0	0	1	7	40	156	97	19	3	1	0	0	0	324

SPEED SUMMARY
Wed 8/14/2019

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	2	20	24	21	2	0	0	0	0	0	69
18:30	0	0	0	0	1	8	33	20	3	0	0	0	0	0	65
18:45	0	0	0	1	0	11	22	14	0	0	0	0	0	0	48
19:00	0	0	0	0	2	13	23	6	1	0	0	0	0	0	45
Hour Total	0	0	0	1	5	52	102	61	6	0	0	0	0	0	227
19:15	0	0	0	0	5	5	7	3	1	0	0	0	0	0	21
19:30	0	0	0	0	1	12	14	10	1	0	0	0	0	0	38
19:45	0	0	0	0	0	5	23	6	1	0	0	0	0	0	35
20:00	0	0	0	0	2	7	14	7	0	1	0	0	0	0	31
Hour Total	0	0	0	0	8	29	58	26	3	1	0	0	0	0	125
20:15	0	0	0	0	1	7	13	6	0	0	0	0	0	0	27
20:30	0	1	0	0	1	14	13	6	0	0	0	0	0	0	35
20:45	0	0	0	0	1	5	13	9	0	0	0	0	0	0	28
21:00	0	0	0	0	2	8	16	3	0	0	0	0	0	0	29
Hour Total	0	1	0	0	5	34	55	24	0	0	0	0	0	0	119
21:15	0	0	0	0	1	6	12	3	0	0	0	0	0	0	22
21:30	0	0	0	0	2	5	5	3	1	0	0	0	0	0	16
21:45	0	0	0	0	1	3	14	2	1	0	0	0	0	0	21
22:00	0	0	0	0	0	1	3	1	1	0	0	0	0	0	6
Hour Total	0	0	0	0	4	15	34	9	3	0	0	0	0	0	65
22:15	0	0	1	0	0	1	2	5	0	0	0	0	0	0	9
22:30	0	0	0	0	1	0	9	1	2	0	0	0	0	0	13
22:45	0	0	0	0	0	4	4	2	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7
Hour Total	0	0	1	0	1	5	20	10	2	0	0	0	0	0	39
23:15	0	0	0	0	0	1	4	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	2	5	1	2	0	0	0	0	0	10
23:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
24:00	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
Hour Total	0	0	0	0	0	6	14	1	2	0	0	0	0	0	23
24 HR TOTAL	0	2	4	27	175	890	1881	782	103	12	3	1	0	0	3880
PERCENTS	0.0%	0.1%	0.1%	0.7%	4.5%	22.9%	48.5%	20.2%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
32.1 mph

85th Percentile Speed
42.0 mph

Median Speed
37.2 mph

Average Speed
37.1 mph

10 MPH Pace Speed
30 mph to 40 mph
2771 vehicles in pace
Representing 71.4% of the total vehicles

Vehicles > 35 MPH
2782
71.7%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 1

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	0	2	5	49	324	1834	3764	1528	207	26	3	2	0	0	7744
PERCENTS	0.0%	0.0%	0.1%	0.6%	4.2%	23.7%	48.6%	19.7%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	4	3	1	0	0	0	0	0	0	8
00:30	0	0	0	0	0	3	3	4	0	0	0	0	0	0	10
00:45	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6
01:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	8	8	11	0	0	0	0	0	0	27
01:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:30	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	2	1	4	0	1	0	0	0	0	0	8
02:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	2	0	1	1	0	0	0	0	4
02:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
03:00	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
Hour Total	0	0	0	0	0	1	10	2	1	1	0	0	0	0	15
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
03:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
04:00	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
Hour Total	0	0	0	0	2	3	3	3	1	0	0	0	0	0	12
04:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
04:30	0	0	0	0	0	2	2	5	0	0	0	0	0	0	9
04:45	0	0	0	0	1	1	4	3	0	0	0	0	0	0	9
05:00	0	0	0	1	0	5	12	2	0	0	0	0	0	0	20
Hour Total	0	0	0	1	1	9	20	11	0	0	0	0	0	0	42
05:15	0	0	0	0	0	1	8	5	1	0	0	0	0	0	15
05:30	0	0	0	0	0	3	11	6	1	1	0	0	0	0	22
05:45	0	0	0	0	1	4	14	10	1	0	0	0	0	0	30
06:00	0	0	0	0	0	3	14	8	1	0	0	0	0	0	26
Hour Total	0	0	0	0	1	11	47	29	4	1	0	0	0	0	93
06:15	0	0	0	0	1	3	10	5	2	2	0	0	0	0	23
06:30	0	0	0	0	0	8	18	9	1	0	0	0	0	0	36
06:45	0	0	0	0	2	10	16	8	2	0	0	0	0	0	38
07:00	0	0	0	0	0	3	19	21	0	0	0	0	0	0	43
Hour Total	0	0	0	0	3	24	63	43	5	2	0	0	0	0	140
07:15	0	0	0	0	2	8	23	25	4	2	0	0	0	0	64
07:30	0	0	0	0	2	6	45	26	2	0	0	0	0	0	81
07:45	0	0	0	0	2	10	22	24	7	0	0	0	0	0	65
08:00	0	0	0	0	1	11	43	17	3	0	0	0	0	0	75
Hour Total	0	0	0	0	7	35	133	92	16	2	0	0	0	0	285
08:15	0	0	0	0	2	21	51	18	2	0	1	0	0	0	95
08:30	0	0	0	0	1	4	43	26	3	1	0	0	0	0	78
08:45	0	0	0	0	1	0	41	35	8	0	0	0	0	0	85
09:00	0	0	0	0	3	9	28	15	2	0	0	0	0	0	57
Hour Total	0	0	0	0	7	34	163	94	15	1	1	0	0	0	315

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	0	18	35	12	2	0	0	0	0	0	67
09:30	0	0	0	0	8	7	47	19	2	0	0	2	0	0	85
09:45	0	0	0	0	2	13	32	20	7	0	0	0	0	0	74
10:00	0	0	0	0	5	17	54	19	0	0	0	0	0	0	95
Hour Total	0	0	0	0	15	55	168	70	11	0	0	2	0	0	321
10:15	0	0	0	0	0	19	47	8	1	0	0	0	0	0	75
10:30	0	0	0	2	7	35	35	7	1	0	0	0	0	0	87
10:45	0	0	0	0	0	22	55	9	0	0	0	0	0	0	86
11:00	0	0	0	0	1	17	40	16	1	0	0	0	0	0	75
Hour Total	0	0	0	2	8	93	177	40	3	0	0	0	0	0	323
11:15	0	0	0	0	1	23	40	12	0	2	0	0	0	0	78
11:30	0	0	0	0	0	27	32	19	1	0	0	0	0	0	79
11:45	0	0	0	0	5	12	64	18	1	0	0	0	0	0	100
12:00	0	0	0	0	0	13	36	27	2	0	0	0	0	0	78
Hour Total	0	0	0	0	6	75	172	76	4	2	0	0	0	0	335
12:15	0	0	0	0	0	23	38	25	2	0	0	0	0	0	88
12:30	0	0	0	0	0	18	51	27	1	0	1	1	0	0	99
12:45	0	0	0	0	1	32	40	16	3	0	0	0	0	0	92
13:00	0	0	0	0	0	12	33	21	3	0	0	0	0	0	69
Hour Total	0	0	0	0	1	85	162	89	9	0	1	1	0	0	348
13:15	0	0	0	0	5	31	50	21	1	0	0	0	0	0	108
13:30	0	0	0	0	10	21	30	15	4	0	0	0	0	0	80
13:45	0	0	0	0	6	21	65	11	0	0	0	1	0	0	104
14:00	0	0	0	0	4	10	38	21	4	2	0	0	0	0	79
Hour Total	0	0	0	0	25	83	183	68	9	2	0	1	0	0	371
14:15	0	0	0	0	1	15	49	29	1	0	0	0	0	0	95
14:30	0	0	0	0	0	26	41	23	3	0	0	0	0	0	93
14:45	0	0	0	0	1	8	73	16	1	0	0	0	0	0	99
15:00	0	0	0	0	0	16	31	24	1	0	0	0	0	0	72
Hour Total	0	0	0	0	2	65	194	92	6	0	0	0	0	0	359
15:15	0	0	0	0	0	14	42	25	1	0	0	0	0	0	82
15:30	0	0	0	0	0	12	42	26	0	0	0	0	0	0	80
15:45	0	0	0	2	1	18	55	21	2	0	0	0	0	0	99
16:00	0	0	0	0	0	4	34	30	8	1	0	0	0	0	77
Hour Total	0	0	0	2	1	48	173	102	11	1	0	0	0	0	338
16:15	0	1	0	1	1	9	47	29	1	0	0	0	0	0	89
16:30	0	0	0	0	4	13	32	18	5	0	0	0	0	0	72
16:45	1	0	0	0	2	16	49	31	4	0	0	0	0	0	103
17:00	0	0	0	1	1	18	59	23	6	0	0	0	0	0	108
Hour Total	1	1	0	2	8	56	187	101	16	0	0	0	0	0	372
17:15	0	0	0	0	1	10	59	29	0	0	0	0	0	0	99
17:30	0	0	0	0	1	8	47	32	6	0	0	0	0	0	94
17:45	0	0	0	1	0	12	42	24	2	0	0	0	0	0	81
18:00	0	0	0	0	2	13	46	25	2	0	0	0	0	0	88
Hour Total	0	0	0	1	4	43	194	110	10	0	0	0	0	0	362

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	1	0	0	0	0	13	37	29	0	2	1	0	0	0	83
18:30	0	0	0	0	2	11	40	16	2	0	0	0	0	0	71
18:45	0	0	0	0	1	14	41	15	3	1	0	0	0	0	75
19:00	0	0	0	1	0	4	35	19	0	1	0	0	0	0	60
Hour Total	1	0	0	1	3	42	153	79	5	4	1	0	0	0	289
19:15	0	0	0	0	4	9	30	13	2	0	0	0	0	0	58
19:30	0	0	0	0	0	12	34	15	0	0	0	0	0	0	61
19:45	0	0	0	0	4	6	29	17	1	0	0	0	0	0	57
20:00	0	0	0	0	3	11	16	11	1	0	0	0	0	0	42
Hour Total	0	0	0	0	11	38	109	56	4	0	0	0	0	0	218
20:15	0	0	0	0	1	11	19	9	0	0	0	0	0	0	40
20:30	0	0	0	0	5	10	24	8	1	0	0	0	0	0	48
20:45	0	0	0	0	2	17	17	7	1	0	0	0	0	0	44
21:00	0	0	0	0	1	8	22	8	0	0	0	0	0	0	39
Hour Total	0	0	0	0	9	46	82	32	2	0	0	0	0	0	171
21:15	0	0	0	0	0	10	15	12	2	0	0	0	0	0	39
21:30	0	0	0	0	0	9	14	7	0	1	0	0	0	0	31
21:45	0	0	0	0	0	5	13	11	2	0	0	0	0	0	31
22:00	0	0	0	0	0	4	13	5	1	0	0	0	0	0	23
Hour Total	0	0	0	0	0	28	55	35	5	1	0	0	0	0	124
22:15	0	0	0	0	1	8	9	6	0	0	0	0	0	0	24
22:30	0	0	0	0	0	5	7	3	1	0	0	0	0	0	16
22:45	0	0	0	0	1	0	4	4	0	0	0	0	0	0	9
23:00	0	0	0	0	0	3	6	3	0	1	0	0	0	0	13
Hour Total	0	0	0	0	2	16	26	16	1	1	0	0	0	0	62
23:15	0	0	0	0	0	3	6	1	0	0	0	0	0	0	10
23:30	0	0	0	0	0	2	3	5	0	0	0	0	0	0	10
23:45	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
24:00	0	0	0	0	0	2	5	1	1	0	1	0	0	0	10
Hour Total	0	0	0	0	0	9	18	7	1	0	1	0	0	0	36
24 HR TOTAL	2	1	0	9	118	908	2504	1258	140	18	4	4	0	0	4966
PERCENTS	0.0%	0.0%	0.0%	0.2%	2.4%	18.3%	50.4%	25.3%	2.8%	0.4%	0.1%	0.1%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
33.4 mph

85th Percentile Speed
42.7 mph

Median Speed
37.9 mph

Average Speed
38.0 mph

10 MPH Pace Speed
35 mph to 45 mph
3762 vehicles in pace
Representing 75.8% of the total vehicles

Vehicles > 35 MPH
3928
79.1%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	1	8	0	1	1	0	0	0	0	0	11
00:30	0	0	0	0	0	2	5	1	0	0	0	0	0	0	8
00:45	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	10	9	4	1	0	0	0	0	0	25
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	3	4	2	0	0	0	0	0	0	9
03:15	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
03:30	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
03:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Hour Total	0	0	0	0	2	3	8	2	0	0	0	0	0	0	15
04:15	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
04:30	0	0	0	0	0	3	3	2	1	0	0	0	0	0	9
04:45	0	0	0	0	0	2	6	4	0	0	0	0	0	0	12
05:00	0	0	0	0	1	6	9	4	0	0	0	0	0	0	20
Hour Total	0	0	0	0	1	14	19	10	1	0	0	0	0	0	45
05:15	0	0	0	0	0	4	10	4	0	0	0	0	0	0	18
05:30	0	0	0	0	0	4	10	6	0	0	0	0	0	0	20
05:45	0	0	0	0	0	5	13	5	1	0	0	0	0	0	24
06:00	0	0	0	1	1	3	11	11	2	0	0	0	0	0	29
Hour Total	0	0	0	1	1	16	44	26	3	0	0	0	0	0	91
06:15	0	0	0	0	1	7	11	7	2	0	0	0	0	0	28
06:30	0	0	0	0	1	5	18	10	6	0	0	0	0	0	40
06:45	0	0	0	0	0	5	18	16	2	0	0	0	0	0	41
07:00	0	0	0	0	1	3	24	21	2	0	0	0	0	0	51
Hour Total	0	0	0	0	3	20	71	54	12	0	0	0	0	0	160
07:15	0	0	0	0	2	8	28	19	0	0	0	0	0	0	57
07:30	0	0	0	0	0	11	37	20	4	1	0	0	0	0	73
07:45	1	0	0	0	2	7	40	20	2	0	0	0	0	0	72
08:00	0	1	0	0	1	3	39	30	7	0	0	0	0	0	81
Hour Total	1	1	0	0	5	29	144	89	13	1	0	0	0	0	283
08:15	0	0	0	0	0	6	48	24	2	1	1	0	0	0	82
08:30	0	0	0	0	2	9	46	26	4	0	0	0	0	0	87
08:45	0	0	0	0	2	21	41	9	0	0	0	0	0	0	73
09:00	1	0	0	2	3	11	39	14	4	1	0	1	0	0	76
Hour Total	1	0	0	2	7	47	174	73	10	2	1	1	0	0	318

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	1	20	35	24	2	0	0	0	0	0	82
09:30	0	0	0	1	1	11	24	14	4	1	0	0	0	0	56
09:45	0	0	0	0	0	14	47	14	1	0	0	0	0	0	76
10:00	0	0	0	0	2	9	42	27	4	0	0	0	0	0	84
Hour Total	0	0	0	1	4	54	148	79	11	1	0	0	0	0	298
10:15	0	0	0	0	1	18	55	24	0	0	0	0	0	0	98
10:30	0	0	0	0	2	18	48	13	0	0	0	0	0	0	81
10:45	0	1	0	0	0	11	43	15	0	0	0	0	0	0	70
11:00	0	0	0	0	0	12	32	15	1	0	0	0	0	0	60
Hour Total	0	1	0	0	3	59	178	67	1	0	0	0	0	0	309
11:15	0	0	0	0	2	7	40	15	3	1	0	0	0	0	68
11:30	0	0	0	0	0	15	41	21	5	1	0	0	0	0	83
11:45	0	0	0	0	2	50	22	11	5	0	0	0	0	0	90
12:00	0	0	0	0	3	29	33	13	2	0	0	0	1	0	81
Hour Total	0	0	0	0	7	101	136	60	15	2	0	0	1	0	322
12:15	0	0	0	1	0	23	37	20	1	0	0	0	0	0	82
12:30	0	0	1	0	5	15	43	23	4	0	0	0	0	0	91
12:45	0	0	0	0	1	29	47	16	1	0	0	0	0	0	94
13:00	0	0	0	0	1	16	50	26	1	0	0	0	0	0	94
Hour Total	0	0	1	1	7	83	177	85	7	0	0	0	0	0	361
13:15	0	0	0	0	2	18	42	29	3	0	1	0	0	0	95
13:30	0	0	0	0	3	15	46	25	0	3	0	0	0	0	92
13:45	0	0	0	1	0	9	62	24	2	0	0	0	0	0	98
14:00	0	0	0	0	1	9	53	28	3	0	0	0	0	0	94
Hour Total	0	0	0	1	6	51	203	106	8	3	1	0	0	0	379
14:15	0	0	0	0	3	23	35	27	1	0	0	0	0	0	89
14:30	0	0	0	1	4	12	72	11	3	2	0	0	0	0	105
14:45	0	0	0	1	3	14	34	26	8	0	0	0	0	0	86
15:00	0	0	0	0	0	0	41	39	2	0	0	0	0	0	82
Hour Total	0	0	0	2	10	49	182	103	14	2	0	0	0	0	362
15:15	0	0	0	0	1	13	38	33	3	0	0	0	0	0	88
15:30	0	0	0	0	0	17	40	22	10	0	0	0	0	0	89
15:45	0	0	0	0	2	4	45	24	2	0	0	0	0	0	77
16:00	0	0	0	1	0	5	49	25	2	3	0	0	0	0	85
Hour Total	0	0	0	1	3	39	172	104	17	3	0	0	0	0	339
16:15	0	0	0	0	0	12	43	32	2	0	0	0	0	0	89
16:30	0	0	0	2	1	17	50	27	3	0	0	0	0	0	100
16:45	0	0	0	0	1	12	52	28	5	0	0	0	0	0	98
17:00	0	0	0	0	3	11	39	36	4	0	1	0	0	0	94
Hour Total	0	0	0	2	5	52	184	123	14	0	1	0	0	0	381
17:15	0	0	0	0	0	6	52	35	0	0	0	0	0	0	93
17:30	0	0	0	0	1	16	45	33	4	0	0	0	0	0	99
17:45	0	0	0	0	0	8	43	34	4	0	0	0	0	0	89
18:00	0	0	0	0	0	7	36	30	6	0	0	0	0	0	79
Hour Total	0	0	0	0	1	37	176	132	14	0	0	0	0	0	360

