

SR 140 Corridor Planning Study

Traffic Engineering Study Report

City of Canton

Cherokee County, Georgia

30 April 2019

Notice

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Document history

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1. Introduction

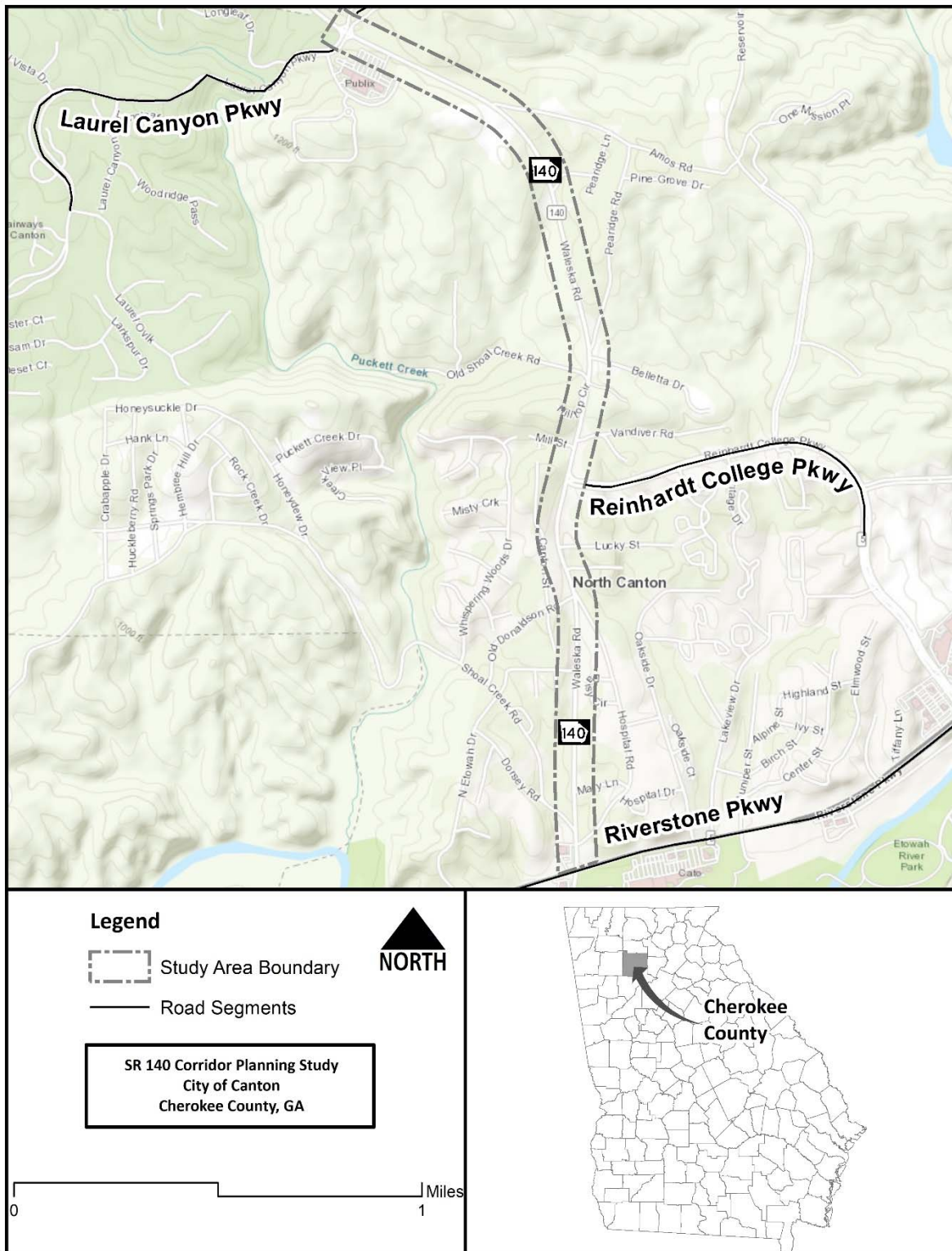
SR 140 is a 78-mile-long state highway in the northwestern part of Georgia. It connects the Armuchee and Norcross areas within portions of Floyd, Bartow, Cherokee, Fulton, and Gwinnett counties. Within Cherokee County and the City of Canton, SR 140 is a two-lane, undivided facility. The posted speed limit along most of the corridor is 45 mph; however, the posted speed limit increases to 55 mph north of Pearidge Road. The facility includes paved shoulders and limited sidewalks. There is a mix of residential and commercial uses along the corridor with two large residential developments located on the northern end of the study area. The purpose of this project is to provide the City of Canton, Georgia with a Corridor Planning Study to evaluate SR 140 from Marietta Hwy/Riverstone Pkwy to Laurel Canyon Pkwy/Great Sky Pkwy. The study will determine the existing and future conditions of the roadway and will consider interim and long term build out conditions.

This report includes the documentation of the traffic and safety analyses along the project corridor. The study area for the project is a 12,500-feet (2.4-miles) long corridor along SR 140 beginning at Marietta Hwy/Riverstone Pkwy and ending at Laurel Canyon Pkwy/Great Sky Pkwy provided below in Figure 1-1. There are three major signalized intersections and four minor/unsignalized intersections along the corridor. The three major signalized intersections are SR 140 at Marietta Hwy/Riverstone Pkwy, SR 140 at Reinhardt College Pkwy, and SR 140 at Laurel Canyon Pkwy/Great Sky Pkwy.

The traffic analyses were conducted for the existing year (2018), open year (2021), and design year (2041) using the traffic counts collected as part of the study and respective year growth rates. Please note that the report indicates the interim year as open year and future year as design year. The crash analyses included crashes that occurred between 2013 and 2017 collected from the Georgia Electronic Accident Reporting System (GEARS)¹.

¹ www.gearsportal.com/Pages/Public/Home.aspx

Figure 1-1 - Project Corridor



2. Data Collection

Eight (8) six-hour Turning Movement Counts (TMCs) for both AM (7:00-10:00 AM) and PM (3:00-6:00 PM) peak periods were collected on Tuesday, October 23, 2018. Six (6) forty-eight-hour bi-directional classification counts and eight (8) forty-eight-hour bi-directional counts were also taken on Tuesday, October 23, 2018, and Wednesday, October 24, 2018. Both types of counts were aggregated at fifteen-minute intervals. Please see **Appendix A** for the counts. Crash data along SR 140 between Laurel Canyon Pkwy and Riverstone Pkwy in the project area were extracted from GEARS and analyzed for years 2013 through 2017. Traffic signal information was collected from Georgia Department of Transportation (GDOT) District 6. There were two (2) site visits performed as part of the data collection and operational condition observation. A preliminary site visit was performed on Tuesday December 4, 2018 to verify the intersection geometry and posted speed limit, and report the operational and safety conditions and intersection skewness, etc. Figure 2-1 illustrates AM peak period Marietta Hwy (SR 140) Eastbound queuing at SR 140 and Marietta Hwy (SR 140)/Riverstone Pkwy intersection observed during the preliminary site visit.

Figure 2-1 - Site Visit – SR 140 at Marietta Hwy/Riverstone Pkwy – AM Peak Period



A comprehensive site visit was performed on Thursday December 13, 2018. Drone videos were taken for the three major intersections, discussed on Section 1, for both AM and PM peak periods. Figure 2-2 illustrates the operational condition captured on the drone video at SR 140 and Marietta Hwy (SR 140)/Riverstone Pkwy intersection during the AM peak period.

Figure 2-2 - Drone Image – SR 140 at Marietta Hwy/Riverstone Pkwy – AM Peak Period



3. Crash Analysis

There were 435 total crashes observed during 2013 – 2017 within the project study area. The locations of crashes are provided in Figure 3-1. The crashes are summarized by type in Table 3-1 and indicate that in each year of the five-year period, the most prevalent crash type is Rear End Collision. Across the five-year period, these crashes represent 55.9% of the total crashes. Angle crashes are the second most frequent type of crash at 22.8% of the total.

A summary of the crashes by severity is provided in Table 3-2 which indicate that 92 of the 435 crashes resulted in an injury with 137 total injuries during the analysis period. No fatal injury crashes have occurred in the study area during the analysis period. Crash rates were calculated by two segments in the project area as follows:

- Segment 1: SR 140 Corridor North of Reinhardt College Pkwy to Laurel Canyon Pkwy
- Segment 2: SR 140 Corridor South of Riverstone Pkwy to Riverstone Pkwy

The crash rates were computed for the five-year time-period and compared against the state-wide average in Table 3-3. As indicated in the table, the study area (SR 140 between Laurel Canyon Pkwy and Riverstone Pkwy) has higher crash rates than that of the state-wide average for similar roads.

Table 3-1 - Crashes by Type

Crash Type	2013		2014		2015		2016		2017		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	15	24.2%	17	27.9%	14	14.7%	23	23.5%	30	25.2%	99	22.8%
Head On	1	1.6%	1	1.6%	1	1.1%	1	1.0%	2	1.7%	6	1.4%
Not A Collision with Motor Vehicle	7	11.3%	6	9.8%	15	15.8%	9	9.2%	5	4.2%	42	9.7%
Rear End	35	56.5%	31	50.8%	57	60.0%	53	54.1%	67	56.3%	243	55.9%
Sideswipe- Opposite Direction	0	0.0%	2	3.3%	3	3.2%	2	2.0%	2	1.7%	9	2.1%
Sideswipe- Same Direction	3	4.8%	4	6.6%	4	4.2%	3	3.1%	9	7.6%	23	5.3%
Other	1	1.6%	0	0.0%	1	1.1%	7	7.1%	4	3.4%	13	3.0%
Total	62	100.0%	61	100.0%	95	100.0%	98	100.0%	119	100.0%	435	100.0%

Table 3-2 - Crashes by Severity

Crash Severity	2013	2014	2015	2016	2017	Total
Injury Crashes	17	10	18	22	25	92
Total Injuries	23	15	28	31	40	137
Fatal Injuries	0	0	0	0	0	0
Total Fatalities	0	0	0	0	0	0
Total Crashes	62	61	95	98	119	435

Table 3-3 - Crash Rate Comparisons

Segment	Average Observed Crash Rate (per 100 million VMT)	State-Wide Average Crash Rate (per 100 million VMT)
SR 140 - North of Reinhardt College Pkwy	1,722	-
SR 140 - North of Riverstone Pkwy	4,170	-
Total	1,330	655

Maps illustrating the type of crashes by location along the two segments are provided in Figures 3-2 and 3-3. Table 3-4 provides the intersection level crashes by types along SR 140 corridor. It can be observed that most of the crashes along SR 140 occurred at the intersections of Marietta Hwy/Riverstone Pkwy, Hospital Rd/Old Donaldson Rd, Reinhardt College Pkwy, and Lauren Canyon Pkwy/Great Sky Pkwy at SR 140, respectively. Read End Collision is the most prevalent type of crash at these intersections. Table 3-5 illustrates the intersection level crashes by severity and indicates most of the injury and property damage only crashes occurred at the three signalized intersections.

Figure 3-1 - Crash Locations by Severity

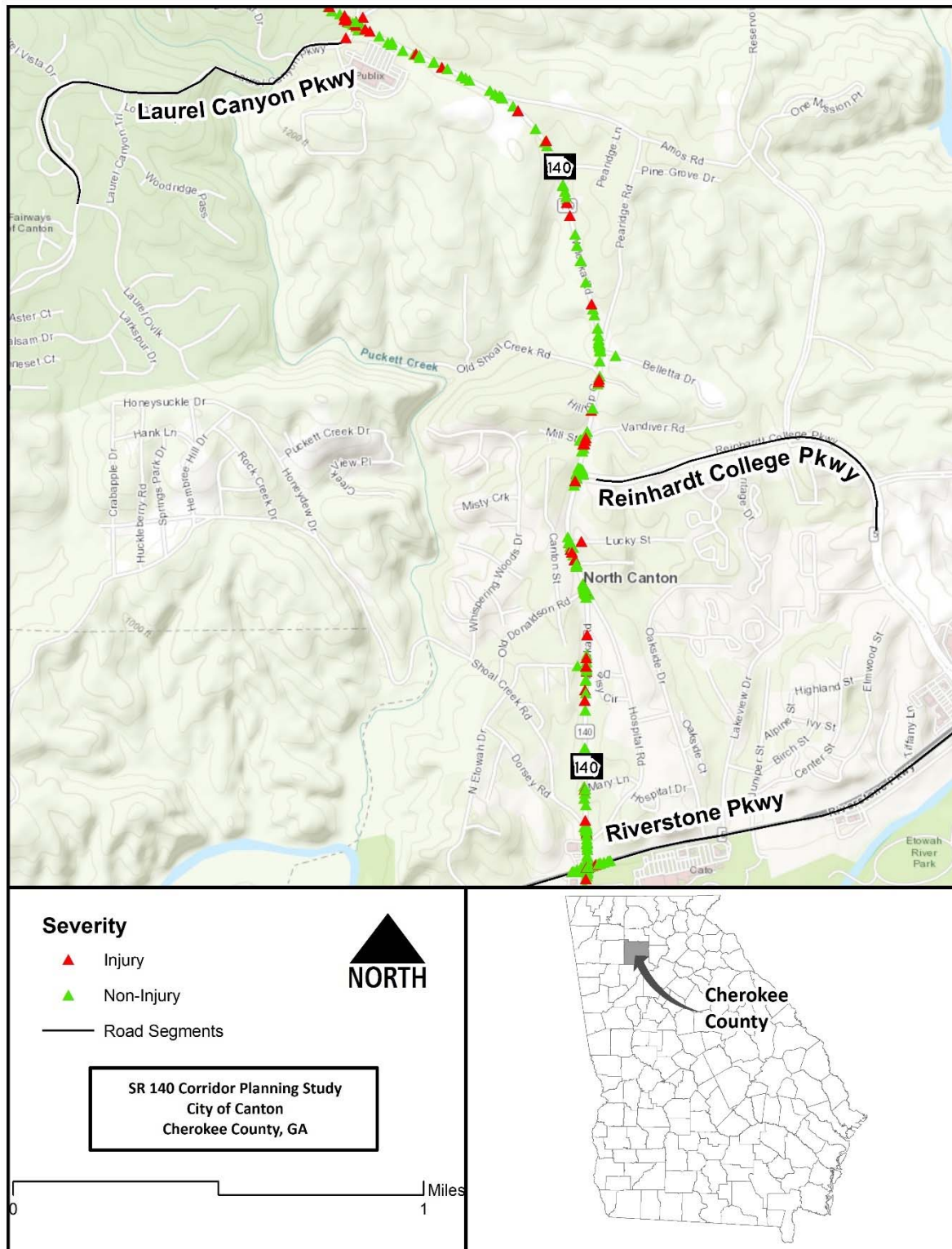


Figure 3-2 - SR 140 Corridor Crashes North of Reinhardt College Pkwy to Laurel Canyon Pkwy

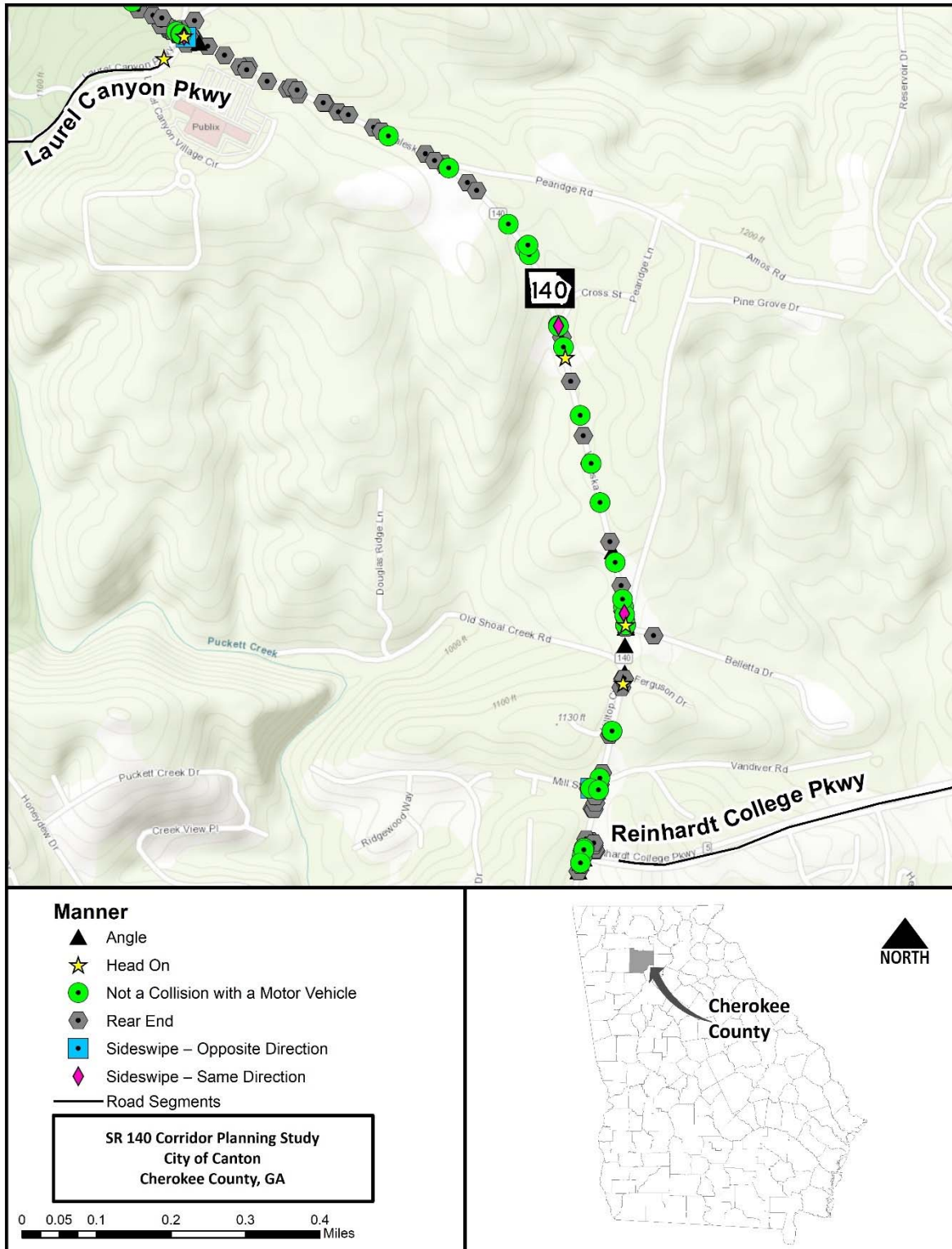


Figure 3-3 - SR 140 Corridor Crashes South of Reinhardt College Pkwy to Riverstone Pkwy