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	1	12	46	30	7	0	0	0	0	0	96
18:30	0	0	0	0	4	16	39	13	2	0	0	0	0	0	74
18:45	0	0	0	0	1	11	41	19	2	0	0	0	0	0	74
19:00	0	0	0	4	3	24	26	18	2	0	0	0	0	0	77
Hour Total	0	0	0	4	9	63	152	80	13	0	0	0	0	0	321
19:15	0	0	0	0	2	26	44	7	0	0	0	0	0	0	79
19:30	0	0	0	0	3	13	21	18	1	1	0	0	0	0	57
19:45	0	0	0	0	2	17	23	12	1	0	0	0	0	0	55
20:00	0	0	0	0	0	6	26	16	1	0	0	0	0	0	49
Hour Total	0	0	0	0	7	62	114	53	3	1	0	0	0	0	240
20:15	0	0	0	0	0	17	28	7	1	0	0	0	0	0	53
20:30	0	0	0	0	4	9	33	10	2	0	0	0	0	0	58
20:45	0	0	0	1	2	8	34	0	1	0	0	0	0	0	46
21:00	0	0	0	0	2	7	21	7	2	0	0	0	0	0	39
Hour Total	0	0	0	1	8	41	116	24	6	0	0	0	0	0	196
21:15	0	0	0	0	1	10	19	11	2	0	0	0	0	0	43
21:30	0	0	0	0	1	8	16	8	0	0	0	0	0	0	33
21:45	0	0	0	0	1	10	18	9	1	0	0	0	0	0	39
22:00	0	0	0	0	1	3	9	5	0	0	0	0	0	0	18
Hour Total	0	0	0	0	4	31	62	33	3	0	0	0	0	0	133
22:15	0	0	0	0	1	3	18	8	1	0	0	0	0	0	31
22:30	0	0	0	0	0	5	10	5	1	0	0	0	0	0	21
22:45	0	0	0	0	1	2	6	3	0	0	0	0	0	0	12
23:00	0	0	0	0	0	3	10	4	0	0	0	0	0	0	17
Hour Total	0	0	0	0	2	13	44	20	2	0	0	0	0	0	81
23:15	0	0	0	0	2	2	9	2	0	0	0	0	0	0	15
23:30	0	0	0	0	1	6	9	2	0	0	0	0	0	0	18
23:45	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5
24:00	0	0	0	0	0	2	2	3	0	0	0	0	0	0	7
Hour Total	0	0	0	0	3	11	22	9	0	0	0	0	0	0	45
24 HR TOTAL	2	2	1	16	99	889	2542	1341	168	15	3	1	1	0	5080
PERCENTS	0.0%	0.0%	0.0%	0.3%	1.9%	17.5%	50.0%	26.4%	3.3%	0.3%	0.1%	0.0%	0.0%	0.0%	100.0%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
33.6 mph

85th Percentile Speed
42.9 mph

Median Speed
38.0 mph

Average Speed
38.1 mph

10 MPH Pace Speed
35 mph to 45 mph
3883 vehicles in pace
Representing 76.5% of the total vehicles

Vehicles > 35 MPH
4071
80.2%

Station #: Site A-WB
Site ID: 000000008524
Location: US 250, E of Summercrest Ave (O/I)
Direction: WEST
Lane: 2

File: A-US 250, E of Summercrest Ave WB Speed.prn
Job #: 19-284 KL
GPS: 38.07832, -78.91943

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	4	3	1	25	217	1797	5046	2599	308	33	7	5	1	0	10046
PERCENTS	0.0%	0.0%	0.0%	0.2%	2.2%	17.9%	50.2%	25.9%	3.1%	0.3%	0.1%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	52	15	0	2	0	0	1	0	0	0	1	0	0	0	71
09:30	1	58	16	0	2	0	0	1	0	0	0	0	0	0	0	78
09:45	0	59	16	0	2	2	0	0	0	0	0	0	0	0	0	79
10:00	0	74	18	0	1	2	0	0	0	0	0	0	0	0	0	95
Hour Total	1	243	65	0	7	4	0	2	0	0	0	1	0	0	0	323
10:15	0	56	14	1	0	0	0	0	1	0	0	0	0	0	0	72
10:30	0	46	21	0	1	0	0	0	0	0	1	0	0	0	0	69
10:45	0	71	13	0	0	0	0	0	0	0	0	0	0	0	0	84
11:00	0	64	15	0	1	0	0	0	1	0	0	0	0	0	0	81
Hour Total	0	237	63	1	2	0	0	0	2	0	1	0	0	0	0	306
11:15	0	71	21	0	1	0	0	0	0	0	0	0	0	0	0	93
11:30	0	73	17	1	1	1	0	0	0	0	0	0	0	0	0	93
11:45	0	93	20	0	0	0	0	0	0	0	0	0	0	0	0	113
12:00	0	71	19	0	1	0	0	0	0	0	0	0	0	0	0	91
Hour Total	0	308	77	1	3	1	0	0	0	0	0	0	0	0	0	390
12:15	1	82	15	2	1	0	0	2	0	0	0	0	0	0	0	103
12:30	0	92	24	0	0	0	0	0	0	0	0	0	0	0	0	116
12:45	0	78	13	0	0	0	0	0	0	0	0	0	0	0	0	91
13:00	0	80	14	1	0	1	0	0	0	0	0	0	0	0	0	96
Hour Total	1	332	66	3	1	1	0	2	0	0	0	0	0	0	0	406
13:15	0	84	13	0	0	0	0	0	0	0	0	0	0	0	0	97
13:30	0	73	11	0	1	0	0	0	0	0	0	0	0	0	0	85
13:45	0	74	15	0	1	0	0	0	0	0	0	0	0	0	0	90
14:00	0	57	10	0	1	0	0	0	0	0	0	0	0	0	0	68
Hour Total	0	288	49	0	3	0	0	0	0	0	0	0	0	0	0	340
14:15	0	64	13	0	3	0	0	0	0	0	0	0	0	0	0	80
14:30	0	57	22	0	2	0	0	0	0	0	0	0	0	0	0	81
14:45	1	61	14	0	0	0	0	0	0	0	0	0	0	0	0	76
15:00	0	59	17	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Total	1	241	66	0	5	0	0	0	0	0	0	0	0	0	0	313
15:15	0	81	21	0	1	0	0	0	0	0	0	0	0	0	0	103
15:30	0	82	15	0	1	0	0	0	0	0	0	0	0	0	0	98
15:45	0	80	16	0	0	0	0	0	0	0	0	0	0	0	0	96
16:00	0	76	11	1	4	0	0	0	0	0	0	0	0	0	0	92
Hour Total	0	319	63	1	6	0	0	0	0	0	0	0	0	0	0	389
16:15	1	70	19	0	1	0	0	0	0	0	0	0	0	0	0	91
16:30	0	81	16	0	0	0	0	0	0	0	0	0	0	0	0	97
16:45	0	83	12	0	0	0	0	0	0	0	0	0	0	0	0	95
17:00	0	108	9	0	0	0	0	0	0	0	0	0	0	0	0	117
Hour Total	1	342	56	0	1	0	0	0	0	0	0	0	0	0	0	400
17:15	0	95	15	0	0	0	0	0	0	0	0	0	0	0	0	110
17:30	0	91	14	1	1	0	0	0	0	0	0	0	0	0	0	107
17:45	0	91	11	0	0	0	0	0	0	0	0	0	0	0	0	102
18:00	1	76	24	0	0	0	0	0	1	0	0	0	0	0	0	102
Hour Total	1	353	64	1	1	0	0	0	1	0	0	0	0	0	0	421

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	61	13	0	0	0	0	0	0	0	0	0	0	0	0	74
18:30	1	51	12	0	1	0	0	0	0	0	0	0	0	0	0	65
18:45	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63
19:00	0	52	9	0	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	1	219	41	0	2	0	0	0	0	0	0	0	0	0	0	263
19:15	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	45
19:30	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
19:45	0	40	8	0	0	0	0	0	0	0	0	0	0	0	0	48
20:00	0	45	10	1	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	177	29	1	1	0	0	0	0	0	0	0	0	0	0	208
20:15	1	33	11	0	1	0	0	0	0	0	0	0	0	0	0	46
20:30	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
20:45	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
21:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	116	22	0	1	0	0	0	0	0	0	0	0	0	0	140
21:15	0	29	7	0	1	0	0	0	0	0	0	0	0	0	0	37
21:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
21:45	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	78	12	0	1	0	0	0	0	0	0	0	0	0	0	91
22:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
24 HR TOTAL	9	3814	861	10	46	9	0	6	7	1	1	1	0	0	0	4765
PERCENTS	0.2%	80.0%	18.1%	0.2%	1.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles	98.3%															Trucks & Buses	1.7%
AM Times	07:45	11:15	11:15	07:45	09:00	09:15		07:30	07:15	06:30	09:45	08:30				11:15	
AM Peaks	2	308	77	2	7	4		2	3	1	1	1				390	
PM Times	17:45	17:00	11:45	11:30	13:45	11:30		11:30	17:15							17:00	
PM Peaks	2	385	78	3	7	1		2	1							436	

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0	14
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
05:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	6	7	0	0	0	0	0	1	0	0	0	0	0	0	14
05:45	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	13
06:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	34	12	0	0	0	0	1	1	0	0	0	0	0	0	48
06:15	0	16	4	0	2	0	0	0	0	0	0	0	0	0	0	22
06:30	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
06:45	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
07:00	0	21	5	0	3	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	74	23	0	5	0	0	0	0	0	0	0	0	0	0	102
07:15	0	34	9	0	1	0	0	0	1	0	0	0	0	0	0	45
07:30	0	35	16	0	0	0	0	0	0	0	0	0	0	0	0	51
07:45	0	50	14	0	0	1	0	0	0	0	0	0	0	0	0	65
08:00	0	55	23	1	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	174	62	1	1	1	0	0	1	0	0	0	0	0	0	240
08:15	0	39	13	2	2	0	2	0	0	0	0	0	0	0	0	58
08:30	0	52	9	0	2	0	0	0	0	0	0	0	0	0	0	63
08:45	0	62	11	0	0	0	0	0	0	0	0	0	0	0	0	73
09:00	1	57	16	0	2	0	0	1	1	0	0	0	0	0	0	78
Hour Total	1	210	49	2	6	0	2	1	1	0	0	0	0	0	0	272

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	72	16	0	1	0	0	0	0	0	0	0	0	0	0	89
18:30	0	79	14	0	1	0	0	0	0	0	0	0	0	0	0	94
18:45	1	55	10	0	0	0	0	0	0	0	0	0	0	0	0	66
19:00	0	45	13	1	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	251	53	1	2	0	0	0	0	0	0	0	0	0	0	308
19:15	0	40	5	0	1	0	0	0	0	0	0	0	0	0	0	46
19:30	1	42	10	0	0	0	0	0	1	0	0	0	0	0	0	54
19:45	0	39	3	0	1	0	0	0	0	0	0	0	0	0	0	43
20:00	1	37	4	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	2	158	22	0	2	0	0	0	1	0	0	0	0	0	0	185
20:15	0	35	8	0	0	0	0	0	0	0	0	0	0	0	0	43
20:30	0	36	3	0	1	0	0	0	0	0	0	0	0	0	0	40
20:45	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
21:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	118	22	0	1	0	0	0	0	0	0	0	0	0	0	141
21:15	0	26	4	0	1	0	0	0	0	0	0	0	0	0	0	31
21:30	0	25	2	1	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
22:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	93	15	1	1	0	0	0	0	0	0	0	0	0	0	110
22:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	33	7	0	0	0	0	0	1	0	0	0	0	0	0	41
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
24 HR TOTAL	20	3720	880	8	54	7	9	10	9	1	0	0	0	0	0	4718
PERCENTS	0.4%	78.8%	18.7%	0.2%	1.1%	0.1%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.9% Trucks & Buses 2.1%

AM Times	10:30	11:15	11:15	07:30	08:15	07:00	09:00	09:00	08:45							11:15
AM Peaks	3	304	77	3	6	1	3	3	2							389
PM Times	12:15	17:00	14:15	11:45	15:15	13:00	11:30	12:00	14:15	15:15						17:00
PM Peaks	3	344	84	1	8	2	1	2	1	1						425

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	23
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	6	0	1	0	0	0	0	0	0	0	0	0	0	18
05:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
06:00	0	10	5	0	0	0	0	1	0	0	0	0	0	0	0	16
Hour Total	0	24	9	0	1	0	0	1	0	0	0	0	0	0	0	35
06:15	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
06:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
06:45	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
07:00	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	81	14	0	0	0	0	0	0	0	0	0	0	0	0	95
07:15	2	32	7	0	0	0	0	1	1	0	0	0	0	0	0	43
07:30	0	38	10	0	1	2	0	0	1	0	0	0	0	0	0	52
07:45	1	51	9	0	0	0	0	0	2	0	0	0	0	0	0	63
08:00	0	63	20	0	0	1	0	1	0	1	0	0	1	0	0	87
Hour Total	3	184	46	0	1	3	0	2	4	1	0	0	1	0	0	245
08:15	2	52	19	0	0	1	1	0	0	0	0	0	0	0	0	75
08:30	0	43	9	0	0	1	1	0	0	0	0	0	0	0	0	54
08:45	0	36	14	0	0	2	0	0	0	0	0	0	0	0	0	52
09:00	2	51	11	0	0	1	0	0	0	0	0	1	0	0	0	66
Hour Total	4	182	53	0	0	5	2	0	0	0	0	1	0	0	0	247

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	47	5	0	0	1	0	0	0	0	0	1	0	0	0	54
09:30	0	38	9	0	1	2	2	0	0	0	1	0	0	0	0	53
09:45	0	50	6	0	0	0	0	1	1	0	0	1	1	0	0	60
10:00	2	47	8	0	0	0	1	0	1	0	0	0	0	0	0	59
Hour Total	2	182	28	0	1	3	3	1	2	0	1	2	1	0	0	226
10:15	0	58	10	0	0	2	1	0	0	0	1	0	0	0	0	72
10:30	0	51	9	0	0	1	2	1	0	0	0	0	0	0	0	64
10:45	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
11:00	0	58	3	0	0	1	1	1	0	0	0	0	0	0	0	64
Hour Total	0	203	28	0	0	4	4	2	0	0	1	0	0	0	0	242
11:15	0	52	13	0	0	1	0	0	1	0	1	0	0	0	0	68
11:30	0	63	14	0	1	2	1	0	1	0	0	0	0	0	0	82
11:45	0	59	14	0	0	1	0	0	1	0	1	0	0	0	0	76
12:00	0	48	9	0	0	0	1	0	0	0	0	0	0	0	0	58
Hour Total	0	222	50	0	1	4	2	0	3	0	2	0	0	0	0	284
12:15	2	45	16	0	0	0	1	2	1	0	0	0	0	0	0	67
12:30	4	52	4	0	2	2	0	0	0	0	2	0	0	0	0	66
12:45	0	65	4	1	1	2	0	0	0	0	0	0	0	0	0	73
13:00	0	56	12	1	0	0	0	1	0	0	0	0	0	0	0	70
Hour Total	6	218	36	2	3	4	1	3	1	0	2	0	0	0	0	276
13:15	1	54	18	0	2	2	2	0	0	0	0	0	0	0	0	79
13:30	2	54	9	0	0	0	1	0	0	0	0	0	0	0	0	66
13:45	3	47	21	0	0	3	0	1	0	0	0	0	0	0	0	75
14:00	3	54	11	0	0	0	1	0	0	0	0	1	0	0	0	70
Hour Total	9	209	59	0	2	5	4	1	0	0	0	1	0	0	0	290
14:15	0	56	11	0	0	2	1	0	0	0	1	0	1	0	0	72
14:30	3	39	6	1	0	3	1	0	1	1	0	0	1	0	0	56
14:45	1	42	9	0	1	2	1	1	0	0	1	0	0	0	0	58
15:00	2	67	4	0	1	0	1	0	0	0	2	0	0	0	0	77
Hour Total	6	204	30	1	2	7	4	1	1	1	4	0	2	0	0	263
15:15	1	54	18	1	0	5	3	0	1	0	0	0	0	0	0	83
15:30	2	66	19	0	1	3	1	0	0	0	0	0	0	0	0	92
15:45	0	67	11	1	2	0	2	0	2	0	0	0	1	0	0	86
16:00	0	70	14	0	0	1	2	2	1	1	1	0	0	0	0	92
Hour Total	3	257	62	2	3	9	8	2	4	1	1	0	1	0	0	353
16:15	0	76	10	0	0	1	0	0	0	0	0	0	0	0	0	87
16:30	1	54	16	0	0	2	3	0	0	0	0	0	0	0	0	76
16:45	0	68	12	0	0	0	0	0	0	0	0	0	1	0	0	81
17:00	3	62	21	0	1	0	2	0	1	0	0	0	0	0	0	90
Hour Total	4	260	59	0	1	3	5	0	1	0	0	0	1	0	0	334
17:15	1	70	17	0	0	3	3	0	0	0	0	0	1	0	0	95
17:30	2	59	13	0	0	2	1	0	0	0	3	0	1	0	0	81
17:45	0	63	12	0	0	1	0	1	0	0	1	0	0	0	0	78
18:00	0	53	4	0	0	3	1	0	0	0	1	0	0	0	0	62
Hour Total	3	245	46	0	0	9	5	1	0	0	5	0	2	0	0	316