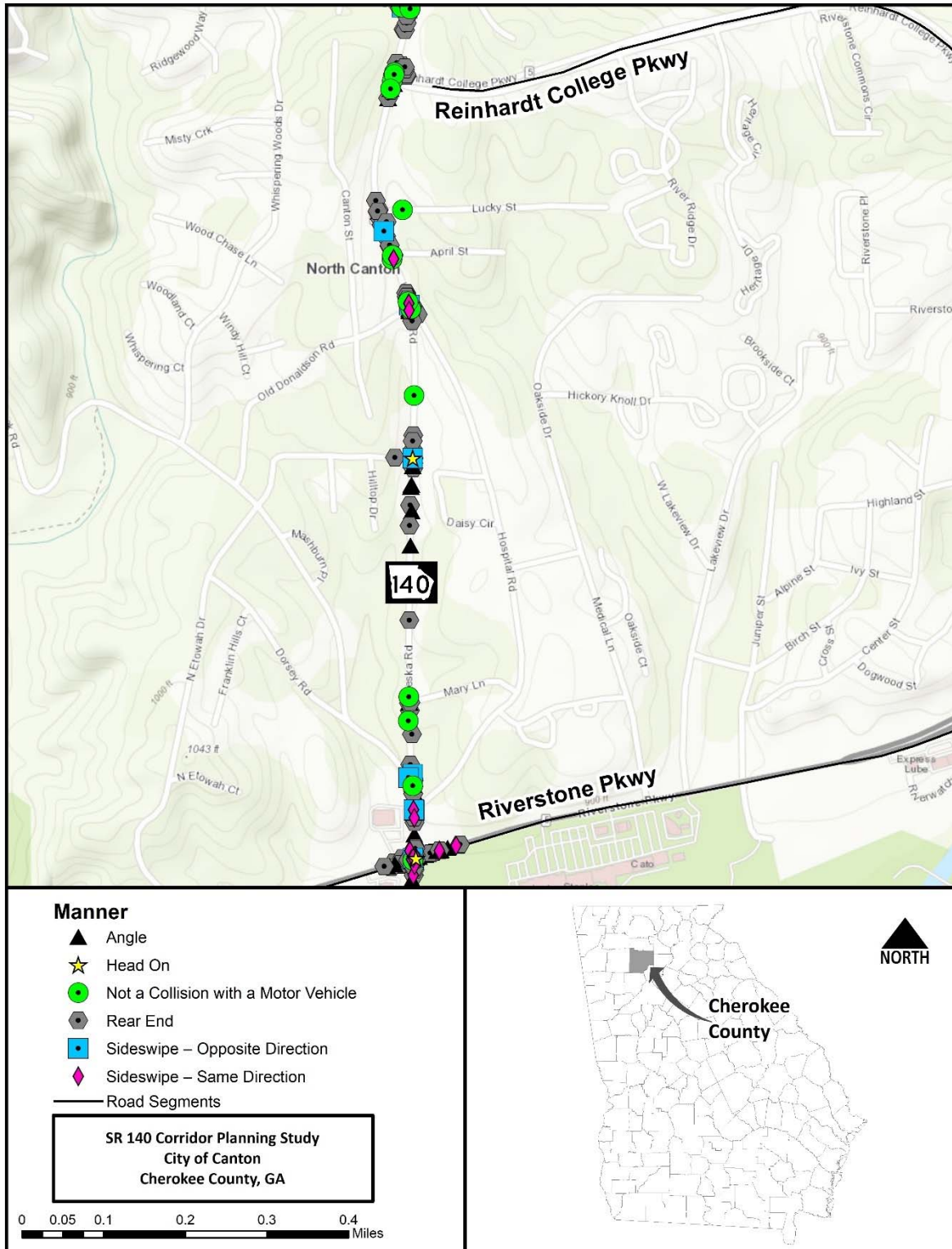


Table 3-4 - Summary of Crashes by Type along SR 140 Corridor

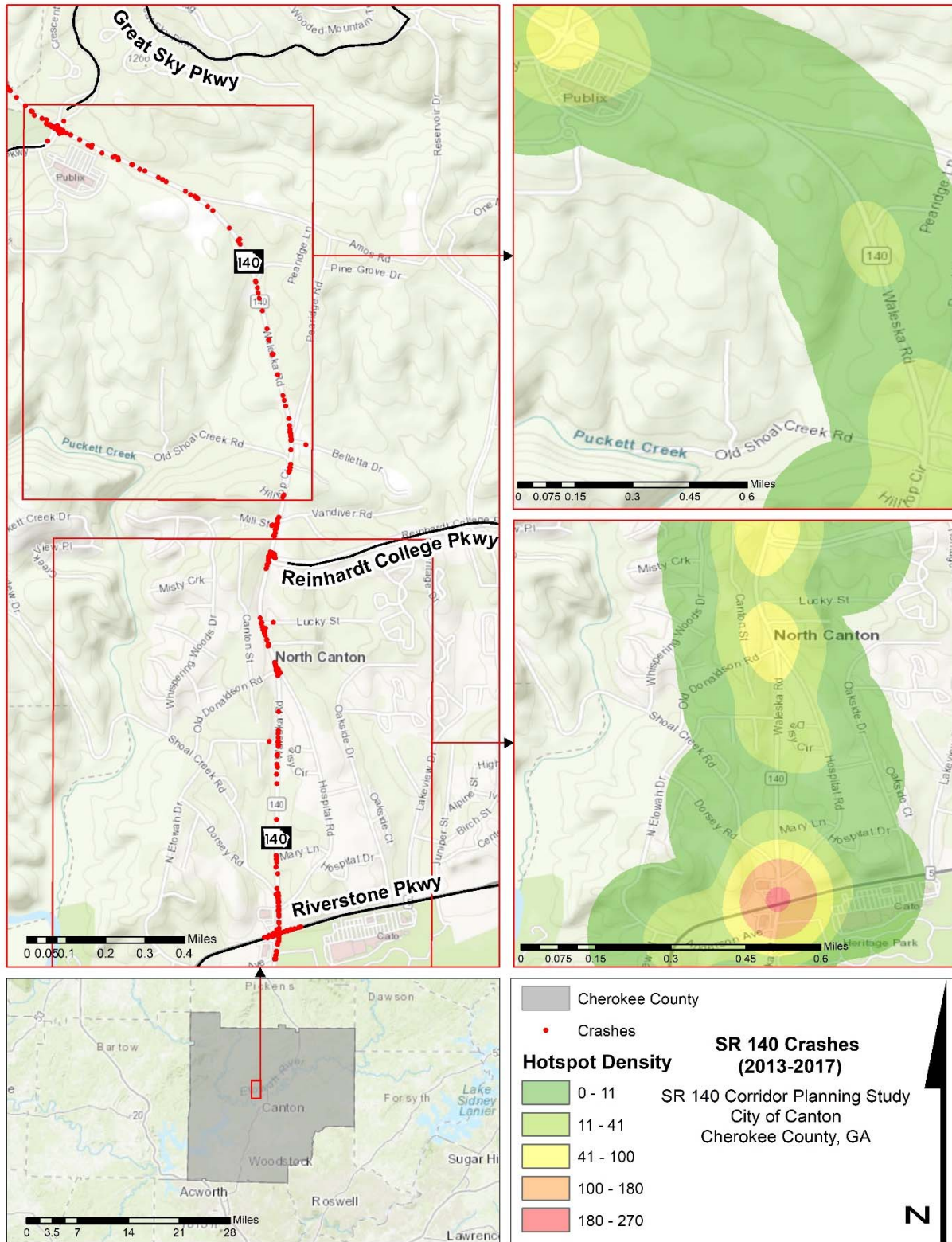
Intersections	Angle	Not a Collision with Motor Vehicle	Rear End	Sideswipe, Opposite Direction	Sideswipe, Same Direction	Head On	Others	Total
SR 140 at Laurel Canyon Pkwy / Great Sky Pkwy	7	6	36	1	1	2	0	53
SR 140 at Pearidge Rd	1	1	6	0	0	0	0	8
SR 140 at Reinhardt College Pkwy	8	4	35	0	0	0	0	47
SR 140 at Old Donaldson Rd / Hospital Rd	12	2	25	1	2	0	2	44
SR 140 at Shoal Creek Rd	3	1	14	2	0	0	4	24
SR 140 at Hospital Rd / Dwy	5	0	7	2	2	0	2	18
SR 140 at Riverstone Pkwy	55	2	62	1	16	1	5	142
SR 140 at Anderson Ave / Etowah Rd	7	4	1	0	1	2	2	17
Total	98	20	186	7	22	5	15	353

Table 3-5 - Summary of Crashes by Severity along SR 140 Corridor

Intersections	Fatal	Injury	Property Damage	Total
SR 140 at Laurel Canyon Pkwy / Great Sky Pkwy	0	24	29	53
SR 140 at Pearidge Rd	0	1	7	8
SR 140 at Reinhardt College Pkwy	0	9	38	47
SR 140 at Old Donaldson Rd / Hospital Rd	0	8	36	44
SR 140 at Shoal Creek Rd	0	4	20	24
SR 140 at Hospital Rd / Dwy	0	0	18	18
SR 140 at Riverstone Pkwy	0	13	129	142
SR 140 at Anderson Ave / Etowah Rd	0	4	13	17
Total	0	63	290	353

Figure 3-4 illustrates the spatial patterns of density values computed along the SR 140 study area with the network kernel density algorithm based on kernel functions of Gaussian at a 300-ft search bandwidth. The SR 140 at Marietta Hwy/Riverstone Pkwy intersection was observed to have the highest crash density. This is due to the higher number of vehicles crossing this intersection. Some other intersections that were observed to have higher crash density include SR 140 at Hospital Rd/Old Donaldson Rd, SR 140 at Reinhardt College Pkwy, and SR 140 at Lauren Canyon Pkwy/Great Sky Pkwy intersections.

Figure 3-4 - SR 140 Corridor Crashes (2013 – 2017)



4. Existing and Future Land Use and Transportation Projects

The approved future growth and development information from the City of Canton's Horizon 2030 Comprehensive Plan was collected. The Community Level Mixed-Use/Retail Center (CLMURC) and Suburban Development Area (SDA) are provided in Table 4-1. Figure 4-1 illustrates the land use map based on the Comprehensive Plan.

Georgia Department of Transportation's (GDOT's) GeoPI website² does not show any programmed project within the corridor. However, Cherokee County Comprehensive Transportation Plan³ includes two aspirational widening projects along the SR 140 corridor: SR 140 Widening from SR 108 (Fincher Rd) to Lower Burris Rd (ARC ID – ASP-CH-001) and SR 140 Segment 3 Widening from Lower Burris Rd to SR 5 Business (Riverstone Pkwy) (ARC ID – ASP-CH-140C).

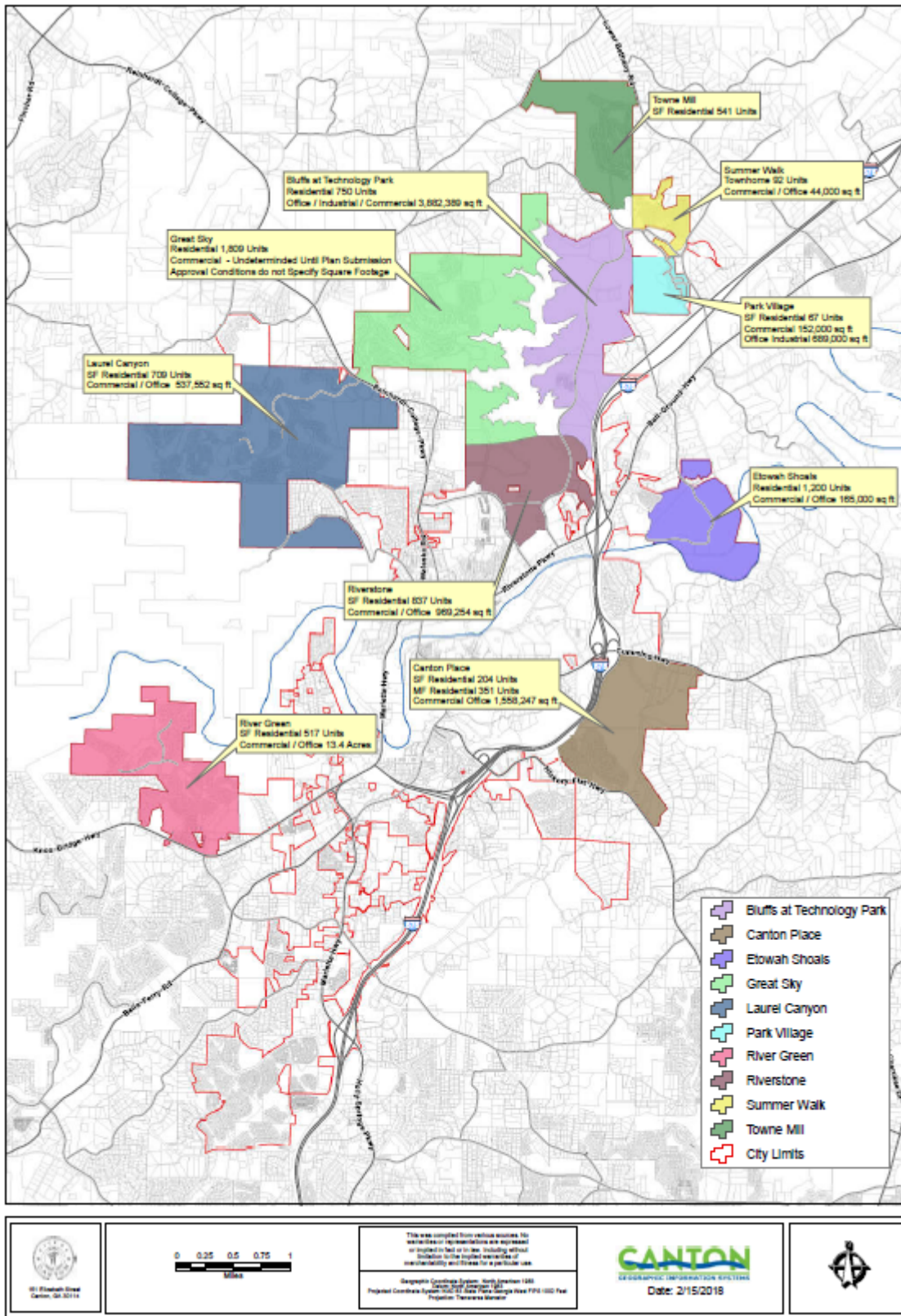
Table 4-1 – Approved Future Growth and Development (from the City of Canton's Horizon 2030 Comprehensive Plan)

Sub Area	Development Name	Pod	Units	Future Development Area
Community Level Mixed-Use/Retail Center (CLMURC)				
Canton Place	Canton Place	SRF (Single Family Residential)	204	
		C/O (Commercial/Office)		1,558,247 sq ft
Riverstone	Riverstone	SRF	837	
		Residential (R)		969,254 sq ft
		MF (Multifamily)	351	
Suburban Development Area (SDA)				
Hickory Log	Towne Mill	SFR	541	
	Summer Walk	TH (Townhomes)	92	
		C/O		44,000 sq ft
	Park Village	SFR	67	
		C (Commercial)		152,000 sq ft
		OI (Office Industrial)		689,000 sq ft
	Etowah Shoals	R	1,200	
		C/O		165,000 sq ft
Knox Bridge	River Green	SFR	517	
		C/O		13.4 AC
Laurel Canyon	Laurel Canyon	SFR	709	
		C/O		537,552 sq ft
Pea Ridge	Pea Ridge	R	1,809	
		C		Undetermined

² <http://www.dot.ga.gov/BS/Projects/ProjectSearch>

³ https://www.cherokeega.com/Roadway-Splost-Program/_resources/documents/CTP2015/Cherokee_CTP_Existing_Conditions_Report_DRAFT.pdf

Figure 4-1 - Land Use based on City of Canton's Horizon 2030 Comprehensive Plan



5. Growth Rates

Traffic projections were calculated for the AM and PM peak hour volumes. The growth rate for the area was calculated using the annual volume statistics from GDOT Traffic Analysis and Data Application (TADA), the Cherokee County census data, the Governor’s Office of Planning and Budget census data, and the Atlanta Regional Commission (ARC) Travel Demand Model (TDM). The annual compound growth rate can be calculated using the following equation:

$$\text{Annual Growth Rate} = \left(\frac{\text{End Count}}{\text{Begin Count}} \right)^{\frac{1}{\text{End Year} - \text{Begin Year}}} - 1$$

The growth rate calculation for the GDOT TADA data, the Cherokee County census data, the Governor’s Office of Planning and Budget census data, and the ARC TDM data utilizes the mentioned equation. Please note that the GDOT TADA and County census data the Governor’s Office of Planning and Budget census data provide historic information whereas the ARC TDM data provide projected information. Table 5-1 presents the range of sources suggested for growth rate development along with their availability.