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	56	8	0	0	0	0	0	0	0	0	0	0	0	0	66
18:30	1	41	4	0	0	1	0	0	0	0	0	0	0	0	0	47
18:45	2	42	5	0	0	0	0	0	1	0	0	0	0	0	0	50
19:00	1	40	2	0	2	0	0	0	0	0	0	0	0	0	0	45
Hour Total	6	179	19	0	2	1	0	0	1	0	0	0	0	0	0	208
19:15	0	43	8	0	0	0	0	0	1	0	0	0	0	0	0	52
19:30	1	25	5	0	0	0	0	0	0	0	0	0	0	0	0	31
19:45	0	25	7	0	0	3	2	0	1	0	0	0	0	0	0	38
20:00	0	35	8	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	1	128	28	0	0	3	2	0	2	0	0	0	0	0	0	164
20:15	1	30	2	0	0	2	0	0	0	0	0	1	0	0	0	36
20:30	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	96	14	0	0	2	0	0	0	0	0	1	0	0	0	114
21:15	0	30	0	0	0	0	0	1	0	0	0	0	0	0	0	31
21:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
21:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	63	5	0	0	0	0	1	0	0	0	0	0	0	0	69
22:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
22:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	34	5	0	1	0	0	0	0	0	0	0	0	0	0	41
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	12
24:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	40	0	0	1	0	0	1	0	0	0	0	0	0	0	42
24 HR TOTAL	50	3063	601	5	20	62	40	16	19	3	16	5	8	0	0	3908
PERCENTS	1.3%	78.4%	15.4%	0.1%	0.5%	1.6%	1.0%	0.4%	0.5%	0.1%	0.4%	0.1%	0.2%	0.0%	0.0%	100.0%

Passenger Vehicles 95.0% Trucks & Buses 5.0%

AM Times	08:15	11:00	08:00		03:45	08:45	09:30	07:15	07:00	07:15	09:30	09:00	07:15			11:00
AM Peaks	4	232	62		1	6	4	2	4	1	2	3	1			290
PM Times	13:15	15:30	16:30	12:15	12:30	14:30	15:15	12:15	15:15	13:45	17:15	13:15	16:45			15:30
PM Peaks	9	279	66	2	5	10	8	3	4	1	5	1	3			357

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	15
Hour Total	0	27	11	0	0	1	0	0	0	0	0	0	0	0	0	39
06:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	19	4	0	0	1	0	0	0	0	0	0	0	0	0	24
06:45	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
07:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	81	21	0	0	1	0	0	0	0	0	0	0	0	0	103
07:15	0	29	4	0	0	1	1	0	0	0	0	0	0	0	0	35
07:30	2	37	6	0	0	1	2	0	0	0	0	0	0	0	0	48
07:45	0	40	13	1	1	1	0	0	0	0	0	1	0	0	0	57
08:00	2	59	11	0	0	3	1	0	0	0	0	0	0	0	0	76
Hour Total	4	165	34	1	1	6	4	0	0	0	0	1	0	0	0	216
08:15	0	44	10	0	0	3	0	1	0	0	0	1	1	0	0	60
08:30	1	46	8	0	0	1	2	0	0	0	0	0	0	0	0	58
08:45	2	36	17	0	0	0	0	1	1	0	0	0	0	0	0	57
09:00	0	48	13	0	0	1	1	0	0	0	0	0	0	0	0	63
Hour Total	3	174	48	0	0	5	3	2	1	0	0	1	1	0	0	238

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	2	49	13	0	0	0	0	1	0	0	1	0	0	0	0	66
09:30	1	35	8	0	0	2	0	2	0	0	0	0	0	0	0	48
09:45	2	57	16	0	2	1	0	0	1	0	0	0	0	0	0	79
10:00	0	39	11	0	0	3	0	1	0	0	0	0	0	0	0	54
Hour Total	5	180	48	0	2	6	0	4	1	0	1	0	0	0	0	247
10:15	0	45	9	0	0	0	3	0	1	0	0	0	0	0	0	58
10:30	0	54	9	0	0	0	2	0	0	0	0	0	0	0	0	65
10:45	2	55	9	0	0	1	1	0	0	0	0	0	0	0	0	68
11:00	0	49	14	0	0	3	0	0	0	0	0	0	0	0	0	66
Hour Total	2	203	41	0	0	4	6	0	1	0	0	0	0	0	0	257
11:15	2	53	11	0	0	0	1	0	0	0	1	0	0	0	0	68
11:30	4	59	8	0	1	1	2	0	0	0	0	0	0	0	0	75
11:45	0	66	11	0	0	1	1	0	0	0	1	0	0	0	0	80
12:00	0	53	16	0	0	0	0	0	0	0	0	0	0	0	0	69
Hour Total	6	231	46	0	1	2	4	0	0	0	2	0	0	0	0	292
12:15	0	56	6	0	0	2	1	0	1	0	0	0	0	0	0	66
12:30	0	46	7	0	0	1	3	1	0	0	0	0	0	0	0	58
12:45	0	52	13	1	1	1	1	0	0	0	0	1	0	0	0	70
13:00	0	57	7	0	0	0	1	0	0	0	0	0	0	0	0	65
Hour Total	0	211	33	1	1	4	6	1	1	0	0	1	0	0	0	259
13:15	0	60	10	0	0	1	0	0	0	0	0	0	0	0	0	71
13:30	0	60	3	0	0	2	1	0	0	0	0	0	0	0	0	66
13:45	0	47	8	0	1	1	2	0	2	0	0	0	0	0	0	61
14:00	6	56	16	1	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	6	223	37	1	1	4	3	0	2	0	0	0	0	0	0	277
14:15	0	71	11	0	0	2	0	0	0	0	0	0	0	0	0	84
14:30	3	63	2	0	1	1	0	0	1	0	0	0	0	0	0	71
14:45	0	50	2	0	1	0	1	0	0	0	1	1	0	0	0	56
15:00	4	69	6	0	0	0	3	0	2	0	0	0	0	0	0	84
Hour Total	7	253	21	0	2	3	4	0	3	0	1	1	0	0	0	295
15:15	0	58	8	0	0	0	0	0	0	0	1	0	0	0	0	67
15:30	0	66	13	0	0	1	1	0	1	0	0	0	1	0	0	83
15:45	3	83	10	0	1	3	2	0	0	0	0	0	0	0	0	102
16:00	2	76	6	0	0	1	1	0	1	0	0	0	1	0	0	88
Hour Total	5	283	37	0	1	5	4	0	2	0	1	0	2	0	0	340
16:15	0	79	16	0	0	6	0	1	0	0	0	0	0	0	0	102
16:30	8	67	12	0	0	2	0	0	0	0	0	0	1	0	0	90
16:45	2	63	14	0	0	2	0	0	0	0	0	0	0	0	0	81
17:00	4	63	17	0	0	2	0	0	2	0	0	0	0	0	0	88
Hour Total	14	272	59	0	0	12	0	1	2	0	0	0	1	0	0	361
17:15	3	90	5	0	2	2	0	1	1	0	0	0	1	0	0	105
17:30	0	71	17	0	0	3	0	0	0	0	0	1	0	0	0	92
17:45	2	73	9	0	0	4	1	0	0	0	1	0	0	0	0	90
18:00	0	51	10	0	0	2	1	0	0	0	0	1	0	0	0	65
Hour Total	5	285	41	0	2	11	2	1	1	0	1	2	1	0	0	352

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	67	10	0	0	2	0	0	0	0	0	0	0	0	0	81
18:30	2	45	6	0	0	0	1	1	0	0	0	0	0	0	0	55
18:45	0	49	8	0	0	0	2	0	1	0	1	0	0	0	0	61
19:00	1	52	10	0	0	1	0	0	0	0	0	0	0	0	0	64
Hour Total	5	213	34	0	0	3	3	1	1	0	1	0	0	0	0	261
19:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
19:30	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0	42
19:45	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
20:00	0	36	0	0	0	1	0	0	0	0	0	0	0	0	0	37
Hour Total	0	140	12	0	0	1	0	0	0	0	0	0	0	0	0	153
20:15	0	26	0	0	0	1	0	0	0	0	0	0	0	0	0	27
20:30	0	24	8	0	0	0	0	0	0	0	0	0	0	0	0	32
20:45	1	19	5	0	0	0	1	0	0	0	0	0	0	0	0	26
21:00	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	100	13	0	0	1	1	0	0	0	0	0	0	0	0	116
21:15	0	22	0	0	0	1	0	0	0	0	0	0	0	0	0	23
21:30	2	33	4	0	0	0	0	0	0	0	0	0	0	0	0	39
21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	2	86	5	0	0	1	0	0	0	0	0	0	0	0	0	94
22:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
23:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
24 HR TOTAL	66	3234	557	3	11	70	40	10	15	0	7	6	5	0	0	4024
PERCENTS	1.6%	80.4%	13.8%	0.1%	0.3%	1.7%	1.0%	0.2%	0.4%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	100.0%
Passenger Vehicles	95.8%															
Trucks & Buses	4.2%															
AM Times	10:45	11:15	08:30	07:00	09:00	07:30	10:00	08:45	09:30		11:00	07:30	07:30			11:15
AM Peaks	8	231	51	1	2	8	6	4	2		2	2	1			292
PM Times	16:30	15:45	16:15	12:00	13:45	15:45	12:15	11:45	13:45		14:30	17:15	15:15			15:45
PM Peaks	17	305	59	1	2	12	6	1	3		2	2	2			382

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	-------

GRAND TOTAL	116	6297	1158	8	31	132	80	26	34	3	23	11	13	0	0	7932
PERCENTS	1.5%	79.4%	14.6%	0.1%	0.4%	1.7%	1.0%	0.3%	0.4%	0.0%	0.3%	0.1%	0.2%	0.0%	0.0%	100.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
00:30	0	0	0	1	0	0	0	2	4	0	0	0	0	0	7
00:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
01:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	1	0	0	0	5	10	1	0	0	0	0	17
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hour Total	0	0	0	0	1	0	0	1	4	1	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3
Hour Total	0	0	0	0	0	1	2	1	1	0	1	0	0	0	6
04:15	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	2	1	0	1	0	0	0	5
05:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
Hour Total	0	0	0	0	0	0	1	5	6	1	1	0	0	0	14
05:15	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4
05:30	0	0	0	0	1	0	2	1	6	1	0	1	0	0	12
05:45	0	0	0	0	0	0	3	4	4	1	1	0	0	0	13
06:00	0	0	0	0	0	0	1	2	5	2	0	0	0	0	10
Hour Total	0	0	0	0	1	0	6	7	17	5	2	1	0	0	39
06:15	0	0	0	0	0	1	1	5	7	5	0	0	0	0	19
06:30	0	0	0	1	2	0	0	7	5	5	0	0	0	0	20
06:45	0	0	0	0	1	2	2	4	10	4	0	2	0	0	25
07:00	0	0	0	1	0	2	3	15	25	5	1	0	0	0	52
Hour Total	0	0	0	2	3	5	6	31	47	19	1	2	0	0	116
07:15	0	0	0	1	1	0	9	16	9	6	0	0	0	0	42
07:30	0	0	0	0	1	1	4	17	29	12	0	0	0	0	64
07:45	0	0	0	0	2	1	2	24	22	12	1	0	0	0	64
08:00	0	0	0	1	3	0	0	22	37	4	0	0	0	0	67
Hour Total	0	0	0	2	7	2	15	79	97	34	1	0	0	0	237
08:15	0	0	0	1	1	1	3	28	23	7	1	1	0	0	66
08:30	0	0	0	0	1	1	1	26	34	10	1	1	0	0	75
08:45	0	0	0	1	0	0	5	17	26	14	1	0	0	0	64
09:00	0	0	0	0	1	0	2	21	32	7	0	0	0	0	63
Hour Total	0	0	0	2	3	2	11	92	115	38	3	2	0	0	268

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	0	0	5	17	33	15	1	0	0	0	71
09:30	0	0	0	0	2	1	8	39	20	6	2	0	0	0	78
09:45	0	0	0	0	1	2	2	36	26	11	1	0	0	0	79
10:00	0	0	0	2	2	5	8	52	23	3	0	0	0	0	95
Hour Total	0	0	0	2	5	8	23	144	102	35	4	0	0	0	323
10:15	0	0	0	1	5	1	9	21	28	7	0	0	0	0	72
10:30	0	0	0	0	5	4	5	32	19	3	1	0	0	0	69
10:45	0	0	0	2	3	2	16	25	30	5	1	0	0	0	84
11:00	0	0	0	1	0	1	8	34	28	9	0	0	0	0	81
Hour Total	0	0	0	4	13	8	38	112	105	24	2	0	0	0	306
11:15	0	0	0	1	4	1	8	40	30	9	0	0	0	0	93
11:30	0	0	0	0	0	0	8	47	31	6	1	0	0	0	93
11:45	0	0	0	1	2	2	22	54	24	8	0	0	0	0	113
12:00	0	0	0	0	0	2	8	40	28	12	1	0	0	0	91
Hour Total	0	0	0	2	6	5	46	181	113	35	2	0	0	0	390
12:15	0	0	0	1	4	0	4	46	34	12	2	0	0	0	103
12:30	0	0	0	0	0	1	5	56	45	7	1	1	0	0	116
12:45	0	0	0	0	2	3	4	29	35	18	0	0	0	0	91
13:00	0	0	1	0	5	1	6	29	45	8	1	0	0	0	96
Hour Total	0	0	1	1	11	5	19	160	159	45	4	1	0	0	406
13:15	0	0	0	1	2	2	7	38	34	13	0	0	0	0	97
13:30	0	0	0	2	0	1	11	31	32	5	3	0	0	0	85
13:45	0	0	0	0	1	0	3	30	45	9	2	0	0	0	90
14:00	0	0	0	0	0	0	6	22	34	6	0	0	0	0	68
Hour Total	0	0	0	3	3	3	27	121	145	33	5	0	0	0	340
14:15	0	0	0	0	2	1	8	26	35	8	0	0	0	0	80
14:30	0	0	0	0	1	2	12	24	31	11	0	0	0	0	81
14:45	0	0	0	1	2	0	5	34	22	11	1	0	0	0	76
15:00	0	0	0	0	2	2	8	23	34	5	2	0	0	0	76
Hour Total	0	0	0	1	7	5	33	107	122	35	3	0	0	0	313
15:15	0	0	0	1	0	2	4	50	35	10	1	0	0	0	103
15:30	0	0	0	2	2	0	3	34	42	15	0	0	0	0	98
15:45	0	0	0	0	2	1	12	46	28	5	2	0	0	0	96
16:00	0	0	0	4	1	4	3	35	28	17	0	0	0	0	92
Hour Total	0	0	0	7	5	7	22	165	133	47	3	0	0	0	389
16:15	0	0	0	1	3	2	7	36	24	17	1	0	0	0	91
16:30	0	0	0	0	3	0	3	28	38	22	2	1	0	0	97
16:45	0	0	0	0	3	0	2	21	48	19	1	1	0	0	95
17:00	0	0	0	0	2	1	9	53	40	9	3	0	0	0	117
Hour Total	0	0	0	1	11	3	21	138	150	67	7	2	0	0	400
17:15	0	0	0	2	2	4	8	38	37	17	1	1	0	0	110
17:30	0	0	0	1	1	4	15	36	38	11	1	0	0	0	107
17:45	0	0	0	0	1	1	4	43	41	11	1	0	0	0	102
18:00	0	0	0	0	1	1	13	39	37	10	1	0	0	0	102
Hour Total	0	0	0	3	5	10	40	156	153	49	4	1	0	0	421

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	1	1	11	16	34	10	1	0	0	0	74
18:30	0	0	0	0	1	2	8	20	25	8	1	0	0	0	65
18:45	0	0	0	1	1	0	3	20	26	11	1	0	0	0	63
19:00	0	0	0	0	1	1	6	19	21	13	0	0	0	0	61
Hour Total	0	0	0	1	4	4	28	75	106	42	3	0	0	0	263
19:15	0	0	0	1	2	0	2	14	16	10	0	0	0	0	45
19:30	0	0	0	1	2	1	2	15	27	10	1	0	0	0	59
19:45	0	0	0	2	0	2	5	12	16	11	0	0	0	0	48
20:00	0	0	0	0	2	1	9	18	20	6	0	0	0	0	56
Hour Total	0	0	0	4	6	4	18	59	79	37	1	0	0	0	208
20:15	0	0	0	0	2	0	7	15	18	3	1	0	0	0	46
20:30	0	0	0	2	1	0	1	12	12	5	1	0	0	0	34
20:45	0	0	0	0	1	0	2	15	9	4	2	0	0	0	33
21:00	0	0	0	0	0	1	3	6	14	3	0	0	0	0	27
Hour Total	0	0	0	2	4	1	13	48	53	15	4	0	0	0	140
21:15	0	0	0	0	0	0	3	14	17	3	0	0	0	0	37
21:30	0	0	0	0	0	0	2	8	6	3	0	0	0	0	19
21:45	0	0	0	0	1	1	2	6	5	3	0	0	0	0	18
22:00	0	0	0	0	0	0	0	5	8	4	0	0	0	0	17
Hour Total	0	0	0	0	1	1	7	33	36	13	0	0	0	0	91
22:15	0	0	0	0	0	0	0	3	5	0	1	0	0	0	9
22:30	0	0	0	0	0	0	2	3	1	4	0	0	0	0	10
22:45	0	0	0	0	0	0	1	2	8	1	1	0	0	0	13
23:00	0	0	0	0	0	0	2	1	2	4	1	0	0	0	10
Hour Total	0	0	0	0	0	0	5	9	16	9	3	0	0	0	42
23:15	0	0	0	0	1	0	1	1	6	0	0	0	0	0	9
23:30	0	0	0	0	0	0	0	2	4	2	0	0	0	0	8
23:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
24:00	0	0	0	0	0	0	3	2	2	0	0	0	0	0	7
Hour Total	0	0	0	0	1	0	4	6	13	3	0	0	0	0	27
24 HR TOTAL	0	0	1	38	97	75	385	1736	1782	588	54	9	0	0	4765
PERCENTS	0.0%	0.0%	0.0%	0.8%	2.0%	1.6%	8.1%	36.4%	37.4%	12.3%	1.1%	0.2%	0.0%	0.0%	100.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
40.4 mph