Table 5 -1 - Summary of Available Data

Data Source	Availability	Data Year	Obtained From
GDOT TADA	✓	2010 - 2018	Website ⁴
County Census	✓	2010 - 2017	Website ⁵
ARC TDM	✓	2015, 2040	Cube Models

5.1. GDOT TADA Data

Six (6) short-term stations along SR 140, Riverstone Pkwy, and Waleska St were considered. See **Appendix B** for all the GDOT TADA stations. Based on the GDOT Design Traffic Forecasting Manual, the count data, only for the years for which an actual count was performed and not for the years for which counts were estimated, were used. Several TADA stations were excluded from the analysis due to less or erroneous data. The TADA data yielded an average annual historic growth rate of 1.78%.

5.2. County Census Data

The Cherokee County census data were collected from the US Census Bureau and the Governor’s Office of Planning and Budget for 2010 and 2017 to determine census growth trends. The average annual population growth rates for Cherokee County was determined to be 2.05% (see **Appendix B**).

5.3. ARC TDM Data

The ARC TDM for Year 2015 and Year 2040 were used as the base models. The average annual growth rate was determined to be 1.59% (see **Appendix B**).

⁴ gdottrafficdata.drakewell.com/publicmultinodemap.asp

⁵ www.census.gov/quickfacts/fact/table/gwinnettcountrygeorgia/PST045217

5.4. Summary

The final annual compound growth rate for the corridor was calculated by taking an average of those three annual growth rates which yielded a value of 1.80% (see Table 5-2).

Table 5-2 - Annual Compound Growth Rate Summary

Data Source	Annual Growth Rates
GDOT TADA	1.78%
County Census	2.05%
ARC TDM	1.59%
Average	1.80%

6. Traffic Volumes

6.1. Existing Year (2018) Volume Development

The Existing Year (2018) AM and PM peak hours were determined using 15-minute count data across the entire study area. The analysis yielded an AM peak hour from 7:30 AM to 8:30 AM and a PM peak hour from 4:45 PM to 5:45 PM. Tables 6-1 and 6-2 present the bi-directional 15-minute and hourly volume distributions for AM and PM peak periods, respectively. Each 15-minute distribution percentage is calculated by dividing that 15-minute volume by the peak hour volume. Similarly, each hourly distribution percentage is calculated by dividing that hourly volume by the peak hour volume. The Existing year (2018) AM and PM peak hour volumes were developed using the Turning Movement Counts for the respective peak hours. The Existing Year AM and PM peak hour volumes are provided in **Appendix C**.

Table 6 -1 - AM Peak Period Distribution

Start Time	End Time	15-Minute		Hourly		
		Volumes	Distribution	Volumes	Distribution	
12:00 AM	12:15 AM	169	2%			
12:15 AM	12:30 AM	140	2%			
12:30 AM	12:45 AM	122	1%			
12:45 AM	1:00 AM	100	1%	403	4%	
1:00 AM	1:15 AM	74	1%			
1:15 AM	1:30 AM	107	1%			
1:30 AM	1:45 AM	73	1%			
1:45 AM	2:00 AM	63	1%	242	3%	
2:00 AM	2:15 AM	50	1%			
2:15 AM	2:30 AM	56	1%			
2:30 AM	2:45 AM	52	1%			
2:45 AM	3:00 AM	63	1%	211	2%	
3:00 AM	3:15 AM	41	0%			
3:15 AM	3:30 AM	55	1%			
3:30 AM	3:45 AM	58	1%			
3:45 AM	4:00 AM	91	1%	335	4%	
4:00 AM	4:15 AM	77	1%			
4:15 AM	4:30 AM	109	1%			
4:30 AM	4:45 AM	186	2%			
4:45 AM	5:00 AM	219	2%	1,288	14%	
5:00 AM	5:15 AM	343	4%			
5:15 AM	5:30 AM	540	6%			
5:30 AM	5:45 AM	666	7%			
5:45 AM	6:00 AM	794	9%	3,462	38%	
6:00 AM	6:15 AM	862	9%			
6:15 AM	6:30 AM	1,140	12%			
6:30 AM	6:45 AM	1,398	15%			
6:45 AM	7:00 AM	1,522	17%	6,521	71%	
7:00 AM	7:15 AM	1,675	18%			
7:15 AM	7:30 AM	1,926	21%			
7:30 AM	7:45 AM	2,151	23%			
7:45 AM	8:00 AM	2,357	26%	9,185	100%	AM Peak Hour
8:00 AM	8:15 AM	2,390	26%			
8:15 AM	8:30 AM	2,287	25%			
8:30 AM	8:45 AM	1,934	21%			
8:45 AM	9:00 AM	1,929	21%	7,482	81%	
9:00 AM	9:15 AM	1,776	19%			
9:15 AM	9:30 AM	1,843	20%			
9:30 AM	9:45 AM	1,832	20%			
9:45 AM	10:00 AM	1,832	20%	7,301	79%	
10:00 AM	10:15 AM	1,703	19%			
10:15 AM	10:30 AM	1,934	21%			
10:30 AM	10:45 AM	1,881	20%			
10:45 AM	11:00 AM	2,013	22%	8,020	87%	
11:00 AM	11:15 AM	2,058	22%			
11:15 AM	11:30 AM	2,068	23%			
11:30 AM	11:45 AM	2,097	23%			
11:45 AM	12:00 PM	2,189	24%			

Table 6-2 - PM Peak Period Distribution

Start Time	End Time	15-Minute		Hourly		
		Volumes	Distribution	Volumes	Distribution	
12:00 PM	12:15 PM	2,314	21%			PM Peak Hour
12:15 PM	12:30 PM	2,303	21%			
12:30 PM	12:45 PM	2,357	22%			
12:45 PM	1:00 PM	2,274	21%	9,281	85%	
1:00 PM	1:15 PM	2,329	21%			
1:15 PM	1:30 PM	2,334	21%			
1:30 PM	1:45 PM	2,344	21%			
1:45 PM	2:00 PM	2,317	21%	9,232	85%	
2:00 PM	2:15 PM	2,273	21%			
2:15 PM	2:30 PM	2,236	20%			
2:30 PM	2:45 PM	2,406	22%			
2:45 PM	3:00 PM	2,414	22%	9,792	90%	
3:00 PM	3:15 PM	2,377	22%			
3:15 PM	3:30 PM	2,422	22%			
3:30 PM	3:45 PM	2,579	24%			
3:45 PM	4:00 PM	2,717	25%	10,308	94%	
4:00 PM	4:15 PM	2,611	24%			
4:15 PM	4:30 PM	2,515	23%			
4:30 PM	4:45 PM	2,465	23%			
4:45 PM	5:00 PM	2,615	24%	10,910	100%	
5:00 PM	5:15 PM	2,795	26%			
5:15 PM	5:30 PM	2,803	26%			
5:30 PM	5:45 PM	2,697	25%			
5:45 PM	6:00 PM	2,573	24%	9,852	90%	
6:00 PM	6:15 PM	2,526	23%			
6:15 PM	6:30 PM	2,487	23%			
6:30 PM	6:45 PM	2,266	21%			
6:45 PM	7:00 PM	2,214	20%	7,852	72%	
7:00 PM	7:15 PM	2,033	19%			
7:15 PM	7:30 PM	1,850	17%			
7:30 PM	7:45 PM	1,755	16%			
7:45 PM	8:00 PM	1,546	14%	5,949	55%	
8:00 PM	8:15 PM	1,513	14%			
8:15 PM	8:30 PM	1,452	13%			
8:30 PM	8:45 PM	1,438	13%			
8:45 PM	9:00 PM	1,249	11%	3,994	37%	
9:00 PM	9:15 PM	997	9%			
9:15 PM	9:30 PM	929	9%			
9:30 PM	9:45 PM	819	8%			
9:45 PM	10:00 PM	792	7%	2,380	22%	
10:00 PM	10:15 PM	675	6%			
10:15 PM	10:30 PM	523	5%			
10:30 PM	10:45 PM	390	4%			
10:45 PM	11:00 PM	363	3%	1,220	11%	
11:00 PM	11:15 PM	336	3%			
11:15 PM	11:30 PM	271	2%			
11:30 PM	11:45 PM	250	2%			
11:45 PM	12:00 AM	207	2%			

6.2. Existing Year Truck Percentages

The forty-eight-hour classification counts were used to calculate the AM peak hour, the PM peak hour and the daily truck percentages. The percentages are reported separately for Single Unit (S.U.) and Multi-Unit or Combination (Comb.) trucks. It was observed that the corridor has 4.0-6.5% and 1.5-3.5% trucks during AM and PM peak hours, respectively. The detailed truck percentages calculations based on the raw count data are included in **Appendix C**.

6.3. Future Year Volume Development

Future Year AM and PM peak hour volumes were calculated using the growth rate described in the previous section. Future year traffic volumes are proposed to be calculated for the Open Year (2021), and the Design Year (2041). The Future Year AM and PM peak hour volumes are provided in **Appendix C**.

7. Traffic Analysis for Existing Conditions and Future No-Build Alternatives

For the existing conditions and future no-build scenarios, three signalized intersections and four unsignalized intersections along SR 140 were analyzed. The intersection analyses were based on the developed traffic volumes discussed in Section 5 and the LOS criteria from the Highway Capacity Manual (HCM) for signalized and unsignalized intersections. The results of the existing year (2018), and open year (2021) and design year (2041) no-build scenarios are provided in Table 7-1. Please note, the design year no-build alternatives for AM and PM peak hours include one additional lane in each direction along SR 140.

As shown in the table, SR 140 at Hospital Rd and SR 140 at Marietta Hwy/Riverstone Pkwy operate at LOS E or worse in both existing year (2018), open year (2021), and design year (2041) no-build conditions. SR 140 at Old Donaldson Rd/Hospital Rd and SR 140 at Pearidge Rd intersections operate at LOS F during design year (2041) PM peak hour. Detailed traffic analysis results for movements and approaches for each intersection are provided in **Appendix D**.

Table 7 -1 - Existing Condition and Future No-Build Intersection Average Delay and LOS

Intersection	Intersection Control	Existing Year (2018)				Open Year (2021) No-Build				Design Year (2041) No-Build			
		AM		PM		AM		PM		AM		PM	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
SR 140 at Laurel Canyon Pkwy/Great Sky Pkwy	Signalized	29.2	C	26.1	C	33.1	C	27.0	C	27.2	C	27.4	C
SR 140 at Pearidge Rd	TWSC	5.7	A	19.7	C	6.0	A	22.0	C	7.1	A	50.6	F
SR 140 at Reinhardt College Pkwy	Signalized	21.5	C	25.1	C	22.3	C	28.1	C	27.2	C	52.1	D
SR 140 at Old Donaldson Rd/Hospital Rd	TWSC	13.3	B	13.3	D	14.4	B	36.8	E	35.1	E	198.7	F
SR 140 at Shoal Creek Rd	TWSC	13.0	B	13.0	A	14.4	B	8.6	A	13.9	B	9.4	A
SR 140 at Hospital Rd	TWSC	36.3	E	36.3	F	46.9	E	203.9	F	46.2	E	382.6	F
SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy	Signalized	62.6	E	55.1	E	71.6	E	59.3	E	152.7	F	133.6	F

*Average Delay (veh/sec)

8. Intersection Control Evaluation (ICE) Analysis

The ICE analyses were performed on two at-grade signalized intersections along SR 140 corridor. An ICE waiver was completed based on the Stage 1 results for SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy. Addition of left turning lanes are found to be an effective alternative based on Stage 1 analysis. The ICE for SR 140 at Reinhardt College Pkwy intersection has two alternatives for Stage 2. A multilane roundabout is proposed to be the build alternative based on Stage 2 analysis; however, due to cost, a continuous green-T intersection is proposed as the interim alternative. Table 8-1 illustrates the alternatives for the SR 140 intersections based on the ICE analyses. Detailed ICE analyses can be found in **Appendix E**.

Table 8-1 - ICE Analysis for Build Scenario

Intersection	Base Alternative	ICE Alternatives			Final Alternative
		Alternative 1	Alternative 2	Alternative 3	
SR 140 at Reinhardt College Pkwy	Signalized	Multilane Roundabout	Continuous Green-T	-	Multilane Roundabout*
SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy	Signalized	Add LT Lanes	-	-	Add LT Lanes

*Continuous Green-T intersection is proposed as an interim alternative

9. Proposed Improvements

The proposed improvements for short-term, interim, and long-term improvements are discussed below. Please note that the costs will vary depending on the final design recommendations. Please see **Appendix F** for the short-term, interim, and long-term improvement layouts.

1. Short-Term Intersection Improvements

SR 140/Waleska St at Riverstone Pkwy/Marietta Hwy Intersection (Quick Response Project)

- Proposed improvements
 - o Increase right turning lane storage on SR 140 Southbound at Riverstone Pkwy
 - o Right-in and right-out improvements at Walgreens Drwy and Hospital Rd
 - o Signal upgrade at Riverstone Pkwy and SR 140
- Estimate of Probable Costs \$250,000.00

2. Interim Intersection Improvements

Area 1 – SR 140/Waleska St at Riverstone Pkwy/Marietta Hwy Intersection

- Proposed improvements
 - o Provide median on SR 140 southbound approach to restrict left turn movements to and from Walgreens Drwy and Hospital Rd
 - o Realign Shoal Creek Rd to align with Mary Lane
 - o Provide left turning lane on SR 140 Northbound onto realigned Shoal Creek Rd
 - o Provide right turning lane on SR 140 Northbound onto Mary Lane
 - o Provide left turning lane on SR 140 Southbound onto Mary Lane
 - o Provide right turning lane on SR 140 Southbound onto realigned Shoal Creek Rd

- Estimate of Probable Costs \$3,750,000.00

Area 2 – SR 140 at Hospital Rd/Old Donaldson Rd Intersection

- Proposed improvements
 - o Realign Hospital Rd with Old Donaldson Rd
 - o Provide left turning lane on SR 140 Northbound onto realigned Old Donaldson Rd
 - o Provide right turning lane on SR 140 Northbound onto Hospital Rd
 - o Provide left turning lane on SR 140 Southbound onto Hospital Rd
 - o Provide right turning lane on SR 140 Southbound onto realigned Old Donaldson Rd
- Estimate of Probable Costs \$1,600,000.00

Area 3 - SR 140 at Reinhardt College Pkwy Intersection

- Proposed improvements
 - o Provide a continuous green T-intersection at SR 140 at Reinhardt College Pkwy
 - o Provide right-in right-out at SR 140 at Mill Street intersection
 - o Provide right-in right-out at SR 140 at Vandiver Rd intersection
- Estimate of Probable Costs \$ 2,400,000.00

Area 4 – SR 140 at Belletta Dr and Pearidge Rd Intersection

- Proposed improvements
 - o Realign Belletta Dr and Pearidge Rd
 - o Provide right turning lane on SR 140 Northbound onto Belletta Dr
 - o Provide right turning lane on SR 140 Northbound onto Pearidge Rd
 - o Provide left turning lane on SR 140 Southbound onto Belletta Dr
 - o Provide left turning lane on SR 140 Southbound onto Pearidge Rd
- Estimate of Probable Costs \$ 1,600,000.00

Area 5 – SR 140 at Cross Street Intersection

- Proposed improvements
 - o Realign cross street
 - o Provide right turning lane on SR 140 Northbound
- Estimate of Probable Costs \$ 400,000.00

Area 6 – SR 140 at Pearidge Rd Intersection

- Proposed improvements
 - o Realign Pearidge Rd
 - o Provide right turning lane on SR 140 Northbound onto Pearidge Rd
 - o Provide left turning lane on SR 140 Southbound onto Pearidge Rd
 - o Provide left turning lane on SR 140 Northbound onto driveway at Pearidge Rd intersection
 - o Northbound, provide left turn lane into future development parcel
 - o Provide left turning lane on SR 140 Northbound onto future development parcel driveway
 - o Provide right-in right-out at future development parcel driveway
- Estimate of Probable Costs \$2,500,000.00

Area 7 – SR 140 at Laurel Canyon Pkwy/Great Sky Pkwy Intersection

- Proposed improvements
 - o Reduce Laurel Canyon Pkwy Eastbound right turning radius
 - o Signal Improvements
- Estimate of Probable Costs \$250,000.00

3. Long-Term Intersection Improvements

Area 1 – SR 140/Waleska St at Riverstone Pkwy/Marietta Hwy Intersection

- Proposed improvements
 - o Provide a second left turning lane on Riverstone Pkwy Westbound
 - o Provide a second left turning lane on Marietta Hwy Eastbound
 - o Provide a second left turning lane on Waleska Street Northbound
 - o Provide medians to restrict left turn movements to and from driveways on Riverstone Pkwy Westbound and Marietta Hwy Eastbound
 - o Provide a second receiving lane on SR 140 Northbound
- Estimate of Probable Costs \$10,410,000.00

Area 3 - SR 140 at Reinhardt College Pkwy

- Proposed improvements
 - o Provide a multilane roundabout
- Estimate of Probable Costs \$ 3,400,000.00

Area 1-6 – SR 140/Waleska St at Riverstone Pkwy/Marietta Hwy intersection to SR 140 at Laurel Canyon/Great Sky intersection

- Proposed improvements
 - o Provide 4-Lane divided roadway with median
 - o Provide 8' wide multi-purpose paths to improve pedestrian connections from Laurel Canyon Pkwy and Great Sky Pkwy to City of Canton
- Estimate of Probable Costs \$ 40,000,000.00 (per Cherokee County, CTP Estimate by WSP)

10. Traffic Analysis for Future Build Alternatives

Based on the ICE analyses, the final alternatives were identified. Traffic analyses were performed for both open year (2021) and design year (2041) AM and PM peak hours for the intersections along SR 140. The results of the open year (2021) and design year (2041) build scenarios are provided in Table 9-1. Please note that SR 140 at Reinhardt College Pkwy is analyzed as Continuous Green-T in open year (2021) and multilane roundabout in design year (2041) as discussed in Section 8. Shoal Creek Rd is realigned with Mary Ln. The design year (2041) build alternatives for AM and PM peak hours include one additional lane in each direction along SR 140.

As shown in the table, all intersections along SR 140 operate at LOS E or better in both open year (2021) AM and PM conditions except SR 140 at Shoal Creek Rd/Mary Ln intersection with operational conditions worsening at this location in the design year (2041). SR 140 at Old Donaldson Rd/Hospital Rd and SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy also operate at LOS F in design year (2041) PM peak hour.

At the intersection of SR 140 at Reinhardt College Pkwy, the proposed roundabout is estimated to result in a reduction in delay of 13.1 sec/veh and 38.4 sec/veh during design year (2041) AM and PM peak hours, respectively. At the intersection of SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy, the proposed left turning lane addition is estimated to result in a reduction in delay of 19.0 sec/veh during open year (2021) AM peak hour. Similarly, the proposed left turning lane additions at the intersection is estimated to result in a reduction in delay of 91.7 sec/veh and 53.5 sec/veh during design year (2041) AM and PM peak hours, respectively.

SR 140 at Old Donaldson Rd/Hospital Rd and SR 140 at Shoal Creek Rd/Mary Ln intersections require ICEs for future build alternatives to improve the operational conditions in open year (2021) and design year (2041).

Detailed traffic analysis results for movements and approaches for each intersection are provided in **Appendix D**.

Table 10-1 - Future Year Build Intersection Average Delay and LOS

Intersection	Intersection Control	Open Year (2021) Build				Design Year (2041) Build			
		AM		PM		AM		PM	
		Delay*	LOS	Delay*	LOS	Delay*	LOS	Delay*	LOS
SR 140 at Laurel Canyon Pkwy/Great Sky Pkwy	Signalized	33.1	C	27.0	C	19.4	B	27.4	C
SR 140 at Pearidge Rd	TWSC	10.0	A	25.5	D	10.9	B	49.6	E
SR 140 at Reinhardt College Pkwy	Continuous Green-T / Multilane Roundabout	18.1	B	26.3	C	14.1	B	13.7	B
SR 140 at Old Donaldson Rd/Hospital Rd	TWSC	18.4	C	38.3	E	39.0	E	200.4	F
SR 140 at Shoal Creek Rd/Mary Ln	TWSC	26.2	D	115.7	F	306.9	F	Err	F
SR 140 at Hospital Rd	TWSC	12.3	B	11.4	B	9.5	A	9.5	A
SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy	Signalized	45.8	D	52.6	D	61.0	E	80.1	F

*Average Delay (veh/sec)

11. Summary

This report includes the documentation of the traffic and safety analyses along the project corridor. The historic crash data were collected for the SR 140 corridor and compared against the state-wide average. The corridor has higher crash rates than the state-wide average. The traffic analysis for this report focuses only on the preferred alternative alignment for build scenarios. The traffic analyses were conducted for the existing year (2018), open year (2021), and design year (2041) using traffic volumes developed using the traffic counts and after applying their respective growth rates.

The ICE analyses were performed to identify the preferred intersection controls. An ICE waiver to add left turn lanes was completed based on the Stage 1 results for SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy. A multilane roundabout is proposed to be the build alternative based on Stage 2 analysis for SR 140 at Reinhardt College Pkwy intersection; however, due to cost, a continuous green-T intersection is postponed as the interim alternative. At the intersection of SR 140 at Reinhardt College Pkwy, the proposed roundabout results in a reduction in delay of 13.1 sec/veh and 38.4 sec/veh during design year (2041) AM and PM peak hours, respectively. At the intersection of SR 140/Waleska St at Marietta Hwy/Riverstone Pkwy, the proposed left turning lane addition results in a reduction in delay of 19.0 sec/veh during open year (2021) AM peak hour. Similarly, the proposed left turning lane additions at the intersection results in a reduction in delay of 91.7 sec/veh and 53.5 sec/veh during design year (2041) AM and PM peak hours, respectively.

Appendices

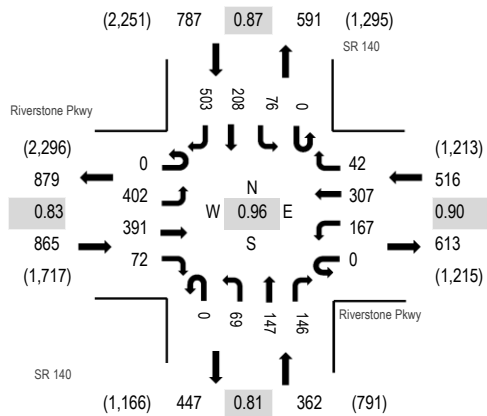
Appendix A. Traffic Counts



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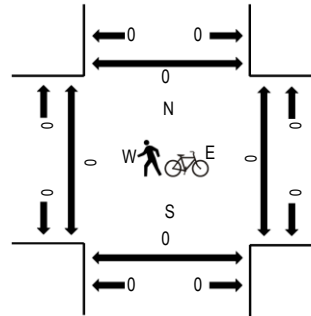
Location: #1 SR 140 & Riverstone Pkwy AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Riverstone Pkwy Eastbound				Riverstone Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	14	16	6	0	12	27	3	0	2	8	6	0	6	37	78	215	1,292	0	0	0	0
6:15 AM	0	29	18	2	0	17	36	6	0	9	18	7	0	13	43	105	303	1,542	0	0	0	0
6:30 AM	0	47	19	8	0	21	46	6	0	10	17	15	0	17	37	131	374	1,764	0	0	0	0
6:45 AM	0	49	31	9	0	20	48	8	0	15	23	12	0	13	54	118	400	1,972	0	0	0	0
7:00 AM	0	73	36	10	0	37	75	8	0	5	21	13	0	18	45	124	465	2,230	0	0	0	0
7:15 AM	0	68	58	14	0	20	61	8	0	8	23	16	0	17	61	171	525	2,425	0	0	0	0
7:30 AM	0	105	88	11	0	38	58	14	0	10	34	34	0	12	53	125	582	2,530	0	0	0	0
7:45 AM	0	99	97	11	0	47	83	8	0	24	60	33	0	24	53	119	658	2,518	0	0	0	0
8:00 AM	0	96	79	20	0	42	93	9	0	20	32	38	0	23	50	158	660	2,450	0	0	0	0
8:15 AM	0	102	127	30	0	40	73	11	0	15	21	41	0	17	52	101	630		0	0	0	0
8:30 AM	0	76	68	18	0	41	59	11	0	12	43	39	0	21	74	108	570		0	2	0	1
8:45 AM	0	86	73	24	0	45	66	16	0	19	43	45	0	25	64	84	590		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	3	2	0	2	2	1	0	0	0	0	0	2	0	5	19
Lights	0	366	364	66	0	162	289	36	0	65	137	140	0	71	202	459	2,357
Mediums	0	34	24	4	0	3	16	5	0	4	10	6	0	3	6	39	154
Total	0	402	391	72	0	167	307	42	0	69	147	146	0	76	208	503	2,530