85th Percentile Speed
49.8 mph

Median Speed
45.2 mph

Average Speed
44.8 mph

10 MPH Pace Speed
40 mph to 50 mph
3518 vehicles in pace
Representing 73.8% of the total vehicles

Vehicles > 45 MPH
2433
51.1%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	1	1	5	1	0	0	0	0	8
00:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	2	4	6	2	0	0	0	0	14
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
02:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	1	0	0	2	4	0	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	3	2	2	1	0	0	0	8
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
05:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	7	5	4	1	0	0	0	18
05:15	0	0	0	0	0	0	2	0	5	1	0	0	0	0	8
05:30	0	0	0	0	2	0	1	5	3	2	1	0	0	0	14
05:45	0	0	0	0	0	0	2	2	3	5	1	0	0	0	13
06:00	0	0	0	0	0	0	0	4	5	3	1	0	0	0	13
Hour Total	0	0	0	0	2	0	5	11	16	11	3	0	0	0	48
06:15	0	0	0	1	0	1	0	12	8	0	0	0	0	0	22
06:30	0	0	0	0	1	1	0	8	9	3	1	0	0	0	23
06:45	0	0	0	0	3	0	2	2	15	5	1	0	0	0	28
07:00	0	0	0	2	0	0	1	6	11	8	1	0	0	0	29
Hour Total	0	0	0	3	4	2	3	28	43	16	3	0	0	0	102
07:15	0	0	0	1	2	0	3	14	20	3	2	0	0	0	45
07:30	0	0	0	0	1	2	1	16	23	8	0	0	0	0	51
07:45	0	0	0	0	2	1	1	26	24	10	1	0	0	0	65
08:00	0	0	0	0	2	2	4	22	32	15	2	0	0	0	79
Hour Total	0	0	0	1	7	5	9	78	99	36	5	0	0	0	240
08:15	0	0	0	0	0	0	2	18	30	7	1	0	0	0	58
08:30	0	0	0	1	4	0	1	13	29	14	1	0	0	0	63
08:45	0	0	0	1	3	0	1	27	35	6	0	0	0	0	73
09:00	0	0	0	1	0	1	3	22	36	13	2	0	0	0	78
Hour Total	0	0	0	3	7	1	7	80	130	40	4	0	0	0	272

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	3	1	3	16	24	15	0	0	0	0	62
09:30	0	0	0	2	2	1	5	25	25	10	2	0	0	0	72
09:45	0	0	0	0	0	3	4	22	34	10	1	0	0	0	74
10:00	0	0	0	1	5	1	1	21	29	9	0	0	0	0	67
Hour Total	0	0	0	3	10	6	13	84	112	44	3	0	0	0	275
10:15	0	0	0	0	4	1	5	35	28	6	0	0	0	0	79
10:30	0	0	0	0	4	1	7	32	22	6	0	0	0	0	72
10:45	0	0	0	0	2	3	8	40	25	6	1	0	0	0	85
11:00	0	0	0	0	3	0	7	24	28	2	2	1	0	0	67
Hour Total	0	0	0	0	13	5	27	131	103	20	3	1	0	0	303
11:15	0	0	0	0	2	4	7	41	30	11	1	0	0	0	96
11:30	0	0	0	2	3	0	2	38	38	9	0	1	0	0	93
11:45	0	0	0	1	3	1	13	37	29	20	1	0	0	0	105
12:00	0	0	0	0	0	0	6	32	41	15	1	0	0	0	95
Hour Total	0	0	0	3	8	5	28	148	138	55	3	1	0	0	389
12:15	0	0	0	2	2	1	10	37	29	9	1	0	0	0	91
12:30	0	0	0	2	1	2	0	32	50	10	0	0	0	0	97
12:45	0	0	0	0	5	1	14	39	30	5	2	1	0	0	97
13:00	0	0	0	0	1	2	8	32	33	13	2	0	0	0	91
Hour Total	0	0	0	4	9	6	32	140	142	37	5	1	0	0	376
13:15	0	0	0	0	3	1	7	30	33	14	0	0	0	0	88
13:30	0	0	0	0	2	3	8	31	33	7	0	0	0	0	84
13:45	0	0	0	1	1	2	14	25	36	9	0	0	0	0	88
14:00	0	0	0	0	3	1	17	31	28	10	0	0	0	0	90
Hour Total	0	0	0	1	9	7	46	117	130	40	0	0	0	0	350
14:15	0	0	0	0	5	2	12	42	29	4	2	0	0	0	96
14:30	0	0	0	2	1	0	7	30	31	14	1	0	0	0	86
14:45	0	0	0	0	3	0	10	37	24	10	0	0	0	0	84
15:00	0	0	0	1	2	0	10	30	32	13	0	0	0	0	88
Hour Total	0	0	0	3	11	2	39	139	116	41	3	0	0	0	354
15:15	0	0	0	0	2	0	7	20	30	14	1	1	0	0	75
15:30	0	0	0	0	1	0	6	28	40	14	2	0	0	0	91
15:45	0	0	0	1	3	0	3	46	33	11	1	1	0	0	99
16:00	0	0	0	2	2	4	8	39	41	9	5	0	0	0	110
Hour Total	0	0	0	3	8	4	24	133	144	48	9	2	0	0	375
16:15	0	0	1	0	1	0	11	46	29	7	0	0	0	0	95
16:30	0	0	0	0	4	0	11	40	43	6	3	0	0	0	107
16:45	0	0	0	1	0	2	2	24	33	14	2	0	0	0	78
17:00	0	0	0	0	2	5	8	41	41	11	2	0	0	0	110
Hour Total	0	0	1	1	7	7	32	151	146	38	7	0	0	0	390
17:15	0	0	0	1	0	0	6	56	40	15	0	0	0	0	118
17:30	0	0	0	1	1	1	6	29	44	15	0	0	0	0	97
17:45	0	0	0	0	3	2	3	20	41	27	4	0	0	0	100
18:00	0	0	0	0	2	0	4	27	25	12	1	0	0	0	71
Hour Total	0	0	0	2	6	3	19	132	150	69	5	0	0	0	386

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	0	0	7	25	43	13	1	0	0	0	89
18:30	0	0	0	2	6	1	6	33	31	15	0	0	0	0	94
18:45	0	0	0	0	2	2	6	33	18	5	0	0	0	0	66
19:00	0	0	0	1	0	2	11	15	19	11	0	0	0	0	59
Hour Total	0	0	0	3	8	5	30	106	111	44	1	0	0	0	308
19:15	0	0	0	0	1	0	5	17	17	4	2	0	0	0	46
19:30	0	0	0	0	2	1	8	12	20	8	3	0	0	0	54
19:45	0	0	0	1	0	1	5	15	15	4	2	0	0	0	43
20:00	0	0	0	0	0	1	1	18	17	5	0	0	0	0	42
Hour Total	0	0	0	1	3	3	19	62	69	21	7	0	0	0	185
20:15	0	0	0	0	2	0	7	13	16	4	0	1	0	0	43
20:30	0	0	0	0	2	1	8	11	13	5	0	0	0	0	40
20:45	0	0	0	1	2	0	1	11	13	5	0	1	0	0	34
21:00	0	0	0	0	1	0	2	12	9	0	0	0	0	0	24
Hour Total	0	0	0	1	7	1	18	47	51	14	0	2	0	0	141
21:15	0	0	0	1	2	0	5	9	12	2	0	0	0	0	31
21:30	0	0	0	1	3	1	1	9	12	1	0	0	0	0	28
21:45	0	0	0	2	4	1	4	7	9	4	1	0	0	0	32
22:00	0	0	0	3	0	0	0	9	4	2	1	0	0	0	19
Hour Total	0	0	0	7	9	2	10	34	37	9	2	0	0	0	110
22:15	0	0	0	0	1	1	0	5	5	0	0	0	0	0	12
22:30	0	0	0	0	1	1	0	3	4	1	0	0	0	0	10
22:45	0	0	0	0	0	0	2	3	2	2	0	0	0	0	9
23:00	0	0	0	1	0	0	2	3	2	2	0	0	0	0	10
Hour Total	0	0	0	1	2	2	4	14	13	5	0	0	0	0	41
23:15	0	0	0	0	0	0	2	2	2	2	0	0	0	0	8
23:30	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4
23:45	0	0	0	0	0	0	0	1	5	2	0	0	0	0	8
24:00	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
Hour Total	0	0	0	0	0	0	3	6	13	5	0	0	0	0	27
24 HR TOTAL	0	0	1	41	130	66	373	1660	1776	600	64	7	0	0	4718
PERCENTS	0.0%	0.0%	0.0%	0.9%	2.8%	1.4%	7.9%	35.2%	37.6%	12.7%	1.4%	0.1%	0.0%	0.0%	100.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
40.3 mph

85th Percentile Speed
49.9 mph

Median Speed
45.3 mph

Average Speed
44.8 mph

10 MPH Pace Speed
40 mph to 50 mph
3436 vehicles in pace
Representing 72.8% of the total vehicles

Vehicles > 45 MPH
2447
51.9%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 1

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	0	2	79	227	141	758	3396	3558	1188	118	16	0	0	9483	
PERCENTS	0.0%	0.0%	0.8%	2.4%	1.5%	8.0%	35.8%	37.5%	12.5%	1.2%	0.2%	0.0%	0.0%	100.0%	

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	2	2	1	1	0	0	0	0	6
00:30	0	0	0	0	0	1	0	2	3	1	0	0	0	0	7
00:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	2	2	3	1	0	0	0	0	8
Hour Total	0	0	0	0	0	1	4	8	8	3	0	0	0	0	24
01:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	3	3	2	0	0	0	0	9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
03:15	0	0	0	0	0	0	1	4	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	2	5	4	1	0	0	0	0	12
04:15	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
04:30	0	0	0	0	0	1	0	1	3	2	0	0	0	0	7
04:45	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
05:00	0	0	0	0	0	0	1	0	0	2	0	0	0	0	3
Hour Total	0	0	0	0	0	1	1	5	7	4	0	0	0	0	18
05:15	0	0	0	0	0	0	0	4	0	2	0	0	0	0	6
05:30	0	0	0	0	0	0	1	3	0	1	0	0	0	0	5
05:45	0	0	0	0	0	0	1	3	2	1	1	0	0	0	8
06:00	0	0	0	0	2	0	0	6	6	1	1	0	0	0	16
Hour Total	0	0	0	0	2	0	2	16	8	5	2	0	0	0	35
06:15	0	0	0	0	0	0	0	8	4	1	0	0	0	0	13
06:30	0	0	0	0	4	1	2	4	7	4	0	0	0	0	22
06:45	0	0	0	0	0	1	0	8	10	4	2	0	0	0	25
07:00	0	0	0	0	1	0	0	19	7	3	4	0	0	0	34
Hour Total	0	0	0	0	5	2	2	39	28	12	6	0	0	0	94
07:15	0	0	0	0	1	0	0	17	17	9	0	0	0	0	44
07:30	0	0	0	1	0	0	2	22	23	4	0	0	0	0	52
07:45	0	0	0	0	2	1	5	16	28	7	2	0	1	0	62
08:00	0	0	0	0	3	0	6	18	33	24	1	1	0	0	86
Hour Total	0	0	0	1	6	1	13	73	101	44	3	1	1	0	244
08:15	0	0	0	0	2	1	2	27	34	7	1	0	0	0	74
08:30	0	0	0	0	1	3	3	13	26	7	1	0	0	0	54
08:45	0	0	0	0	0	3	3	16	31	0	0	0	0	0	53
09:00	0	0	0	0	1	3	4	22	24	10	1	0	0	0	65
Hour Total	0	0	0	0	4	10	12	78	115	24	3	0	0	0	246

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	1	0	8	21	17	5	0	0	0	0	52
09:30	0	0	0	0	1	0	6	17	25	5	0	0	0	0	54
09:45	0	0	0	0	0	1	5	18	30	5	0	0	0	0	59
10:00	0	0	0	0	2	1	8	23	16	6	1	0	0	0	57
Hour Total	0	0	0	0	4	2	27	79	88	21	1	0	0	0	222
10:15	0	0	0	0	2	2	6	21	33	5	1	0	0	0	70
10:30	0	0	0	0	0	2	9	26	18	6	1	0	0	0	62
10:45	0	0	0	1	0	1	6	11	18	6	0	0	0	0	43
11:00	0	0	0	0	1	1	7	33	17	4	0	0	1	0	64
Hour Total	0	0	0	1	3	6	28	91	86	21	2	0	1	0	239
11:15	0	0	0	2	0	3	6	25	23	8	1	0	0	0	68
11:30	0	0	0	0	1	3	6	20	40	11	0	1	0	0	82
11:45	0	0	0	0	0	0	17	22	33	4	0	0	0	0	76
12:00	0	0	0	0	0	0	6	11	30	10	1	0	0	0	58
Hour Total	0	0	0	2	1	6	35	78	126	33	2	1	0	0	284
12:15	0	0	0	0	2	0	10	28	20	7	0	0	0	0	67
12:30	0	0	0	0	0	3	10	20	27	7	0	0	0	0	67
12:45	0	0	0	0	0	0	6	24	39	3	1	0	0	0	73
13:00	0	0	0	0	2	0	7	31	21	7	2	0	0	0	70
Hour Total	0	0	0	0	4	3	33	103	107	24	3	0	0	0	277
13:15	1	0	0	0	0	2	5	30	32	9	0	0	0	0	79
13:30	0	0	0	1	0	1	2	17	32	14	0	0	0	0	67
13:45	0	0	0	0	0	2	5	26	31	10	0	0	0	0	74
14:00	0	0	0	0	0	0	6	31	24	7	1	0	0	0	69
Hour Total	1	0	0	1	0	5	18	104	119	40	1	0	0	0	289
14:15	0	0	0	0	1	2	6	28	28	1	3	0	0	0	69
14:30	0	0	0	0	1	2	7	16	16	13	0	0	0	0	55
14:45	0	0	0	1	0	1	0	18	33	5	1	0	0	0	59
15:00	0	0	0	1	0	1	7	34	21	11	1	1	0	0	77
Hour Total	0	0	0	2	2	6	20	96	98	30	5	1	0	0	260
15:15	0	0	0	0	2	0	9	29	31	12	0	0	0	0	83
15:30	0	0	0	0	1	0	10	27	44	9	1	0	0	0	92
15:45	0	0	0	0	0	0	15	31	35	7	0	0	0	0	88
16:00	0	0	0	0	0	0	7	24	43	16	1	0	0	0	91
Hour Total	0	0	0	0	3	0	41	111	153	44	2	0	0	0	354
16:15	0	0	0	0	0	2	4	31	34	13	1	0	0	0	85
16:30	0	0	0	0	0	0	4	23	32	13	4	0	0	0	76
16:45	0	0	0	1	0	1	1	21	45	10	2	0	0	0	81
17:00	0	0	0	1	2	0	9	26	31	21	0	2	0	0	92
Hour Total	0	0	0	2	2	3	18	101	142	57	7	2	0	0	334
17:15	0	0	0	0	0	1	3	26	56	7	3	0	0	0	96
17:30	0	0	0	0	0	0	2	23	40	11	5	0	0	0	81
17:45	0	0	0	0	0	1	5	22	45	5	0	0	0	0	78
18:00	0	0	0	0	0	3	1	19	27	10	2	0	0	0	62
Hour Total	0	0	0	0	0	5	11	90	168	33	10	0	0	0	317

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	2	6	3	23	20	10	2	0	0	0	66
18:30	0	0	0	0	1	0	0	17	20	8	2	0	0	0	48
18:45	0	0	0	1	0	3	0	21	22	3	0	0	0	0	50
19:00	1	0	0	0	0	2	0	21	11	10	0	0	0	0	45
Hour Total	1	0	0	1	3	11	3	82	73	31	4	0	0	0	209
19:15	0	0	0	0	0	0	2	13	27	6	3	0	0	0	51
19:30	0	0	0	0	0	0	0	8	12	8	3	0	0	0	31
19:45	0	0	0	0	0	1	0	9	22	5	2	0	0	0	39
20:00	0	0	0	0	2	2	4	11	16	6	1	0	0	0	42
Hour Total	0	0	0	0	2	3	6	41	77	25	9	0	0	0	163
20:15	0	0	0	1	0	1	0	13	14	7	0	0	0	0	36
20:30	0	0	0	0	0	0	5	13	15	0	0	0	0	0	33
20:45	0	0	0	0	0	0	0	12	14	4	0	0	0	0	30
21:00	0	0	0	1	0	4	0	6	3	3	1	0	0	0	18
Hour Total	0	0	0	2	0	5	5	44	46	14	1	0	0	0	117
21:15	0	0	0	0	0	0	4	16	2	8	1	0	0	0	31
21:30	0	0	0	0	0	0	1	6	4	4	0	0	0	0	15
21:45	0	0	0	0	0	1	1	9	1	3	0	0	0	0	15
22:00	0	0	0	0	0	0	1	9	0	0	0	0	0	0	10
Hour Total	0	0	0	0	0	1	7	40	7	15	1	0	0	0	71
22:15	0	0	0	0	0	0	2	3	5	1	0	1	0	0	12
22:30	0	0	0	0	0	0	1	3	5	2	0	0	0	0	11
22:45	0	0	0	0	4	0	1	4	2	3	0	0	0	0	14
23:00	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5
Hour Total	0	0	0	0	4	0	5	10	16	6	0	1	0	0	42
23:15	0	0	0	0	0	0	1	2	3	1	1	0	0	0	8
23:30	0	0	0	0	0	0	3	2	6	0	0	0	1	0	12
23:45	0	0	0	0	0	0	2	1	4	4	1	0	0	0	12
24:00	0	0	0	0	2	1	0	4	1	2	0	0	0	0	10
Hour Total	0	0	0	0	2	1	6	9	14	7	2	0	1	0	42
24 HR TOTAL	2	0	0	12	47	72	300	1307	1596	496	64	6	3	0	3905
PERCENTS	0.1%	0.0%	0.0%	0.3%	1.2%	1.8%	7.7%	33.5%	40.9%	12.7%	1.6%	0.2%	0.1%	0.0%	100.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
40.6 mph

85th Percentile Speed
50.0 mph

Median Speed
45.7 mph

Average Speed
45.3 mph

10 MPH Pace Speed
40 mph to 50 mph
2903 vehicles in pace
Representing 74.4% of the total vehicles

Vehicles > 45 MPH
2165
55.5%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
00:30	0	0	0	0	0	0	0	5	0	2	0	0	0	0	7
00:45	0	0	0	0	0	1	1	1	0	3	0	0	0	0	6
01:00	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
Hour Total	0	0	0	0	0	2	1	11	2	6	0	0	0	0	22
01:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour Total	0	0	0	0	1	0	0	2	5	2	0	0	0	0	10
02:15	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
03:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	1	5	3	1	0	0	0	0	10
03:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	3	1	3	0	0	0	0	0	7
04:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
04:45	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5
05:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4
Hour Total	0	0	0	0	0	1	3	4	4	2	0	0	0	0	14
05:15	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
05:30	0	0	0	0	0	0	1	1	7	0	0	0	0	0	9
05:45	0	0	0	0	0	0	0	1	5	4	0	0	0	0	10
06:00	0	0	0	0	2	0	2	2	6	2	1	0	0	0	15
Hour Total	0	0	0	0	2	0	3	7	19	7	1	0	0	0	39
06:15	0	0	0	0	0	0	1	2	2	5	2	0	0	0	12
06:30	0	0	0	0	2	3	1	2	13	2	1	0	0	0	24
06:45	0	0	0	0	1	2	1	7	13	9	0	0	0	0	33
07:00	0	0	0	1	0	1	2	6	15	7	1	1	0	0	34
Hour Total	0	0	0	1	3	6	5	17	43	23	4	1	0	0	103
07:15	0	0	0	0	0	0	2	11	16	2	4	0	0	0	35
07:30	0	0	0	0	0	1	2	8	26	11	0	0	0	0	48
07:45	0	0	0	0	0	1	0	17	35	2	1	0	1	0	57
08:00	0	0	0	0	2	0	5	12	37	19	0	0	0	0	75
Hour Total	0	0	0	0	2	2	9	48	114	34	5	0	1	0	215
08:15	0	0	0	0	1	1	4	10	31	7	3	0	0	0	57
08:30	0	0	0	0	0	0	2	20	24	11	1	0	1	0	59
08:45	0	0	0	0	0	1	2	11	31	10	1	0	1	0	57
09:00	0	0	0	1	0	3	6	11	24	14	2	0	0	0	61
Hour Total	0	0	0	1	1	5	14	52	110	42	7	0	2	0	234

SPEED SUMMARY
Wed 8/14/2019

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	1	0	4	0	19	23	18	1	0	0	0	66
09:30	0	0	0	2	2	1	3	9	20	8	0	1	0	0	46
09:45	0	0	0	0	0	0	3	15	41	17	2	0	0	0	78
10:00	0	0	0	0	0	0	5	23	16	8	1	0	0	0	53
Hour Total	0	0	0	3	2	5	11	66	100	51	4	1	0	0	243
10:15	0	0	0	0	1	0	3	27	18	8	0	0	0	0	57
10:30	0	0	0	0	0	0	4	21	34	3	1	0	0	0	63
10:45	0	0	0	1	0	3	11	24	20	7	0	0	0	0	66
11:00	0	0	0	2	0	0	2	28	26	10	0	0	0	0	68
Hour Total	0	0	0	3	1	3	20	100	98	28	1	0	0	0	254
11:15	0	0	1	0	2	0	0	23	28	10	4	1	0	0	69
11:30	0	0	0	0	1	0	12	19	35	8	0	0	0	0	75
11:45	0	0	0	1	4	0	11	22	30	10	1	1	0	0	80
12:00	0	0	0	1	0	2	5	33	24	4	0	0	0	0	69
Hour Total	0	0	1	2	7	2	28	97	117	32	5	2	0	0	293
12:15	0	0	0	0	0	0	7	18	27	12	1	0	0	0	65
12:30	0	0	0	1	0	1	3	25	16	10	0	0	0	0	56
12:45	0	0	0	0	0	3	11	24	22	9	1	0	0	0	70
13:00	0	0	0	0	1	0	8	30	15	9	1	0	0	0	64
Hour Total	0	0	0	1	1	4	29	97	80	40	3	0	0	0	255
13:15	0	0	0	0	2	1	10	21	29	7	0	0	0	0	70
13:30	0	0	0	0	2	1	3	23	27	9	0	1	0	0	66
13:45	0	0	0	0	1	0	4	25	19	11	0	0	0	0	60
14:00	0	0	1	1	2	0	11	28	29	5	0	0	1	0	78
Hour Total	0	0	1	1	7	2	28	97	104	32	0	1	1	0	274
14:15	0	0	0	0	3	1	7	30	36	7	0	0	0	0	84
14:30	1	0	0	0	1	0	5	22	28	12	1	0	1	0	71
14:45	0	0	0	0	0	1	0	11	38	5	1	0	0	0	56
15:00	0	0	0	0	1	0	5	36	38	2	1	1	0	0	84
Hour Total	1	0	0	0	5	2	17	99	140	26	3	1	1	0	295
15:15	0	0	0	0	0	3	7	17	25	9	6	0	0	0	67
15:30	0	0	0	0	1	2	9	25	34	11	1	0	0	0	83
15:45	0	0	0	0	0	1	9	40	41	12	0	0	0	0	103
16:00	0	0	0	0	0	0	13	21	43	14	0	0	0	0	91
Hour Total	0	0	0	0	1	6	38	103	143	46	7	0	0	0	344
16:15	0	0	0	1	1	3	8	32	46	9	2	0	0	0	102
16:30	1	0	0	1	0	2	4	29	46	10	0	0	0	0	93
16:45	0	0	0	0	1	1	5	28	21	25	0	0	0	0	81
17:00	0	0	0	1	3	1	7	33	31	11	1	0	0	0	88
Hour Total	1	0	0	3	5	7	24	122	144	55	3	0	0	0	364
17:15	0	0	0	0	2	1	6	32	42	19	3	0	0	0	105
17:30	0	0	0	0	1	1	0	29	52	8	1	1	0	0	93
17:45	0	0	0	0	0	0	0	14	50	26	0	0	0	0	90
18:00	0	0	0	0	0	1	3	18	34	8	1	0	0	0	65
Hour Total	0	0	0	0	3	3	9	93	178	61	5	1	0	0	353

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	0	2	4	16	39	19	1	0	0	0	81
18:30	0	0	0	0	0	2	1	17	30	6	0	0	0	0	56
18:45	0	0	0	0	0	2	2	20	24	11	2	0	0	0	61
19:00	0	0	0	0	1	0	8	26	24	2	2	0	0	0	63
Hour Total	0	0	0	0	1	6	15	79	117	38	5	0	0	0	261
19:15	0	0	0	1	0	2	1	12	18	5	1	0	0	0	40
19:30	0	0	0	0	0	0	4	11	22	3	2	0	0	0	42
19:45	0	0	0	1	0	0	1	13	13	6	0	0	0	0	34
20:00	0	0	0	0	0	0	1	18	15	3	0	0	0	0	37
Hour Total	0	0	0	2	0	2	7	54	68	17	3	0	0	0	153
20:15	0	0	0	0	0	1	2	14	6	5	0	0	0	0	28
20:30	0	0	0	0	0	1	2	12	19	0	0	0	0	0	34
20:45	0	0	0	1	0	0	4	15	6	0	1	0	0	0	27
21:00	0	0	0	0	0	0	3	10	11	6	1	0	0	0	31
Hour Total	0	0	0	1	0	2	11	51	42	11	2	0	0	0	120
21:15	0	0	0	0	0	1	1	14	2	4	0	1	0	0	23
21:30	0	0	0	1	3	0	7	15	9	3	0	0	0	0	38
21:45	0	0	0	0	1	0	0	6	7	0	0	0	0	0	14
22:00	0	0	0	0	1	0	1	6	11	0	0	0	0	0	19
Hour Total	0	0	0	1	5	1	9	41	29	7	0	1	0	0	94
22:15	0	0	0	0	1	0	1	2	7	1	0	0	0	0	12
22:30	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
22:45	0	0	0	0	0	0	4	1	3	0	0	0	0	0	8
23:00	0	0	0	0	0	0	1	1	7	0	0	0	0	0	9
Hour Total	0	0	0	0	1	0	6	7	21	1	0	0	0	0	36
23:15	0	0	0	0	1	0	2	2	8	0	0	0	0	0	13
23:30	0	0	0	0	0	1	0	3	4	2	0	0	0	0	10
23:45	0	0	0	0	0	0	1	4	2	0	1	0	0	0	8
24:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	0	0	0	1	1	3	11	14	2	1	0	0	0	33
24 HR TOTAL	2	0	2	19	49	62	294	1264	1698	564	59	8	5	0	4026
PERCENTS	0.0%	0.0%	0.0%	0.5%	1.2%	1.5%	7.3%	31.4%	42.2%	14.0%	1.5%	0.2%	0.1%	0.0%	100.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	-------

Statistical Information...

15th Percentile Speed
40.7 mph

85th Percentile Speed
50.3 mph

Median Speed
46.0 mph

Average Speed
45.5 mph

10 MPH Pace Speed
40 mph to 50 mph
2962 vehicles in pace
Representing 73.6% of the total vehicles

Vehicles > 45 MPH
2334
58.0%

Station #: Site B-EB
Site ID: 000000008513
Location: US 250, E of Aero Dr
Direction: EAST
Lane: 2

File: B-US 250, E of Aero Dr EB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	4	0	2	31	96	134	594	2571	3294	1060	123	14	8	0	7931
PERCENTS	0.1%	0.0%	0.0%	0.4%	1.2%	1.7%	7.5%	32.4%	41.5%	13.4%	1.6%	0.2%	0.1%	0.0%	100.0%

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	12	2	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	10	4	0	0	0	0	1	0	0	0	0	0	0	0	15
Hour Total	0	33	9	0	0	0	0	1	0	0	0	0	0	0	0	43
06:15	0	16	6	0	1	0	0	0	0	0	0	0	0	0	0	23
06:30	0	13	7	0	0	1	0	0	1	0	0	0	0	0	0	22
06:45	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
07:00	0	25	8	0	1	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	83	28	0	2	1	0	0	1	0	0	0	0	0	0	115
07:15	0	51	7	1	1	0	0	0	0	0	0	0	0	0	0	60
07:30	0	46	13	0	2	0	0	1	0	0	0	0	0	0	0	62
07:45	0	40	12	0	3	0	0	1	0	0	0	0	0	0	0	56
08:00	1	47	14	0	0	0	0	0	1	0	0	0	0	0	0	63
Hour Total	1	184	46	1	6	0	0	2	1	0	0	0	0	0	0	241
08:15	0	47	11	0	0	0	0	0	0	0	0	0	0	0	0	58
08:30	0	50	21	0	2	0	0	0	1	0	0	0	0	0	0	74
08:45	0	44	16	1	2	0	0	1	2	0	0	0	0	0	0	66
09:00	0	52	18	0	2	1	0	0	0	0	0	0	0	0	0	73
Hour Total	0	193	66	1	6	1	0	1	3	0	0	0	0	0	0	271



CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	36	13	0	0	0	0	1	0	0	0	0	0	0	0	50
09:30	1	53	12	0	1	0	0	0	1	0	0	0	0	0	0	68
09:45	0	44	18	0	1	0	0	0	0	0	0	0	0	0	0	63
10:00	0	38	16	0	1	0	0	0	0	0	0	0	0	0	0	55
Hour Total	1	171	59	0	3	0	0	1	1	0	0	0	0	0	0	236
10:15	0	51	14	0	1	1	0	0	0	0	0	0	0	0	0	67
10:30	0	48	20	0	0	1	0	1	0	0	0	0	0	0	0	70
10:45	1	53	15	0	1	0	0	1	0	0	0	0	0	0	0	71
11:00	0	46	11	1	2	0	0	0	0	0	0	0	0	0	0	60
Hour Total	1	198	60	1	4	2	0	2	0	0	0	0	0	0	0	268
11:15	0	48	17	0	1	0	0	1	0	0	0	0	0	0	0	67
11:30	0	63	18	0	0	0	0	0	0	0	0	0	0	0	0	81
11:45	0	45	15	0	2	0	0	0	0	0	0	0	0	0	0	62
12:00	0	64	24	0	0	0	0	1	1	0	0	0	0	0	0	90
Hour Total	0	220	74	0	3	0	0	2	1	0	0	0	0	0	0	300
12:15	0	63	17	1	0	0	0	0	0	0	0	0	0	0	0	81
12:30	0	68	21	0	2	0	0	0	0	0	0	0	0	0	0	91
12:45	0	73	18	0	1	0	0	0	0	0	0	0	0	0	0	92
13:00	1	70	22	0	0	0	0	0	0	0	0	0	0	0	0	93
Hour Total	1	274	78	1	3	0	0	0	0	0	0	0	0	0	0	357
13:15	0	65	20	0	0	0	0	0	0	0	0	0	0	0	0	85
13:30	0	63	19	0	1	0	0	1	0	0	0	0	0	0	0	84
13:45	0	70	21	0	1	0	0	0	0	0	0	0	0	0	0	92
14:00	0	61	17	0	0	0	0	0	0	0	1	0	0	0	0	79
Hour Total	0	259	77	0	2	0	0	1	0	0	1	0	0	0	0	340
14:15	0	75	17	1	0	0	0	0	0	0	0	0	0	0	0	93
14:30	0	71	11	0	1	0	0	0	0	0	0	0	0	0	0	83
14:45	0	76	15	1	2	0	0	0	0	0	0	0	0	0	0	94
15:00	0	67	27	0	0	0	0	1	0	0	0	0	0	0	0	95
Hour Total	0	289	70	2	3	0	0	1	0	0	0	0	0	0	0	365
15:15	0	72	22	0	0	0	0	0	0	0	1	0	0	0	0	95
15:30	0	66	16	0	1	0	0	0	1	0	0	0	0	0	0	84
15:45	1	63	30	0	1	1	0	0	0	0	0	0	0	0	0	96
16:00	0	72	23	0	1	0	0	0	0	0	0	0	0	0	0	96
Hour Total	1	273	91	0	3	1	0	0	1	0	1	0	0	0	0	371
16:15	0	75	18	0	2	0	0	0	0	0	0	0	0	0	0	95
16:30	2	78	11	0	2	0	0	1	0	0	0	0	0	0	0	94
16:45	0	68	19	0	3	0	0	0	0	0	0	0	0	0	0	90
17:00	0	96	14	0	0	0	0	0	0	0	0	0	0	0	0	110
Hour Total	2	317	62	0	7	0	0	1	0	0	0	0	0	0	0	389
17:15	0	88	15	0	0	0	0	0	0	0	0	0	0	0	0	103
17:30	0	70	16	0	0	0	0	0	0	0	0	0	0	0	0	86
17:45	0	70	24	0	1	0	0	0	1	0	0	0	0	0	0	96
18:00	0	84	9	0	0	0	0	0	0	0	0	0	0	0	0	93
Hour Total	0	312	64	0	1	0	0	0	1	0	0	0	0	0	0	378

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	78	14	0	0	0	0	0	0	0	0	0	0	0	0	92
18:30	0	56	17	0	0	0	0	0	0	0	0	0	0	0	0	73
18:45	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63
19:00	0	40	10	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	229	48	0	1	0	0	0	0	0	0	0	0	0	0	278
19:15	1	49	7	0	0	0	0	0	0	0	0	0	0	0	0	57
19:30	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	45
19:45	0	49	4	0	1	0	0	0	0	0	0	0	0	0	0	54
20:00	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	1	176	25	0	2	0	0	0	0	0	0	0	0	0	0	204
20:15	0	39	9	0	0	0	0	0	0	0	0	0	0	0	0	48
20:30	0	30	7	0	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	38	6	0	1	0	0	0	0	0	0	0	0	0	0	45
21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	135	24	0	1	0	0	0	0	0	0	0	0	0	0	160
21:15	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
21:30	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
21:45	1	12	5	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	1	83	21	0	0	0	0	0	0	0	0	0	0	0	0	105
22:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
22:45	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	40	13	0	0	0	0	0	0	0	0	0	0	0	0	53
23:15	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
23:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	21	5	0	0	0	0	0	1	0	0	0	0	0	0	27
24 HR TOTAL	11	3523	928	6	47	5	0	12	10	0	2	0	0	0	0	4544
PERCENTS	0.2%	77.5%	20.4%	0.1%	1.0%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.2% Trucks & Buses 1.8%

AM Times	00:15	11:15	11:15	06:30	07:00	09:45	10:30	08:00	11:15
AM Peaks	1	220	74	1	7	2	3	4	300
PM Times	15:45	16:30	15:00	14:00	16:00	15:00	11:30	11:30	13:15
PM Peaks	3	330	95	2	8	1	1	1	397

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
05:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
05:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	40	8	0	1	0	0	0	0	0	0	0	0	0	0	49
06:15	0	11	4	0	2	1	0	0	0	0	0	0	0	0	0	18
06:30	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
06:45	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
07:00	0	36	8	0	0	1	0	0	0	0	0	0	0	0	0	45
Hour Total	0	99	30	0	2	2	0	0	0	0	0	0	0	0	0	133
07:15	0	43	15	0	4	0	0	0	0	0	0	0	0	0	0	62
07:30	0	43	7	0	1	1	0	0	1	0	0	0	0	0	0	53
07:45	0	47	15	0	3	0	0	0	0	0	0	0	0	0	0	65
08:00	1	61	14	0	1	0	0	1	0	0	0	0	0	0	0	78
Hour Total	1	194	51	0	9	1	0	1	1	0	0	0	0	0	0	258
08:15	0	46	15	0	1	0	0	0	0	0	0	0	0	0	0	62
08:30	0	47	19	0	0	2	0	1	1	0	0	0	0	0	0	70
08:45	0	35	12	1	3	0	0	1	1	0	0	0	0	0	0	53
09:00	0	46	11	0	2	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	174	57	1	6	2	0	2	2	0	0	0	0	0	0	244