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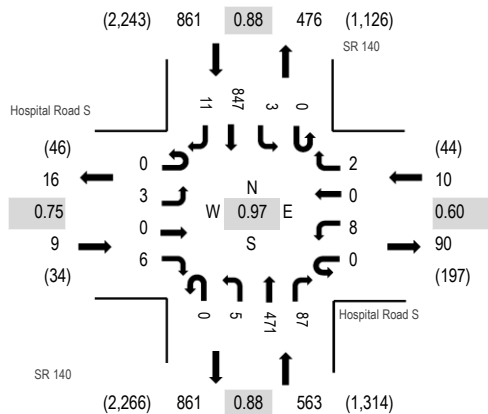
Location: #2 SR 140 & Hospital Road S AM

Date and Start Time: Tuesday, October 23, 2018

Peak Hour: 07:15 AM - 08:15 AM

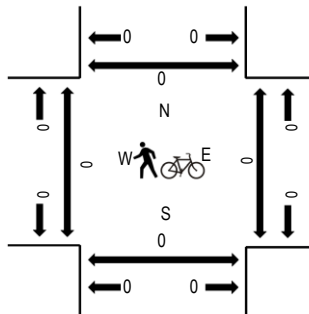
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hospital Road S Eastbound				Hospital Road S Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	2	0	0	0	3	0	0	0	1	23	5	0	0	126	1	161	920	0	0	0	0
6:15 AM	0	1	0	0	0	1	0	1	0	0	48	9	0	0	170	0	230	1,067	0	0	0	0
6:30 AM	0	0	0	1	0	3	0	0	0	1	55	10	0	0	188	3	261	1,186	0	0	0	0
6:45 AM	0	2	0	3	0	4	0	0	0	3	67	10	0	1	175	3	268	1,278	0	0	0	0
7:00 AM	0	1	1	3	0	1	0	0	0	2	87	17	0	0	194	2	308	1,381	0	0	0	0
7:15 AM	0	1	0	0	0	3	0	2	0	0	83	15	0	2	243	0	349	1,443	0	0	0	0
7:30 AM	0	0	0	4	0	2	0	0	0	0	125	27	0	1	188	6	353	1,412	0	0	0	0
7:45 AM	0	0	0	2	0	0	0	0	0	3	140	27	0	0	198	1	371	1,379	0	0	0	0
8:00 AM	0	2	0	0	0	3	0	0	0	2	123	18	0	0	218	4	370	1,334	0	0	0	0
8:15 AM	0	2	0	3	0	1	2	0	0	1	118	13	0	1	172	5	318		0	0	0	0
8:30 AM	0	1	0	3	0	8	0	0	0	2	112	16	0	2	174	2	320		0	0	0	0
8:45 AM	0	0	0	2	0	10	0	0	0	0	130	21	0	1	160	2	326		0	0	0	0

Peak Rolling Hour Flow Rates

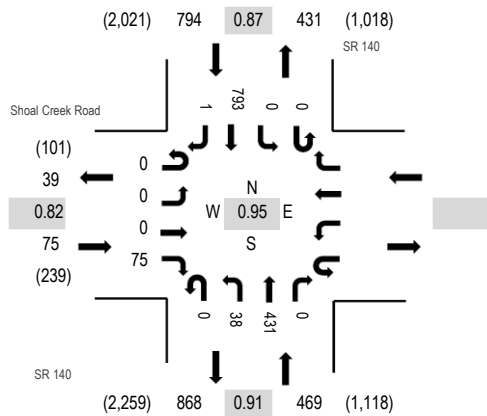
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6
Lights	0	3	0	6	0	8	0	2	0	5	431	82	0	3	806	11	1,357
Mediums	0	0	0	0	0	0	0	0	0	0	39	5	0	0	36	0	80
Total	0	3	0	6	0	8	0	2	0	5	471	87	0	3	847	11	1,443



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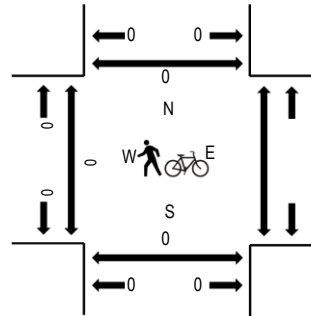
Location: #3 SR 140 & Shoal Creek Road AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Shoal Creek Road Eastbound				Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	19					0	4	22	0	0	0	112	0	157	864	0		0	0
6:15 AM	0	0	0	21					0	11	35	0	0	0	139	0	206	982	0		0	0
6:30 AM	0	0	0	23					0	6	51	0	0	0	167	0	247	1,104	0		0	0
6:45 AM	0	0	0	28					0	6	66	0	0	0	154	0	254	1,173	0		0	0
7:00 AM	0	0	0	20					0	5	81	0	0	0	169	0	275	1,262	0		0	0
7:15 AM	0	0	0	19					0	4	78	0	0	0	227	0	328	1,338	0		0	0
7:30 AM	0	0	0	15					0	15	107	0	0	0	179	0	316	1,320	0		0	0
7:45 AM	0	0	0	26					0	12	127	0	0	0	178	0	343	1,305	0		0	0
8:00 AM	0	0	0	15					0	7	119	0	0	0	209	1	351	1,252	0		0	0
8:15 AM	0	0	0	18					0	6	112	0	0	0	174	0	310		0		0	0
8:30 AM	0	0	0	20					0	13	106	0	0	0	162	0	301		0		0	0
8:45 AM	0	0	0	15					0	11	114	0	0	0	150	0	290		0		0	0

Peak Rolling Hour Flow Rates

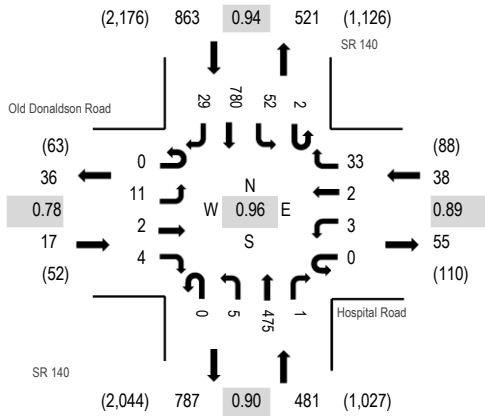
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	4	0	4
Lights	0	0	0	70					0	37	393	0	0	0	758	1	1,259
Mediums	0	0	0	5					0	1	38	0	0	0	31	0	75
Total	0	0	0	75					0	38	431	0	0	0	793	1	1,338



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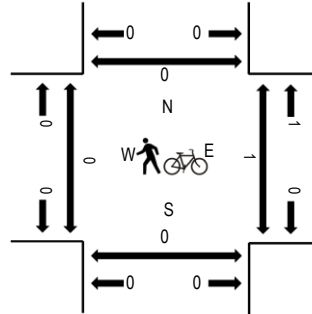
Location: #4 SR 140 & Hospital Road AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Old Donaldson Road				Hospital Road				SR 140				SR 140				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 AM	0	1	1	0	0	0	0	2	0	0	21	0	0	7	107	3	142	801	0	0	0	0
6:15 AM	0	0	0	1	0	1	0	1	0	0	34	0	0	7	145	0	189	942	0	0	0	0
6:30 AM	0	3	0	0	0	0	0	2	0	1	52	0	0	2	163	2	225	1,069	0	0	0	0
6:45 AM	0	4	1	2	0	1	0	8	0	0	66	0	0	5	156	2	245	1,185	0	0	0	0
7:00 AM	0	6	0	2	0	1	0	9	0	2	78	1	0	9	172	3	283	1,282	0	0	0	1
7:15 AM	0	3	0	2	0	1	1	7	0	1	78	0	0	8	211	4	316	1,365	0	0	0	0
7:30 AM	0	4	0	1	0	0	1	10	0	0	110	0	0	19	189	7	341	1,399	0	0	0	0
7:45 AM	0	4	0	1	0	0	0	7	0	3	130	0	1	14	175	7	342	1,317	0	0	0	0
8:00 AM	0	2	2	1	0	2	0	9	0	1	118	0	0	13	209	9	366	1,260	0	1	0	0
8:15 AM	0	1	0	1	0	1	1	7	0	1	117	1	1	6	207	6	350		0	0	0	0
8:30 AM	0	2	0	1	0	0	0	4	0	1	98	0	0	6	144	3	259		0	0	0	0
8:45 AM	0	3	2	1	0	1	0	11	0	1	112	0	0	6	145	3	285		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9
Lights	0	10	2	4	0	3	2	27	0	4	430	1	2	51	727	29	1,292
Mediums	0	1	0	0	0	0	0	6	0	1	43	0	0	1	46	0	98
Total	0	11	2	4	0	3	2	33	0	5	475	1	2	52	780	29	1,399



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Location: #5 SR 140 & Reinhardt College Pkwy AM

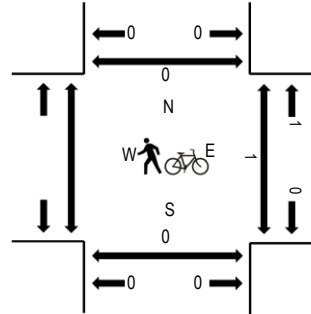
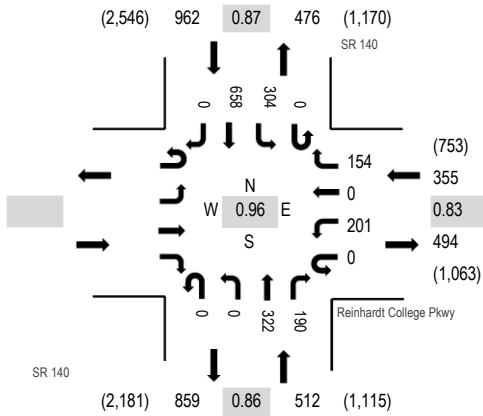
Date and Start Time: Tuesday, October 23, 2018

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Reinhardt College Pkwy Eastbound				Reinhardt College Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM					1	13	0	3	0	0	14	8	0	29	108	0	176	1,047	0	0	0	0
6:15 AM					0	17	0	13	0	0	30	6	0	46	131	0	243	1,246	0	0	0	0
6:30 AM					0	16	0	15	0	0	43	11	0	60	155	0	300	1,459	0	0	0	0
6:45 AM					0	20	0	29	0	0	64	13	0	57	145	0	328	1,582	0	0	0	0
7:00 AM					0	25	0	33	0	0	79	14	0	63	161	0	375	1,731	0	0	0	0
7:15 AM					0	28	0	41	0	0	61	29	0	101	196	0	456	1,826	0	0	0	0
7:30 AM					0	45	0	30	0	0	79	32	0	68	169	0	423	1,829	0	0	0	0
7:45 AM					0	49	0	33	0	0	90	58	0	93	154	0	477	1,759	1	0	0	0
8:00 AM					0	50	0	39	0	0	72	58	0	71	180	0	470	1,636	0	0	0	0
8:15 AM					0	57	0	52	0	0	81	42	0	72	155	0	459		0	0	0	0
8:30 AM					0	40	0	42	0	0	89	20	0	44	118	0	353		0	0	0	0
8:45 AM					0	19	0	43	0	0	95	27	0	40	130	0	354		0	0	0	0