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	79	16	0	0	0	0	1	0	0	0	0	0	0	0	96
18:30	2	68	13	0	0	0	0	0	0	0	0	0	0	0	0	83
18:45	0	47	9	0	2	0	0	0	0	0	0	0	0	0	0	58
19:00	1	51	12	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Total	3	245	50	0	2	0	0	1	0	0	0	0	0	0	0	301
19:15	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	46
19:30	0	53	7	0	0	0	0	0	0	0	0	0	0	0	0	60
19:45	0	32	12	0	2	0	0	0	0	0	0	0	0	0	0	46
20:00	1	38	9	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	1	164	33	0	2	0	0	0	0	0	0	0	0	0	0	200
20:15	0	42	6	0	0	0	0	0	0	0	0	0	0	0	0	48
20:30	1	56	8	0	0	0	0	0	0	0	0	0	0	0	0	65
20:45	0	36	3	0	1	0	0	0	0	0	0	0	0	0	0	40
21:00	0	40	12	0	0	0	0	0	0	0	0	0	0	0	0	52
Hour Total	1	174	29	0	1	0	0	0	0	0	0	0	0	0	0	205
21:15	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	38
21:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
21:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	85	15	0	0	0	0	0	0	0	0	0	0	0	0	101
22:15	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
22:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	51	10	0	0	0	0	0	0	0	0	0	0	0	0	61
23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
24 HR TOTAL	18	3551	836	5	69	20	0	11	6	0	0	0	0	0	0	4516
PERCENTS	0.4%	78.6%	18.5%	0.1%	1.5%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.5% Trucks & Buses 2.5%

AM Times	11:15	10:45	11:15	08:00	07:15	09:15	08:00	08:00	11:15
AM Peaks	3	213	75	1	9	4	3	2	287
PM Times	13:00	17:00	15:45	14:15	14:15	15:00	16:00	14:30	16:45
PM Peaks	3	327	79	3	11	4	2	1	395

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	7	2	0	0	0	0	1	0	0	0	0	0	0	0	10
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	19	3	0	0	0	0	1	0	0	0	0	0	0	0	23
01:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
05:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	15
Hour Total	0	45	9	0	0	1	0	0	0	0	0	0	0	0	0	55
06:15	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
06:30	1	31	5	0	0	0	0	0	0	0	0	0	0	0	0	37
06:45	0	22	4	0	1	1	1	0	0	0	0	0	0	0	0	29
07:00	1	20	7	0	2	0	0	0	0	0	0	0	0	0	0	30
Hour Total	2	86	19	0	4	1	1	0	0	0	0	0	0	0	0	113
07:15	0	48	3	0	1	0	2	0	0	0	0	0	0	0	0	54
07:30	0	66	9	0	0	3	1	0	0	0	0	0	0	0	0	79
07:45	0	53	9	0	0	4	1	0	0	0	0	1	0	0	0	68
08:00	3	42	13	0	1	0	0	0	0	0	0	0	0	0	0	59
Hour Total	3	209	34	0	2	7	4	0	0	0	0	1	0	0	0	260
08:15	0	56	8	0	0	0	1	0	0	0	0	0	0	0	0	65
08:30	0	44	13	0	0	1	1	0	1	0	1	0	0	0	0	61
08:45	0	42	13	1	0	1	1	0	0	0	1	0	0	0	0	59
09:00	0	49	4	0	0	1	0	0	0	0	0	0	0	0	0	54
Hour Total	0	191	38	1	0	3	3	0	1	0	2	0	0	0	0	239

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	37	12	0	3	1	1	0	0	0	0	0	0	0	0	54
09:30	0	47	20	0	0	0	1	2	0	0	0	0	1	0	0	71
09:45	0	49	4	0	0	3	0	0	0	0	0	0	0	0	0	56
10:00	3	47	11	0	1	2	1	0	0	0	1	1	0	0	0	67
Hour Total	3	180	47	0	4	6	3	2	0	0	1	1	1	0	0	248
10:15	2	39	12	0	0	1	1	1	0	0	0	0	0	0	0	56
10:30	0	51	11	0	1	2	0	0	1	0	2	0	0	0	0	68
10:45	0	49	18	0	0	3	0	1	0	0	1	0	0	0	0	72
11:00	0	54	11	0	1	0	0	0	1	0	0	0	0	0	0	67
Hour Total	2	193	52	0	2	6	1	2	2	0	3	0	0	0	0	263
11:15	0	57	9	0	0	3	1	0	1	0	0	0	0	0	0	71
11:30	1	45	2	0	0	3	0	0	0	0	0	0	0	0	0	51
11:45	0	47	18	0	0	0	1	0	0	0	0	0	0	0	0	66
12:00	2	59	8	0	2	2	1	0	0	0	0	1	0	0	0	75
Hour Total	3	208	37	0	2	8	3	0	1	0	0	1	0	0	0	263
12:15	0	62	12	0	0	2	0	0	0	0	0	0	0	0	0	76
12:30	0	52	16	0	0	3	0	0	0	0	0	0	0	0	0	71
12:45	0	55	9	0	0	1	0	0	0	0	2	0	1	0	0	68
13:00	0	54	7	1	0	3	1	1	0	0	0	0	0	0	0	67
Hour Total	0	223	44	1	0	9	1	1	0	0	2	0	1	0	0	282
13:15	0	65	11	0	0	1	3	0	1	0	0	0	1	0	0	82
13:30	2	62	13	0	0	0	1	0	0	0	0	0	0	0	0	78
13:45	5	53	15	0	0	1	0	1	0	0	1	0	0	0	0	76
14:00	0	60	11	0	0	1	1	0	0	0	0	1	0	0	0	74
Hour Total	7	240	50	0	0	3	5	1	1	0	1	1	1	0	0	310
14:15	0	56	14	0	0	1	3	0	0	0	0	0	1	0	0	75
14:30	0	63	14	0	1	4	0	0	0	0	0	0	0	0	0	82
14:45	3	56	14	0	0	1	1	0	0	0	0	2	0	0	0	77
15:00	4	54	11	0	0	5	2	0	0	0	1	0	0	0	0	77
Hour Total	7	229	53	0	1	11	6	0	0	0	1	2	1	0	0	311
15:15	0	60	8	0	0	1	1	0	0	0	0	0	0	0	0	70
15:30	1	48	11	0	1	3	0	0	0	0	0	0	0	0	0	64
15:45	4	59	15	0	0	0	0	1	0	0	1	0	0	0	0	80
16:00	1	47	12	0	0	2	2	0	0	0	0	0	0	0	0	64
Hour Total	6	214	46	0	1	6	3	1	0	0	1	0	0	0	0	278
16:15	0	52	17	0	0	4	2	1	0	0	0	0	0	0	0	76
16:30	1	57	17	0	0	1	2	0	2	0	0	0	0	0	0	80
16:45	0	60	9	0	0	2	2	0	2	0	0	0	0	0	0	75
17:00	0	54	11	0	0	1	1	0	0	0	2	1	0	0	0	70
Hour Total	1	223	54	0	0	8	7	1	4	0	2	1	0	0	0	301
17:15	0	72	13	0	0	1	2	0	0	0	2	0	0	0	0	90
17:30	1	57	7	0	0	1	1	2	2	1	0	0	0	0	0	72
17:45	2	60	23	0	0	0	0	0	0	0	0	0	0	0	0	85
18:00	0	53	11	0	0	1	0	0	0	0	0	0	0	0	0	65
Hour Total	3	242	54	0	0	3	3	2	2	1	2	0	0	0	0	312

CLASSIFICATION SUMMARY
Tue 8/13/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	53	11	0	0	2	3	0	0	0	0	0	0	0	0	69
18:30	0	45	6	0	0	1	1	0	0	0	0	0	0	0	0	53
18:45	0	26	8	0	0	2	0	0	0	0	0	0	0	0	0	36
19:00	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	168	30	0	0	5	4	0	0	0	0	0	0	0	0	207
19:15	1	22	6	0	0	0	1	1	0	0	0	0	0	0	0	31
19:30	0	32	11	0	0	1	0	0	0	0	0	0	0	0	0	44
19:45	2	35	7	0	0	1	0	0	1	0	0	0	0	0	0	46
20:00	0	24	6	0	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	3	113	30	0	0	3	1	1	1	0	0	0	0	0	0	152
20:15	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
20:30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
21:00	0	30	4	0	0	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	106	22	0	0	1	0	0	0	0	0	0	0	0	0	129
21:15	1	23	2	0	0	0	0	0	0	0	0	0	0	0	0	26
21:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	71	9	0	0	0	0	0	0	0	0	0	0	0	0	81
22:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	45	6	0	0	0	0	0	0	0	0	0	0	0	0	51
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	33	2	0	1	0	0	0	0	0	0	0	0	0	0	36
24 HR TOTAL	41	3081	647	2	19	81	45	12	13	1	15	7	4	0	0	3968
PERCENTS	1.0%	77.6%	16.3%	0.1%	0.5%	2.0%	1.1%	0.3%	0.3%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.0% Trucks & Buses 5.0%

AM Times	09:30	07:30	10:00	08:00	06:15	10:45	06:45	09:30	10:30		10:00	07:00	08:45		10:30
AM Peaks	5	217	52	1	4	9	4	3	3		4	1	1		278
PM Times	15:00	16:30	15:45	12:15	11:30	14:15	16:00	13:00	16:00	16:45	16:30	14:00	12:30		17:00
PM Peaks	9	243	61	1	2	11	8	2	4	1	4	3	2		317

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
00:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	16	2	0	1	0	0	0	1	0	0	0	0	0	0	20
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
05:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	0	12	0	0	1	0	0	0	1	0	0	0	0	0	0	14
Hour Total	0	37	10	0	1	0	0	0	1	0	0	0	0	0	0	49
06:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30	2	22	5	0	0	0	0	0	0	0	0	0	0	0	0	29
06:45	0	23	8	0	0	1	1	0	0	0	0	0	0	0	0	33
07:00	1	27	13	1	0	0	1	0	0	0	0	1	0	0	0	44
Hour Total	3	82	28	1	0	1	2	0	0	0	0	1	0	0	0	118
07:15	1	52	9	0	1	2	0	0	0	0	1	0	0	0	0	66
07:30	0	55	14	0	1	2	0	0	0	0	0	0	1	0	0	73
07:45	0	55	13	0	1	2	0	0	0	0	1	0	0	0	0	72
08:00	2	46	10	0	1	1	1	0	1	0	1	0	0	0	0	63
Hour Total	3	208	46	0	4	7	1	0	1	0	3	0	1	0	0	274
08:15	0	61	13	0	0	0	0	0	0	0	0	0	0	0	0	74
08:30	4	44	14	0	0	0	1	0	0	0	0	0	0	0	0	63
08:45	0	39	12	0	0	1	1	0	0	0	1	0	0	0	0	54
09:00	0	45	7	0	0	0	1	0	0	0	0	0	0	0	0	53
Hour Total	4	189	46	0	0	1	3	0	0	0	1	0	0	0	0	244

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	42	11	0	0	1	0	1	0	0	0	0	0	0	0	55
09:30	0	42	12	0	0	0	1	0	0	0	0	0	0	0	0	55
09:45	0	38	14	0	0	0	0	1	1	0	0	0	0	0	0	54
10:00	0	44	16	0	1	0	1	0	2	0	1	0	0	0	0	65
Hour Total	0	166	53	0	1	1	2	2	3	0	1	0	0	0	0	229
10:15	1	41	6	0	0	3	0	0	0	0	0	1	0	0	0	52
10:30	0	40	12	0	2	3	0	1	0	0	0	0	0	0	0	58
10:45	1	44	12	0	0	1	0	0	0	0	0	0	0	0	0	58
11:00	0	41	7	0	0	1	0	0	1	0	0	0	0	0	0	50
Hour Total	2	166	37	0	2	8	0	1	1	0	0	1	0	0	0	218
11:15	0	54	13	0	0	1	2	0	0	0	0	0	0	0	0	70
11:30	0	43	12	0	1	2	2	0	1	0	0	0	1	0	0	62
11:45	2	55	10	0	0	2	1	1	0	0	0	0	0	0	0	71
12:00	0	49	14	0	0	0	1	0	0	0	0	0	0	0	0	64
Hour Total	2	201	49	0	1	5	6	1	1	0	0	0	1	0	0	267
12:15	2	57	17	0	0	1	0	2	1	0	0	0	0	0	0	80
12:30	0	47	20	0	0	3	2	0	0	0	0	0	0	0	0	72
12:45	2	59	13	0	0	0	0	0	1	0	0	0	0	0	0	75
13:00	0	68	13	0	0	2	0	0	0	0	0	0	0	0	0	83
Hour Total	4	231	63	0	0	6	2	2	2	0	0	0	0	0	0	310
13:15	0	63	11	0	1	0	0	0	0	0	0	0	0	0	0	75
13:30	0	50	9	0	0	1	1	0	1	0	0	1	0	0	0	63
13:45	0	58	18	0	0	1	0	0	1	0	0	0	0	0	0	78
14:00	0	58	12	0	2	0	2	0	0	0	0	1	0	0	0	75
Hour Total	0	229	50	0	3	2	3	0	2	0	0	2	0	0	0	291
14:15	0	54	10	0	0	2	1	0	0	0	1	0	0	0	0	68
14:30	2	47	23	0	0	0	2	0	0	0	0	1	0	0	0	75
14:45	0	53	13	0	0	1	3	0	0	0	0	0	0	0	0	70
15:00	2	47	17	0	1	2	1	0	0	0	1	0	1	0	0	72
Hour Total	4	201	63	0	1	5	7	0	0	0	2	1	1	0	0	285
15:15	0	53	10	0	0	1	0	0	1	1	1	0	1	0	0	68
15:30	1	60	6	0	0	3	1	0	0	0	0	0	0	0	0	71
15:45	1	47	16	0	0	1	2	1	0	0	0	0	0	0	0	68
16:00	2	50	15	0	2	2	1	0	0	0	0	0	0	0	0	72
Hour Total	4	210	47	0	2	7	4	1	1	1	1	0	1	0	0	279
16:15	5	52	17	0	2	1	0	0	0	0	0	0	0	0	0	77
16:30	2	46	14	0	0	1	0	0	1	0	0	1	0	0	0	65
16:45	0	54	15	0	0	3	3	0	0	0	0	1	0	0	0	76
17:00	2	61	9	0	0	2	1	0	0	0	1	0	0	0	0	76
Hour Total	9	213	55	0	2	7	4	0	1	0	1	2	0	0	0	294
17:15	0	82	11	0	0	1	0	0	0	0	1	0	0	0	0	95
17:30	1	72	10	0	0	3	1	0	0	0	0	0	0	0	0	87
17:45	1	56	11	0	0	0	3	0	0	0	1	0	0	0	0	72
18:00	0	58	12	0	0	0	0	0	0	0	0	0	0	0	0	70
Hour Total	2	268	44	0	0	4	4	0	0	0	2	0	0	0	0	324

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	61	5	0	0	1	1	0	2	0	0	0	0	0	0	70
18:30	1	43	5	0	0	1	1	0	0	0	0	0	0	0	0	51
18:45	0	39	9	0	0	0	0	0	0	0	0	0	0	0	0	48
19:00	0	33	5	0	0	0	0	1	0	0	0	0	0	0	0	39
Hour Total	1	176	24	0	0	2	2	1	2	0	0	0	0	0	0	208
19:15	2	37	6	0	0	0	0	0	0	0	0	0	0	0	0	45
19:30	0	45	8	0	0	0	1	0	0	0	0	0	0	0	0	54
19:45	0	27	5	0	0	1	0	0	0	0	0	0	0	0	0	33
20:00	0	26	5	0	0	0	0	0	1	0	0	0	0	0	0	32
Hour Total	2	135	24	0	0	1	1	0	1	0	0	0	0	0	0	164
20:15	0	38	4	0	0	2	0	0	0	0	0	0	0	0	0	44
20:30	0	46	4	0	0	1	0	0	0	0	0	0	0	0	0	51
20:45	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	32
21:00	0	29	1	0	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	1	138	15	0	0	4	0	0	0	0	0	0	0	0	0	158
21:15	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
21:30	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	82	11	0	0	0	0	0	0	0	0	0	0	0	0	93
22:15	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	51	8	0	0	0	0	0	0	0	0	0	0	0	0	59
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
24 HR TOTAL	41	3070	689	1	18	61	41	8	17	1	11	7	4	0	0	3969
PERCENTS	1.0%	77.3%	17.4%	0.0%	0.5%	1.5%	1.0%	0.2%	0.4%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 95.7% Trucks & Buses 4.3%

AM Times	07:45	07:30	09:15	06:15	07:15	10:15	11:15	09:00	09:15		07:15	06:15	06:45		07:30
AM Peaks	6	217	53	1	4	8	6	2	3		3	1	1		282
PM Times	15:45	17:00	12:00		15:30	16:45	14:00	11:30	11:30	14:30	17:00	13:15	14:30		16:45
PM Peaks	10	271	64		4	9	8	3	2	1	3	2	2		334

CLASSIFICATION SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Class.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	-------

GRAND TOTAL	82	6151	1336	3	37	142	86	20	30	2	26	14	8	0	0	7937
PERCENTS	1.0%	77.5%	16.8%	0.0%	0.5%	1.8%	1.1%	0.3%	0.4%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
00:45	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5
01:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	4	6	5	0	0	0	0	0	15
01:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Hour Total	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
04:45	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
Hour Total	0	0	0	0	0	0	0	4	4	3	0	0	0	0	11
05:15	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
05:30	0	0	0	0	0	0	0	1	5	2	0	0	0	0	8
05:45	0	0	0	0	0	0	0	4	8	1	1	0	0	0	14
06:00	0	0	0	0	1	0	0	5	4	4	1	0	0	0	15
Hour Total	0	0	0	0	1	0	0	13	20	7	2	0	0	0	43
06:15	0	0	0	0	0	0	2	7	8	3	3	0	0	0	23
06:30	0	0	0	0	1	0	0	6	9	5	1	0	0	0	22
06:45	0	0	0	0	0	0	2	6	18	8	2	0	0	0	36
07:00	0	0	0	1	0	1	3	3	18	7	1	0	0	0	34
Hour Total	0	0	0	1	1	1	7	22	53	23	7	0	0	0	115
07:15	0	0	0	0	0	0	1	16	27	11	5	0	0	0	60
07:30	0	0	0	0	0	0	2	19	28	12	1	0	0	0	62
07:45	0	0	0	0	0	2	7	9	21	14	2	1	0	0	56
08:00	0	0	0	0	0	0	2	18	28	12	3	0	0	0	63
Hour Total	0	0	0	0	0	2	12	62	104	49	11	1	0	0	241
08:15	0	0	0	0	0	0	5	16	21	14	2	0	0	0	58
08:30	0	0	0	0	1	0	2	18	37	15	1	0	0	0	74
08:45	0	0	0	0	1	0	6	31	20	6	2	0	0	0	66
09:00	0	0	0	0	1	1	4	25	31	11	0	0	0	0	73
Hour Total	0	0	0	0	3	1	17	90	109	46	5	0	0	0	271

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	0	2	2	21	18	7	0	0	0	0	50
09:30	0	0	0	0	1	1	4	22	30	8	2	0	0	0	68
09:45	0	0	0	0	1	1	1	24	26	8	2	0	0	0	63
10:00	0	0	0	0	2	0	6	17	22	8	0	0	0	0	55
Hour Total	0	0	0	0	4	4	13	84	96	31	4	0	0	0	236
10:15	0	0	0	0	0	1	8	24	25	9	0	0	0	0	67
10:30	0	0	0	0	0	1	5	34	22	7	1	0	0	0	70
10:45	0	0	0	1	2	0	13	31	18	5	1	0	0	0	71
11:00	0	0	1	0	0	0	6	19	20	13	1	0	0	0	60
Hour Total	0	0	1	1	2	2	32	108	85	34	3	0	0	0	268
11:15	0	0	0	1	1	1	11	27	19	6	1	0	0	0	67
11:30	0	0	0	0	1	1	9	31	33	6	0	0	0	0	81
11:45	0	0	0	0	0	1	2	24	29	6	0	0	0	0	62
12:00	0	0	0	0	3	0	12	45	23	6	1	0	0	0	90
Hour Total	0	0	0	1	5	3	34	127	104	24	2	0	0	0	300
12:15	0	0	0	0	0	1	8	30	35	7	0	0	0	0	81
12:30	0	0	0	0	1	1	12	36	27	12	2	0	0	0	91
12:45	0	0	0	0	0	1	6	23	39	19	4	0	0	0	92
13:00	0	0	0	0	1	0	7	31	41	11	2	0	0	0	93
Hour Total	0	0	0	0	2	3	33	120	142	49	8	0	0	0	357
13:15	0	1	0	0	0	2	3	36	36	7	0	0	0	0	85
13:30	0	0	0	0	1	1	7	29	39	6	0	1	0	0	84
13:45	0	0	0	0	0	4	12	27	30	18	1	0	0	0	92
14:00	0	0	0	0	3	1	6	21	32	16	0	0	0	0	79
Hour Total	0	1	0	0	4	8	28	113	137	47	1	1	0	0	340
14:15	0	0	0	0	3	0	7	33	37	12	1	0	0	0	93
14:30	0	0	0	0	1	1	8	27	35	10	1	0	0	0	83
14:45	0	0	0	0	0	0	7	34	43	9	1	0	0	0	94
15:00	0	0	0	0	2	0	5	37	30	17	3	1	0	0	95
Hour Total	0	0	0	0	6	1	27	131	145	48	6	1	0	0	365
15:15	0	0	0	0	0	1	6	31	41	12	3	1	0	0	95
15:30	0	0	0	0	1	0	6	30	32	11	4	0	0	0	84
15:45	0	0	1	0	0	0	8	43	27	15	1	1	0	0	96
16:00	0	0	0	0	0	2	6	24	48	15	1	0	0	0	96
Hour Total	0	0	1	0	1	3	26	128	148	53	9	2	0	0	371
16:15	0	0	0	0	4	2	1	21	52	11	4	0	0	0	95
16:30	0	0	0	0	0	0	6	30	35	23	0	0	0	0	94
16:45	0	0	0	0	1	1	3	18	36	29	2	0	0	0	90
17:00	0	0	0	0	2	2	9	37	37	23	0	0	0	0	110
Hour Total	0	0	0	0	7	5	19	106	160	86	6	0	0	0	389
17:15	0	0	0	0	0	1	3	40	39	17	2	1	0	0	103
17:30	0	0	0	0	1	4	3	25	29	23	1	0	0	0	86
17:45	0	0	0	0	0	0	7	28	40	16	5	0	0	0	96
18:00	0	0	0	1	0	1	4	16	40	24	7	0	0	0	93
Hour Total	0	0	0	1	1	6	17	109	148	80	15	1	0	0	378

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	1	0	4	32	40	10	5	0	0	0	92
18:30	0	0	0	0	2	3	4	17	29	17	1	0	0	0	73
18:45	0	0	0	0	0	2	2	9	38	11	1	0	0	0	63
19:00	0	0	0	0	0	1	4	13	17	15	0	0	0	0	50
Hour Total	0	0	0	0	3	6	14	71	124	53	7	0	0	0	278
19:15	0	0	0	0	1	4	1	19	20	12	0	0	0	0	57
19:30	0	0	0	0	0	0	4	9	22	8	2	0	0	0	45
19:45	0	0	1	0	0	1	4	18	22	7	1	0	0	0	54
20:00	0	0	0	0	0	1	6	15	20	6	0	0	0	0	48
Hour Total	0	0	1	0	1	6	15	61	84	33	3	0	0	0	204
20:15	0	0	0	0	1	1	4	7	28	7	0	0	0	0	48
20:30	0	0	0	0	0	2	4	11	14	6	0	0	0	0	37
20:45	0	0	0	0	1	1	10	9	19	5	0	0	0	0	45
21:00	0	0	0	0	0	0	3	8	12	7	0	0	0	0	30
Hour Total	0	0	0	0	2	4	21	35	73	25	0	0	0	0	160
21:15	0	0	0	0	1	0	7	14	16	3	1	0	0	0	42
21:30	0	0	0	0	0	1	6	6	12	4	0	0	0	0	29
21:45	0	0	0	0	0	0	2	7	5	3	1	0	0	0	18
22:00	0	0	0	0	0	0	0	4	8	4	0	0	0	0	16
Hour Total	0	0	0	0	1	1	15	31	41	14	2	0	0	0	105
22:15	0	0	0	0	0	0	0	8	4	1	1	0	0	0	14
22:30	0	0	0	0	0	0	1	3	6	2	0	0	0	0	12
22:45	0	0	0	0	0	1	1	2	9	4	0	0	0	0	17
23:00	0	0	0	0	0	0	1	6	3	0	0	0	0	0	10
Hour Total	0	0	0	0	0	1	3	19	22	7	1	0	0	0	53
23:15	0	0	0	0	0	0	0	3	4	2	0	0	0	0	9
23:30	0	0	0	0	0	0	2	3	2	2	0	0	0	0	9
23:45	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
24:00	0	0	0	0	2	0	3	0	1	0	0	0	0	0	6
Hour Total	0	0	0	0	2	0	6	6	9	4	0	0	0	0	27
24 HR TOTAL	0	1	3	4	46	57	345	1452	1817	720	93	6	0	0	4544
PERCENTS	0.0%	0.0%	0.1%	0.1%	1.0%	1.3%	7.6%	32.0%	40.0%	15.8%	2.0%	0.1%	0.0%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	-------

Statistical Information...

15th Percentile Speed
40.8 mph

85th Percentile Speed
51.0 mph

Median Speed
46.0 mph

Average Speed
45.7 mph

10 MPH Pace Speed
40 mph to 50 mph
3269 vehicles in pace
Representing 71.9% of the total vehicles

Vehicles > 45 MPH
2636
58.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
Hour Total	0	0	0	0	0	1	2	6	3	0	0	0	0	0	12
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	0	1	0	2	1	0	0	0	5
02:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
02:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hour Total	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8
03:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	3	1	2	0	0	0	0	0	6
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
05:00	0	0	0	0	0	0	2	2	0	2	0	0	0	0	6
Hour Total	0	0	0	0	0	0	2	5	4	2	0	0	0	0	13
05:15	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
05:30	0	0	0	0	0	0	1	4	4	1	0	0	0	0	10
05:45	0	0	0	0	0	0	0	5	5	6	0	0	0	0	16
06:00	0	0	0	0	0	0	2	4	8	4	0	0	0	0	18
Hour Total	0	0	0	0	0	0	3	14	19	13	0	0	0	0	49
06:15	0	0	0	0	0	0	0	6	7	3	2	0	0	0	18
06:30	0	0	0	0	0	0	1	5	13	9	0	1	0	0	29
06:45	0	0	0	0	0	1	2	8	15	12	3	0	0	0	41
07:00	0	0	0	0	0	0	2	13	16	11	2	1	0	0	45
Hour Total	0	0	0	0	0	1	5	32	51	35	7	2	0	0	133
07:15	0	0	0	2	1	0	4	20	22	10	3	0	0	0	62
07:30	0	0	0	0	0	0	1	12	23	14	3	0	0	0	53
07:45	0	0	0	0	0	0	3	13	33	13	3	0	0	0	65
08:00	0	0	0	0	0	0	4	26	27	20	1	0	0	0	78
Hour Total	0	0	0	2	1	0	12	71	105	57	10	0	0	0	258
08:15	0	0	0	0	0	0	3	15	28	15	1	0	0	0	62
08:30	0	0	0	0	0	0	11	14	29	15	1	0	0	0	70
08:45	0	0	0	0	0	1	3	13	21	14	1	0	0	0	53
09:00	0	0	0	0	1	0	8	11	19	18	1	1	0	0	59
Hour Total	0	0	0	0	1	1	25	53	97	62	4	1	0	0	244

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	1	2	4	23	14	11	2	0	0	0	57
09:30	0	0	0	0	0	6	3	26	31	6	0	0	0	0	72
09:45	0	0	0	0	2	1	2	22	26	7	2	0	0	0	62
10:00	0	0	0	0	0	0	3	18	20	8	4	1	1	0	55
Hour Total	0	0	0	0	3	9	12	89	91	32	8	1	1	0	246
10:15	0	0	0	0	0	2	12	27	16	7	2	1	0	0	67
10:30	0	2	0	0	3	1	7	19	19	5	0	1	0	0	57
10:45	0	0	2	2	2	1	9	17	20	10	0	0	0	0	63
11:00	0	0	0	0	0	0	13	29	24	7	1	0	0	0	74
Hour Total	0	2	2	2	5	4	41	92	79	29	3	2	0	0	261
11:15	0	0	0	0	0	0	14	24	28	5	2	0	0	0	73
11:30	0	0	0	0	0	2	6	35	22	7	1	0	0	0	73
11:45	0	0	0	0	1	2	6	19	31	6	0	0	0	0	65
12:00	0	0	0	1	0	1	5	33	29	7	0	0	0	0	76
Hour Total	0	0	0	1	1	5	31	111	110	25	3	0	0	0	287
12:15	0	0	0	0	0	3	13	32	25	13	1	0	0	0	87
12:30	0	0	0	0	0	0	4	21	32	16	1	0	0	0	74
12:45	0	0	0	0	0	1	6	24	28	8	1	0	0	0	68
13:00	0	0	0	0	0	3	7	36	27	14	1	0	0	0	88
Hour Total	0	0	0	0	0	7	30	113	112	51	4	0	0	0	317
13:15	0	0	0	0	0	1	9	32	34	6	0	0	0	0	82
13:30	0	0	0	1	1	1	6	35	32	9	3	0	0	0	88
13:45	0	0	0	0	0	1	4	25	43	13	1	0	0	0	87
14:00	0	0	0	0	1	1	3	26	31	13	0	0	0	0	75
Hour Total	0	0	0	1	2	4	22	118	140	41	4	0	0	0	332
14:15	0	0	0	0	0	0	8	29	34	8	0	0	0	0	79
14:30	0	0	0	1	1	0	4	38	34	9	0	0	0	0	87
14:45	0	0	0	0	2	5	7	36	34	11	2	0	0	0	97
15:00	0	0	0	0	1	0	6	32	39	15	2	0	0	0	95
Hour Total	0	0	0	1	4	5	25	135	141	43	4	0	0	0	358
15:15	0	0	0	0	0	5	8	27	28	17	2	0	0	0	87
15:30	0	0	0	0	0	1	1	24	35	13	0	0	0	0	74
15:45	0	0	0	0	0	0	4	30	42	10	0	0	0	0	86
16:00	0	0	0	0	2	4	8	23	30	16	1	0	0	0	84
Hour Total	0	0	0	0	2	10	21	104	135	56	3	0	0	0	331
16:15	0	0	0	0	1	2	10	26	30	18	0	0	0	0	87
16:30	0	0	0	0	1	1	4	21	39	17	3	0	0	0	86
16:45	0	0	0	0	1	0	7	38	39	19	5	0	0	0	109
17:00	0	0	0	0	2	0	4	26	38	13	2	0	0	0	85
Hour Total	0	0	0	0	5	3	25	111	146	67	10	0	0	0	367
17:15	0	0	0	0	0	2	3	31	50	17	2	1	0	0	106
17:30	0	0	0	0	0	0	1	8	57	25	4	0	0	0	95
17:45	0	0	0	0	1	0	6	28	49	20	3	0	0	0	107
18:00	0	0	0	0	2	0	3	25	36	18	1	0	0	0	85
Hour Total	0	0	0	0	3	2	13	92	192	80	10	1	0	0	393

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	2	1	6	18	56	13	0	0	0	0	96
18:30	0	0	0	0	0	1	5	22	34	20	1	0	0	0	83
18:45	0	0	0	0	0	1	6	16	22	9	4	0	0	0	58
19:00	0	0	0	0	0	2	20	18	17	6	1	0	0	0	64
Hour Total	0	0	0	0	2	5	37	74	129	48	6	0	0	0	301
19:15	0	0	0	0	0	0	10	14	12	9	1	0	0	0	46
19:30	0	0	0	0	0	0	4	11	27	18	0	0	0	0	60
19:45	0	0	0	0	0	0	2	14	22	8	0	0	0	0	46
20:00	0	0	0	0	0	1	4	16	17	8	1	1	0	0	48
Hour Total	0	0	0	0	0	1	20	55	78	43	2	1	0	0	200
20:15	0	0	0	0	0	1	3	20	17	7	0	0	0	0	48
20:30	0	0	0	0	0	1	4	34	18	8	0	0	0	0	65
20:45	0	0	0	0	0	1	7	17	10	5	0	0	0	0	40
21:00	0	0	0	0	0	0	10	15	18	7	2	0	0	0	52
Hour Total	0	0	0	0	0	3	24	86	63	27	2	0	0	0	205
21:15	0	0	0	0	1	2	5	17	9	3	1	0	0	0	38
21:30	0	0	0	0	0	1	5	7	6	5	0	0	0	0	24
21:45	0	0	0	0	0	0	5	10	6	4	0	0	0	0	25
22:00	0	0	0	0	0	0	0	4	9	1	0	0	0	0	14
Hour Total	0	0	0	0	1	3	15	38	30	13	1	0	0	0	101
22:15	0	0	0	0	0	0	2	12	6	3	0	0	0	0	23
22:30	0	0	0	0	0	0	1	5	2	2	1	0	0	0	11
22:45	0	0	0	0	0	0	3	9	6	0	0	0	0	0	18
23:00	0	0	0	0	0	0	0	4	2	3	0	0	0	0	9
Hour Total	0	0	0	0	0	0	6	30	16	8	1	0	0	0	61
23:15	0	0	0	0	0	1	1	3	0	2	0	0	0	0	7
23:30	0	0	0	0	0	0	0	2	5	0	1	0	0	0	8
23:45	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
24:00	0	0	0	0	0	0	1	3	3	0	0	0	0	0	7
Hour Total	0	0	0	0	0	1	2	12	10	2	1	0	0	0	28
24 HR TOTAL	0	2	2	7	30	66	377	1446	1756	737	84	8	1	0	4516
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.7%	1.5%	8.3%	32.0%	38.9%	16.3%	1.9%	0.2%	0.0%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	-------

Statistical Information...