Peak Rolling Hour Flow Rates

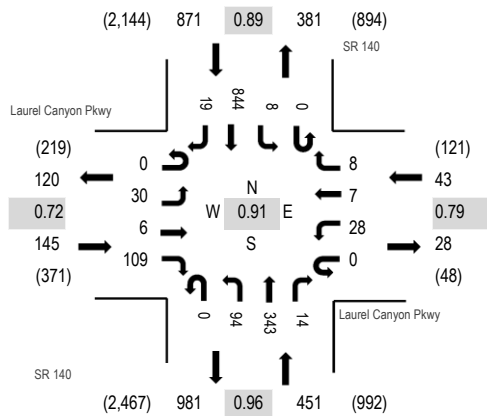
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	2	0	0	3	0	0	1	5	0	11
Lights					0	174	0	138	0	0	304	154	0	294	629	0	1,693
Mediums					0	27	0	14	0	0	15	36	0	9	24	0	125
Total					0	201	0	154	0	0	322	190	0	304	658	0	1,829



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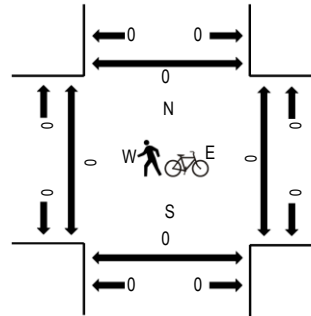
Location: #6 SR 140 & Laurel Canyon Pkwy AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Laurel Canyon Pkwy Eastbound				Laurel Canyon Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	1	0	10	0	1	0	0	0	1	13	0	0	0	120	1	147	876	0	0	0	0
6:15 AM	0	0	0	15	0	6	0	0	0	2	34	0	0	0	143	0	200	1,048	0	0	0	0
6:30 AM	0	1	0	26	0	15	0	2	0	0	28	4	0	0	175	1	252	1,173	0	0	0	0
6:45 AM	0	7	0	19	0	9	0	3	0	7	61	1	0	1	165	4	277	1,285	0	0	0	0
7:00 AM	0	7	0	33	0	8	1	3	0	5	62	1	0	1	197	1	319	1,404	0	0	0	0
7:15 AM	0	9	0	14	0	8	0	11	0	12	68	0	0	2	198	3	325	1,499	0	0	0	0
7:30 AM	0	8	1	29	0	3	0	2	0	16	93	3	0	3	203	3	364	1,510	0	0	0	0
7:45 AM	0	2	2	31	0	8	1	1	0	23	71	5	0	3	238	11	396	1,429	0	0	0	0
8:00 AM	0	7	2	29	0	12	5	2	0	29	89	4	0	2	231	2	414	1,348	0	0	0	0
8:15 AM	0	13	1	20	0	5	1	3	0	26	90	2	0	0	172	3	336		0	0	0	0
8:30 AM	0	2	1	27	0	3	0	1	0	34	88	4	0	0	121	2	283		0	0	0	0
8:45 AM	0	13	2	39	0	3	0	4	0	20	95	1	0	2	131	5	315		0	0	0	0

Peak Rolling Hour Flow Rates

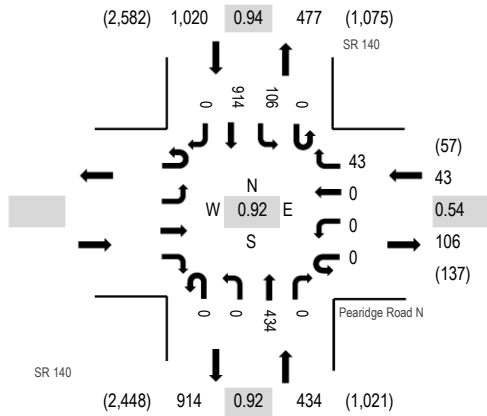
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	6	0	9
Lights	0	27	5	104	0	27	4	8	0	85	324	12	0	7	809	17	1,429
Mediums	0	3	1	5	0	1	2	0	0	8	18	2	0	1	29	2	72
Total	0	30	6	109	0	28	7	8	0	94	343	14	0	8	844	19	1,510



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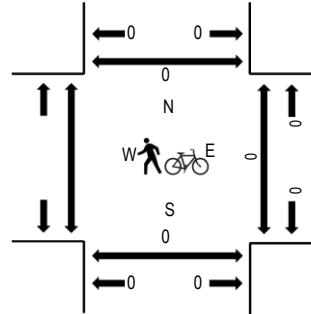
Location: #7 SR 140 & Pearidge Road N AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Pearidge Road N Eastbound				Pearidge Road N Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM					0	0	0	0	0	0	17	0	0	2	133	0	152	900	0	0	0	0
6:15 AM					0	1	0	1	0	0	33	0	0	1	170	0	206	1,068	0	0	0	0
6:30 AM					0	0	0	0	0	0	39	0	0	1	227	0	267	1,192	0	0	0	0
6:45 AM					0	0	0	2	0	0	67	0	0	3	203	0	275	1,299	0	0	0	0
7:00 AM					0	0	0	1	0	0	76	0	0	5	238	0	320	1,405	0	0	0	0
7:15 AM					0	0	0	2	0	0	90	0	0	10	228	0	330	1,490	0	0	0	0
7:30 AM					0	0	0	6	0	0	112	0	0	24	232	0	374	1,497	0	0	0	0
7:45 AM					0	0	0	4	0	0	99	0	0	34	244	0	381	1,421	0	0	0	0
8:00 AM					0	0	0	13	0	0	114	0	0	31	247	0	405	1,355	0	0	0	0
8:15 AM					0	0	0	20	0	0	109	0	0	17	191	0	337		0	0	0	0
8:30 AM					0	1	0	5	0	0	133	0	0	6	153	0	298		0	0	0	0
8:45 AM					0	0	0	1	0	0	131	1	0	2	180	0	315		0	0	0	0

Peak Rolling Hour Flow Rates

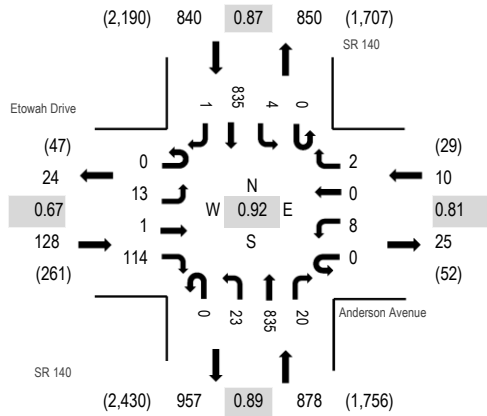
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	4	0	0	0	5	0	9
Lights					0	0	0	37	0	0	397	0	0	96	883	0	1,413
Mediums					0	0	0	6	0	0	33	0	0	10	26	0	75
Total					0	0	0	43	0	0	434	0	0	106	914	0	1,497



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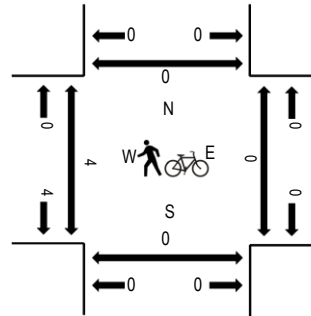
Location: #8 SR 140 & Anderson Avenue AM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Etowah Drive Eastbound				Anderson Avenue Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	10	0	0	0	0	0	1	36	1	0	0	105	0	153	920	0	0	0	0
6:15 AM	0	0	0	13	0	3	0	0	0	2	48	0	0	0	140	0	206	1,110	0	0	0	0
6:30 AM	0	3	0	17	0	1	0	0	0	0	68	1	0	0	175	2	267	1,314	0	0	0	0
6:45 AM	0	0	1	21	0	4	0	0	0	2	91	3	0	4	168	0	294	1,456	0	0	0	0
7:00 AM	0	1	0	22	0	3	0	1	0	3	106	1	0	0	201	5	343	1,622	0	0	0	0
7:15 AM	0	4	0	21	0	0	0	1	0	1	145	3	0	0	234	1	410	1,761	0	0	0	0
7:30 AM	0	0	1	24	0	1	0	0	0	5	198	3	0	1	176	0	409	1,856	0	0	0	0
7:45 AM	0	3	0	26	0	2	0	0	0	7	210	5	0	1	206	0	460	1,788	3	0	0	0
8:00 AM	0	3	0	23	0	2	0	2	0	4	194	5	0	0	249	0	482	1,694	1	0	0	0
8:15 AM	0	7	0	41	0	3	0	0	0	7	233	7	0	2	204	1	505		0	0	0	0
8:30 AM	0	1	1	8	0	4	0	0	0	4	161	4	0	1	155	2	341		1	0	0	0
8:45 AM	0	1	0	9	0	2	0	0	0	0	190	7	0	0	157	0	366		0	0	0	0

Peak Rolling Hour Flow Rates

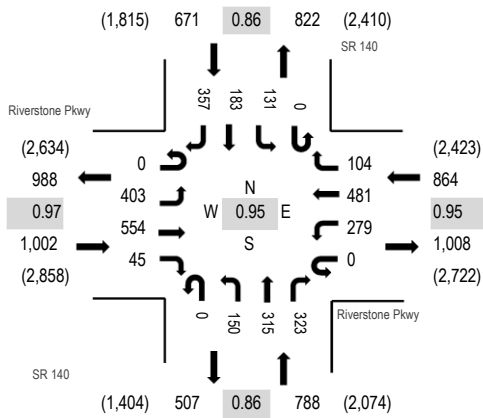
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Lights	0	13	1	113	0	8	0	1	0	21	771	19	0	3	771	1	1,722
Mediums	0	0	0	1	0	0	0	1	0	2	57	1	0	1	57	0	120
Total	0	13	1	114	0	8	0	2	0	23	835	20	0	4	835	1	1,856



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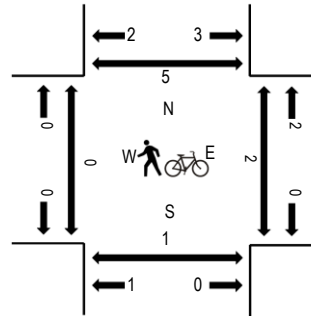
Location: #1 SR 140 & Riverstone Pkwy PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Riverstone Pkwy Eastbound				Riverstone Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	99	140	11	0	77	132	30	0	34	59	74	0	37	41	89	823	3,193	0	0	0	1
4:15 PM	0	92	122	11	0	56	99	25	0	31	71	59	0	43	60	71	740	3,193	0	0	0	0
4:30 PM	0	107	140	11	0	62	118	31	0	30	80	69	0	30	54	80	812	3,325	0	2	0	5
4:45 PM	0	88	157	13	0	73	117	20	0	39	72	75	0	38	43	83	818	3,251	0	0	0	0
5:00 PM	0	100	120	10	0	68	129	18	0	37	87	106	0	30	40	78	823	3,236	0	0	0	0
5:15 PM	0	108	137	11	0	76	117	35	0	44	76	73	0	33	46	116	872	3,129	0	0	0	0
5:30 PM	0	93	105	13	0	51	127	33	0	34	62	75	0	23	47	75	738	2,986	2	0	2	0
5:45 PM	0	115	165	12	0	58	113	32	0	34	63	66	0	27	49	69	803	2,904	0	0	0	0
6:00 PM	0	101	116	10	0	59	96	25	0	34	72	65	0	32	38	68	716	2,741	0	1	0	0
6:15 PM	0	104	118	12	0	41	90	32	0	28	81	63	0	35	46	79	729		0	1	1	1
6:30 PM	0	105	103	13	0	58	106	36	0	28	58	54	0	22	32	41	656		0	0	0	0
6:45 PM	0	99	87	10	0	65	87	31	0	16	70	55	0	28	27	65	640		0	0	0	0