15th Percentile Speed
40.7 mph

85th Percentile Speed
51.0 mph

Median Speed
45.9 mph

Average Speed
45.7 mph

10 MPH Pace Speed
40 mph to 50 mph
3202 vehicles in pace
Representing 70.9% of the total vehicles

Vehicles > 45 MPH
2586
57.3%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 1

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	0	3	5	11	76	123	722	2898	3573	1457	177	14	1	0	9060
PERCENTS	0.0%	0.0%	0.1%	0.1%	0.8%	1.4%	8.0%	32.0%	39.4%	16.1%	2.0%	0.2%	0.0%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
00:30	0	0	0	0	0	1	0	2	2	3	0	0	0	0	8
00:45	0	0	0	0	0	0	1	0	5	4	0	0	0	0	10
01:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	1	4	10	7	0	0	0	0	23
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6
02:15	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3
02:45	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3
03:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	5	2	1	3	0	0	0	12
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	3	1	1	0	0	0	5
Hour Total	0	0	0	0	0	0	0	3	7	2	1	0	0	0	13
04:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6
04:45	0	0	0	0	0	0	0	0	2	2	2	0	0	0	6
05:00	0	0	0	0	0	0	1	1	6	1	0	0	0	0	9
Hour Total	0	0	0	0	0	0	1	2	17	3	2	0	0	0	25
05:15	0	0	0	0	0	0	1	2	3	4	0	0	0	0	10
05:30	0	0	0	0	0	0	1	4	7	5	2	0	0	0	19
05:45	0	0	0	0	0	0	1	4	5	1	0	0	0	0	11
06:00	0	0	0	0	0	0	0	5	5	4	0	1	0	0	15
Hour Total	0	0	0	0	0	0	3	15	20	14	2	1	0	0	55
06:15	0	0	0	0	0	0	0	4	4	6	2	1	0	0	17
06:30	0	0	0	0	0	0	0	4	18	14	1	0	0	0	37
06:45	0	0	0	0	0	0	1	3	12	10	2	1	0	0	29
07:00	0	0	0	0	1	1	0	4	18	7	1	0	0	0	32
Hour Total	0	0	0	0	1	1	1	15	52	37	6	2	0	0	115
07:15	0	0	0	0	0	0	0	5	38	8	3	0	0	0	54
07:30	0	1	0	0	1	0	3	8	41	22	2	0	0	0	78
07:45	0	0	0	0	1	0	3	11	35	12	5	0	0	0	67
08:00	0	0	0	0	0	0	2	14	18	27	0	0	0	0	61
Hour Total	0	1	0	0	2	0	8	38	132	69	10	0	0	0	260
08:15	0	0	0	0	0	0	3	10	30	17	5	0	0	0	65
08:30	0	0	0	1	0	0	4	9	36	10	1	0	0	0	61
08:45	0	0	0	0	0	0	3	12	26	17	0	0	0	0	58
09:00	0	0	0	0	0	0	1	9	25	17	2	0	0	0	54
Hour Total	0	0	0	1	0	0	11	40	117	61	8	0	0	0	238

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	0	2	0	19	28	7	0	0	0	0	56
09:30	1	0	0	0	0	1	2	16	33	20	0	0	0	0	73
09:45	0	0	0	0	1	0	4	16	17	15	3	0	0	0	56
10:00	1	0	0	0	0	0	1	27	27	10	1	0	0	0	67
Hour Total	2	0	0	0	1	3	7	78	105	52	4	0	0	0	252
10:15	1	0	0	0	0	1	4	21	22	5	1	0	0	0	55
10:30	1	0	0	0	1	0	4	23	28	9	1	0	0	0	67
10:45	0	0	0	1	2	0	5	23	32	8	0	0	0	0	71
11:00	0	0	0	1	0	0	9	23	21	10	2	0	1	0	67
Hour Total	2	0	0	2	3	1	22	90	103	32	4	0	1	0	260
11:15	0	0	0	0	1	0	3	15	38	12	1	1	0	0	71
11:30	1	0	0	0	0	1	0	18	25	7	1	0	0	0	53
11:45	0	0	0	0	0	1	2	21	36	6	0	0	0	0	66
12:00	0	0	0	0	0	0	3	12	46	15	0	0	0	0	76
Hour Total	1	0	0	0	1	2	8	66	145	40	2	1	0	0	266
12:15	0	0	0	0	0	0	4	26	30	15	1	0	0	0	76
12:30	0	0	0	0	0	2	0	19	35	14	1	0	0	0	71
12:45	0	0	0	0	2	0	2	17	30	15	0	2	0	0	68
13:00	0	0	0	0	2	2	0	23	31	9	2	0	0	0	69
Hour Total	0	0	0	0	4	4	6	85	126	53	4	2	0	0	284
13:15	0	0	0	0	1	0	8	20	38	15	1	0	0	0	83
13:30	0	0	0	0	1	2	0	20	36	16	3	0	0	0	78
13:45	0	0	0	0	1	1	0	8	48	16	3	0	0	0	77
14:00	0	0	0	1	1	0	0	20	34	17	2	0	0	0	75
Hour Total	0	0	0	1	4	3	8	68	156	64	9	0	0	0	313
14:15	0	0	0	0	0	0	2	8	45	19	1	0	0	0	75
14:30	0	0	0	0	0	0	3	24	31	19	5	0	0	0	82
14:45	0	0	0	0	0	1	0	11	48	17	1	0	0	0	78
15:00	0	0	0	0	0	1	3	17	37	15	4	0	0	0	77
Hour Total	0	0	0	0	0	2	8	60	161	70	11	0	0	0	312
15:15	0	0	0	0	0	0	1	20	27	21	0	1	0	0	70
15:30	0	0	0	0	0	1	0	17	19	26	1	0	0	0	64
15:45	0	0	0	0	0	2	3	32	32	12	0	0	0	0	81
16:00	0	0	0	0	1	2	0	12	23	24	1	0	0	0	63
Hour Total	0	0	0	0	1	5	4	81	101	83	2	1	0	0	278
16:15	0	0	0	0	0	2	1	1	35	30	6	1	0	0	76
16:30	0	0	0	0	0	0	2	10	28	33	5	0	0	0	78
16:45	0	0	0	0	0	1	1	6	39	27	0	0	0	0	74
17:00	0	0	0	0	0	2	3	13	40	11	1	0	0	0	70
Hour Total	0	0	0	0	0	5	7	30	142	101	12	1	0	0	298
17:15	0	0	0	0	0	1	3	13	44	29	0	0	0	0	90
17:30	0	0	0	1	1	0	1	14	30	19	6	0	0	0	72
17:45	0	0	0	1	0	1	4	4	40	27	8	0	0	0	85
18:00	0	0	0	0	0	0	1	0	42	23	1	0	0	0	67
Hour Total	0	0	0	2	1	2	9	31	156	98	15	0	0	0	314

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	0	1	0	9	25	27	6	0	1	0	69
18:30	0	0	0	1	1	3	2	5	28	11	1	1	0	0	53
18:45	0	0	0	1	0	0	0	6	22	4	2	1	0	0	36
19:00	0	0	0	0	0	1	0	8	16	23	2	0	0	0	50
Hour Total	0	0	0	2	1	5	2	28	91	65	11	2	1	0	208
19:15	0	0	0	1	3	1	0	6	14	5	1	0	0	0	31
19:30	0	0	0	0	0	0	0	8	22	13	2	0	0	0	45
19:45	0	0	0	0	0	0	1	10	25	8	2	0	0	0	46
20:00	0	0	0	0	0	0	2	2	18	7	1	1	0	0	31
Hour Total	0	0	0	1	3	1	3	26	79	33	6	1	0	0	153
20:15	0	0	0	0	0	2	0	4	14	7	3	0	0	0	30
20:30	0	0	0	0	3	0	2	10	10	7	0	0	0	0	32
20:45	0	0	1	2	0	0	1	7	15	8	0	0	0	0	34
21:00	0	0	0	0	1	0	5	13	12	4	0	0	0	0	35
Hour Total	0	0	1	2	4	2	8	34	51	26	3	0	0	0	131
21:15	0	0	0	0	1	0	2	12	7	2	2	0	0	0	26
21:30	0	0	0	0	0	0	2	8	7	3	0	0	0	0	20
21:45	0	0	0	0	0	0	0	5	8	3	0	1	0	0	17
22:00	0	0	0	0	0	0	1	6	9	2	0	0	0	0	18
Hour Total	0	0	0	0	1	0	5	31	31	10	2	1	0	0	81
22:15	0	0	0	0	0	1	1	0	8	2	1	0	0	0	13
22:30	0	0	0	0	0	0	5	3	7	2	0	0	0	0	17
22:45	0	0	0	0	0	1	0	3	3	3	0	0	0	0	10
23:00	0	0	0	0	0	0	0	5	4	2	0	0	0	0	11
Hour Total	0	0	0	0	0	2	6	11	22	9	1	0	0	0	51
23:15	0	0	0	0	0	0	0	2	5	0	1	0	0	0	8
23:30	0	0	0	0	0	0	2	4	5	0	0	0	0	0	11
23:45	0	0	0	0	0	0	3	4	1	1	0	0	0	0	9
24:00	0	0	0	0	0	0	2	2	1	1	1	0	1	0	8
Hour Total	0	0	0	0	0	0	7	12	12	2	2	0	1	0	36
24 HR TOTAL	5	1	1	11	27	39	136	853	1844	932	120	12	3	0	3984
PERCENTS	0.1%	0.0%	0.0%	0.3%	0.7%	1.0%	3.4%	21.4%	46.3%	23.4%	3.0%	0.3%	0.1%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	-------

Statistical Information...

15th Percentile Speed
42.2 mph

85th Percentile Speed
52.5 mph

Median Speed
47.5 mph

Average Speed
47.3 mph

10 MPH Pace Speed
45 mph to 55 mph
2776 vehicles in pace
Representing 69.8% of the total vehicles

Vehicles > 45 MPH
2911
73.2%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
00:15	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6
00:30	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
00:45	0	0	0	0	1	0	0	2	2	2	0	0	0	0	7
01:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	0	1	0	1	10	7	2	0	0	0	0	21
01:15	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	2	4	0	0	0	1	0	7
02:15	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
02:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	4
02:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	2	5	3	2	0	0	0	0	12
03:15	0	0	0	0	0	1	0	2	2	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
Hour Total	0	0	0	0	0	1	0	3	3	3	0	0	0	0	10
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	3	2	1	0	0	0	7
04:45	0	0	0	0	0	0	1	2	2	0	0	1	0	0	6
05:00	0	0	0	0	0	0	0	4	10	3	0	0	0	0	17
Hour Total	0	0	0	0	0	0	1	7	15	5	1	1	0	0	30
05:15	0	0	0	0	0	0	1	2	6	2	0	0	0	0	11
05:30	0	0	0	0	0	0	1	0	9	3	1	0	0	0	14
05:45	0	0	0	0	0	0	0	1	4	4	1	0	0	0	10
06:00	0	0	0	0	0	0	1	3	8	1	1	0	0	0	14
Hour Total	0	0	0	0	0	0	3	6	27	10	3	0	0	0	49
06:15	0	0	0	0	0	0	0	1	6	3	2	0	0	0	12
06:30	0	0	0	0	0	0	0	4	18	5	3	0	0	0	30
06:45	0	0	0	0	0	0	1	3	13	13	2	0	1	0	33
07:00	0	0	0	0	0	0	0	3	29	9	3	0	0	0	44
Hour Total	0	0	0	0	0	0	1	11	66	30	10	0	1	0	119
07:15	0	0	0	0	0	0	4	5	21	29	7	0	0	0	66
07:30	0	0	0	0	0	0	0	7	37	23	5	0	0	0	72
07:45	0	0	0	0	0	0	0	13	27	29	4	0	0	0	73
08:00	0	0	0	0	0	1	0	4	27	32	0	0	0	0	64
Hour Total	0	0	0	0	0	1	4	29	112	113	16	0	0	0	275
08:15	0	0	0	0	0	4	0	15	41	10	4	1	0	0	75
08:30	0	0	0	0	0	0	0	10	35	15	3	0	0	0	63
08:45	0	0	0	0	0	0	0	5	29	17	3	0	0	0	54
09:00	0	0	0	0	0	0	0	8	17	25	1	1	0	0	52
Hour Total	0	0	0	0	0	4	0	38	122	67	11	2	0	0	244

SPEED SUMMARY
Wed 8/14/2019

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
09:15	0	0	0	0	1	1	3	17	21	10	1	0	0	0	54
09:30	0	0	0	0	0	0	0	7	24	23	0	1	0	0	55
09:45	0	0	0	0	0	0	0	6	34	12	1	1	0	0	54
10:00	0	0	0	0	0	0	0	16	38	10	0	1	0	0	65
Hour Total	0	0	0	0	1	1	3	46	117	55	2	3	0	0	228
10:15	0	0	0	0	0	1	2	16	19	8	4	1	0	0	51
10:30	0	0	0	0	0	1	0	19	27	8	5	0	0	0	60
10:45	0	0	0	0	0	0	1	20	23	12	1	0	0	0	57
11:00	0	0	0	0	0	1	0	25	19	4	5	0	0	0	54
Hour Total	0	0	0	0	0	3	3	80	88	32	15	1	0	0	222
11:15	0	0	0	0	0	0	0	21	28	19	1	0	0	0	69
11:30	0	0	0	0	0	1	0	16	25	20	1	0	0	0	63
11:45	0	0	0	0	1	1	4	18	26	18	3	0	0	0	71
12:00	1	0	0	0	0	1	0	16	29	18	1	0	0	0	66
Hour Total	1	0	0	0	1	3	4	71	108	75	6	0	0	0	269
12:15	0	0	0	0	0	2	2	32	26	14	2	1	0	0	79
12:30	0	0	0	1	0	0	4	9	44	12	2	0	0	0	72
12:45	0	0	0	0	0	0	2	16	37	19	1	0	0	0	75
13:00	0	0	0	0	2	0	0	16	41	19	4	1	0	0	83
Hour Total	0	0	0	1	2	2	8	73	148	64	9	2	0	0	309
13:15	0	0	0	0	0	1	3	23	25	15	7	0	0	0	74
13:30	0	0	0	0	2	0	0	21	25	10	5	0	0	0	63
13:45	0	0	0	0	0	1	2	19	27	26	3	0	0	0	78
14:00	0	0	0	0	0	2	0	17	36	17	3	0	0	0	75
Hour Total	0	0	0	0	2	4	5	80	113	68	18	0	0	0	290
14:15	0	0	0	0	1	1	0	18	34	15	2	0	0	0	71
14:30	0	0	0	0	0	0	3	19	35	17	0	0	0	0	74
14:45	0	0	0	0	0	0	2	12	38	16	0	0	0	0	68
15:00	0	0	0	0	0	1	0	12	39	18	1	1	0	0	72
Hour Total	0	0	0	0	1	2	5	61	146	66	3	1	0	0	285
15:15	1	0	0	0	0	0	2	13	29	21	2	0	0	0	68
15:30	0	0	0	0	1	0	3	8	28	30	0	1	0	0	71
15:45	0	0	0	0	0	1	2	14	35	13	2	0	0	0	67
16:00	0	0	0	0	0	0	0	23	29	21	0	0	0	0	73
Hour Total	1	0	0	0	1	1	7	58	121	85	4	1	0	0	279
16:15	0	0	0	0	0	1	2	25	29	18	2	0	0	0	77
16:30	0	0	0	0	0	1	3	11	20	30	0	0	0	0	65
16:45	0	0	0	0	0	1	0	9	43	18	4	0	0	0	75
17:00	0	0	0	0	1	3	4	12	38	11	6	0	0	0	75
Hour Total	0	0	0	0	1	6	9	57	130	77	12	0	0	0	292
17:15	0	0	0	0	0	0	1	18	41	33	3	0	0	0	96
17:30	0	0	0	0	0	1	2	12	38	33	1	0	0	0	87
17:45	0	0	0	0	0	4	0	7	29	33	1	0	0	0	74
18:00	0	0	0	0	0	1	1	19	25	21	2	1	0	0	70
Hour Total	0	0	0	0	0	6	4	56	133	120	7	1	0	0	327

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
18:15	0	0	0	0	0	2	1	13	37	14	2	0	0	0	69
18:30	0	0	0	1	0	0	1	9	31	7	2	0	0	0	51
18:45	0	0	0	0	0	0	0	4	18	26	1	0	0	0	49
19:00	1	0	0	1	0	0	5	11	12	4	3	1	0	0	38
Hour Total	1	0	0	2	0	2	7	37	98	51	8	1	0	0	207
19:15	0	0	0	0	2	5	0	14	16	8	1	0	0	0	46
19:30	0	0	0	0	1	0	2	5	19	25	2	0	0	0	54
19:45	0	0	0	0	1	3	2	2	18	4	3	0	0	0	33
20:00	0	0	0	0	0	0	2	5	16	9	0	0	0	0	32
Hour Total	0	0	0	0	4	8	6	26	69	46	6	0	0	0	165
20:15	0	0	0	0	1	0	4	15	20	4	0	0	0	0	44
20:30	0	0	0	0	0	1	4	11	31	4	0	0	0	0	51
20:45	0	0	0	0	1	0	4	12	9	4	2	0	0	0	32
21:00	0	0	0	0	0	0	0	13	8	9	1	0	0	0	31
Hour Total	0	0	0	0	2	1	12	51	68	21	3	0	0	0	158
21:15	0	0	0	0	0	0	1	9	13	4	1	0	0	0	28
21:30	0	0	0	0	0	0	2	6	9	2	1	0	0	0	20
21:45	0	0	0	0	1	0	1	12	13	3	1	0	0	0	31
22:00	0	0	0	0	0	0	1	5	6	2	0	0	0	0	14
Hour Total	0	0	0	0	1	0	5	32	41	11	3	0	0	0	93
22:15	0	0	0	0	0	0	0	6	8	4	0	0	0	0	18
22:30	0	0	0	0	0	0	2	4	8	0	0	0	0	0	14
22:45	0	0	0	0	0	0	2	5	3	3	0	0	0	0	13
23:00	0	0	0	0	0	0	1	6	7	0	0	0	0	0	14
Hour Total	0	0	0	0	0	0	5	21	26	7	0	0	0	0	59
23:15	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8
23:30	0	0	0	0	0	0	1	2	4	1	1	0	0	0	9
23:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
24:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	2	9	12	1	1	0	0	0	25
24 HR TOTAL	3	0	0	3	17	45	97	869	1777	1011	138	13	2	0	3975
PERCENTS	0.1%	0.0%	0.0%	0.1%	0.4%	1.1%	2.4%	21.9%	44.7%	25.4%	3.5%	0.3%	0.1%	0.0%	100.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <120 Total

Statistical Information...

15th Percentile Speed
42.5 mph

85th Percentile Speed
52.8 mph

Median Speed
47.7 mph

Average Speed
47.6 mph

10 MPH Pace Speed
45 mph to 55 mph
2788 vehicles in pace
Representing 70.2% of the total vehicles

Vehicles > 45 MPH
2941
74.0%

Station #: Site B-WB
Site ID: 000000008680
Location: US 250, E of Aero Dr
Direction: WEST
Lane: 2

File: B-US 250, E of Aero Dr WB Speed.prn
Job #: 19-284 KL
GPS: 38.08484, -78.93537

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<120	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	8	1	1	14	44	84	233	1722	3621	1943	258	25	5	0	7959
PERCENTS	0.1%	0.0%	0.0%	0.2%	0.6%	1.1%	2.9%	21.6%	45.5%	24.4%	3.2%	0.3%	0.1%	0.0%	100.0%