Peak Rolling Hour Flow Rates

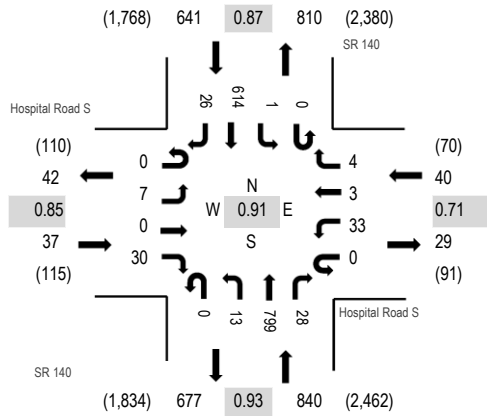
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	0	0	0	1	0	0	0	0	0	1	0	0	0	3	9
Lights	0	392	549	44	0	274	478	104	0	149	312	322	0	129	180	346	3,279
Mediums	0	7	5	1	0	4	3	0	0	1	3	0	0	2	3	8	37
Total	0	403	554	45	0	279	481	104	0	150	315	323	0	131	183	357	3,325



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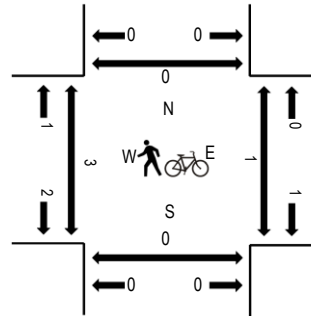
Location: #2 SR 140 & Hospital Road S PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hospital Road S Eastbound				Hospital Road S Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	0	6	0	7	2	1	0	1	188	7	0	1	143	3	364	1,500	0	0	0	0
4:15 PM	0	1	0	5	0	4	2	0	0	2	178	7	0	0	172	9	380	1,512	0	0	0	0
4:30 PM	0	2	0	6	0	8	0	1	0	2	202	9	0	0	152	7	389	1,558	2	0	0	0
4:45 PM	0	3	0	4	0	10	1	3	0	1	183	9	0	0	147	6	367	1,530	0	1	0	0
5:00 PM	0	0	0	13	0	9	1	0	0	5	199	5	0	0	139	5	376	1,532	0	0	0	0
5:15 PM	0	2	0	7	0	6	1	0	0	5	215	5	0	1	176	8	426	1,505	1	0	0	0
5:30 PM	0	5	0	7	0	0	2	1	0	6	179	5	0	1	145	10	361	1,472	0	0	0	0
5:45 PM	0	4	0	6	0	2	0	0	0	5	204	6	0	0	140	2	369	1,425	0	0	0	0
6:00 PM	0	4	0	5	0	1	0	0	0	1	193	8	0	0	134	3	349	1,383	0	0	0	0
6:15 PM	0	5	0	8	0	2	0	0	0	3	212	10	0	0	148	5	393		0	0	0	0
6:30 PM	0	4	1	6	0	3	0	0	0	3	189	6	0	0	98	4	314		0	0	0	0
6:45 PM	0	1	0	5	0	3	0	0	0	3	196	10	0	0	107	2	327		0	0	0	0

Peak Rolling Hour Flow Rates

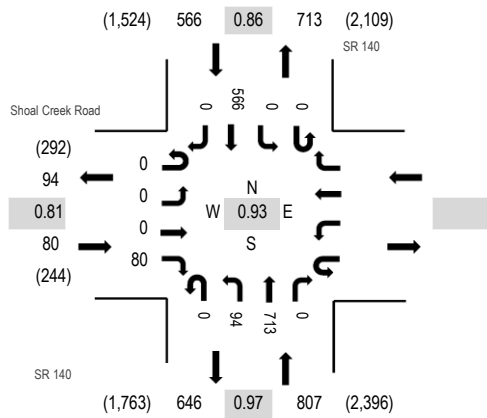
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6
Lights	0	7	0	28	0	33	3	4	0	13	785	27	0	1	601	25	1,527
Mediums	0	0	0	2	0	0	0	0	0	0	10	1	0	0	11	1	25
Total	0	7	0	30	0	33	3	4	0	13	799	28	0	1	614	26	1,558



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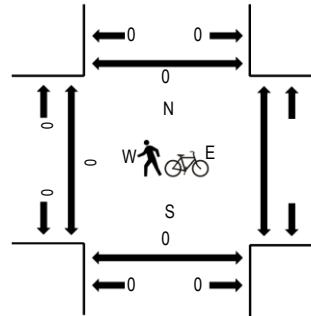
Location: #3 SR 140 & Shoal Creek Road PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Shoal Creek Road Eastbound				Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	19					0	22	174	0	0	0	135	0	350	1,422	0		0	0
4:15 PM	0	0	0	19					0	15	163	0	0	0	151	0	348	1,412	0		0	0
4:30 PM	0	0	0	23					0	26	179	0	0	0	136	0	364	1,453	0		0	0
4:45 PM	0	0	0	26					0	22	178	0	0	0	134	0	360	1,438	0		0	0
5:00 PM	0	0	0	16					0	23	171	0	0	0	130	0	340	1,437	0		0	0
5:15 PM	0	0	0	15					0	23	185	0	0	0	166	0	389	1,441	0		0	0
5:30 PM	0	2	0	14					0	19	173	0	0	0	141	0	349	1,405	0		0	0
5:45 PM	0	1	0	21					0	31	182	0	0	0	123	1	359	1,358	0		0	0
6:00 PM	0	0	0	28					0	23	182	0	0	0	111	0	344	1,305	0		0	0
6:15 PM	0	1	0	23					0	31	177	0	0	0	121	0	353		0		0	0
6:30 PM	0	0	0	17					0	27	174	0	0	0	84	0	302		0		0	0
6:45 PM	0	0	0	19					0	29	167	0	0	0	91	0	306		0		0	0

Peak Rolling Hour Flow Rates

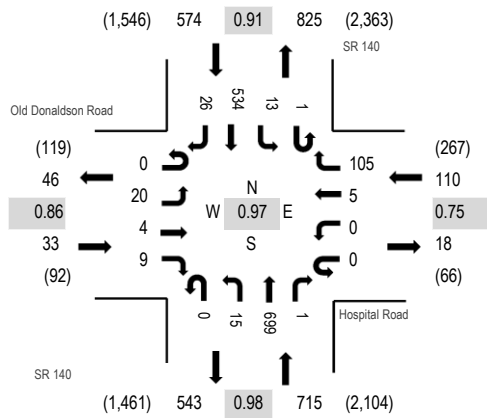
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	5	0	0	0	2	0	7
Lights	0	0	0	80					0	92	700	0	0	0	551	0	1,423
Mediums	0	0	0	0					0	2	8	0	0	0	13	0	23
Total	0	0	0	80					0	94	713	0	0	0	566	0	1,453



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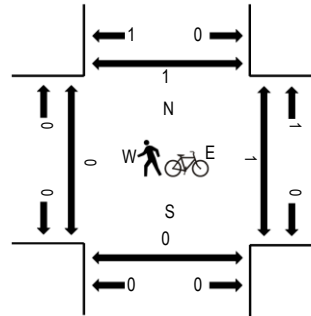
Location: #4 SR 140 & Hospital Road PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Old Donaldson Road Eastbound				Hospital Road Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	0	1	0	1	0	25	0	1	161	0	0	5	126	10	334	1,377	0	0	0	0
4:15 PM	0	2	0	6	0	2	1	24	0	4	166	0	0	11	131	6	353	1,404	0	1	0	0
4:30 PM	0	7	0	4	0	2	1	22	0	3	174	0	0	5	126	2	346	1,421	0	0	0	0
4:45 PM	0	6	2	3	0	0	2	26	0	3	173	1	1	4	115	8	344	1,432	0	0	0	0
5:00 PM	0	4	1	1	0	0	2	38	0	3	173	0	0	0	132	7	361	1,425	0	1	0	0
5:15 PM	0	6	1	3	0	0	1	19	0	4	179	0	0	4	149	4	370	1,385	0	0	0	1
5:30 PM	0	4	0	2	0	0	0	22	0	5	174	0	0	5	138	7	357	1,323	0	0	0	0
5:45 PM	0	1	0	4	0	3	1	23	0	5	176	0	0	1	119	4	337	1,262	1	0	0	1
6:00 PM	0	3	0	0	0	0	1	11	1	1	185	0	0	4	110	5	321	1,207	0	0	0	0
6:15 PM	0	5	0	4	0	1	0	11	0	4	173	0	0	2	105	3	308		0	0	0	0
6:30 PM	0	4	1	2	0	1	0	15	0	5	165	0	0	11	84	8	296		0	3	0	0
6:45 PM	0	8	2	1	0	1	1	10	0	2	163	0	0	6	83	5	282		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6
Lights	0	20	4	9	0	0	5	105	0	15	691	1	1	13	514	26	1,404
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	18	0	22
Total	0	20	4	9	0	0	5	105	0	15	699	1	1	13	534	26	1,432



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Location: #5 SR 140 & Reinhardt College Pkwy PM

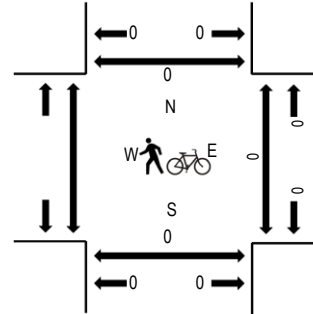
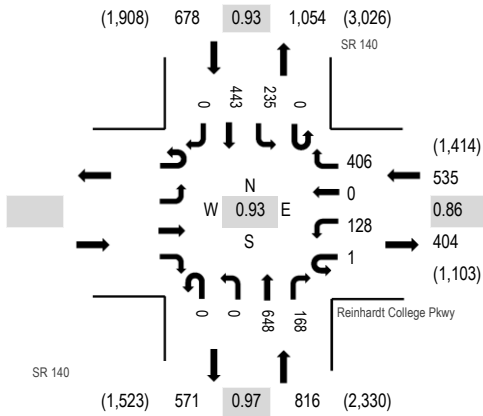
Date and Start Time: Tuesday, October 23, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Reinhardt College Pkwy Eastbound				Reinhardt College Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					2	34	0	92	0	0	160	24	0	60	108	0	480	1,959	0	0	0	0
4:15 PM					0	32	0	88	0	0	169	39	0	71	108	0	507	1,982	0	0	0	0
4:30 PM					1	21	0	89	0	0	161	38	0	58	116	0	484	2,023	0	1	0	0
4:45 PM					0	20	0	102	0	0	162	41	0	60	103	0	488	2,029	0	0	0	0
5:00 PM					0	34	0	102	0	0	156	55	0	51	105	0	503	2,000	0	0	0	0
5:15 PM					1	44	0	110	0	0	175	31	0	70	117	0	548	1,958	0	0	0	0
5:30 PM					0	30	0	92	0	0	155	41	0	54	118	0	490	1,837	0	0	0	0
5:45 PM					0	14	0	82	0	0	152	34	0	70	107	0	459	1,764	0	0	0	0
6:00 PM					0	21	0	95	0	0	167	29	0	50	99	0	461	1,693	0	0	0	0
6:15 PM					0	17	0	84	0	0	161	23	0	52	90	0	427		0	0	0	0
6:30 PM					0	18	0	93	0	0	151	29	0	51	75	0	417		0	0	0	0
6:45 PM					1	13	0	82	0	0	146	31	0	36	79	0	388		0	0	0	0

Peak Rolling Hour Flow Rates

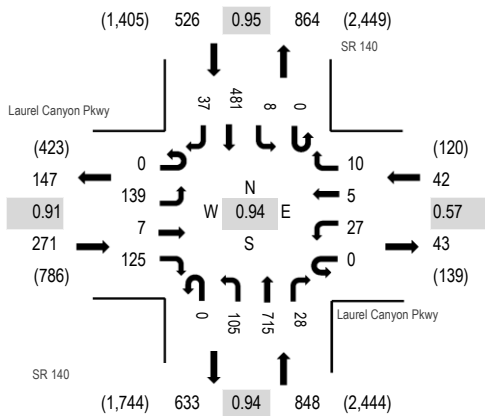
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	4	0	0	2	1	0	7
Lights					1	122	0	401	0	0	642	167	0	232	429	0	1,994
Mediums					0	6	0	5	0	0	2	1	0	1	13	0	28
Total					1	128	0	406	0	0	648	168	0	235	443	0	2,029



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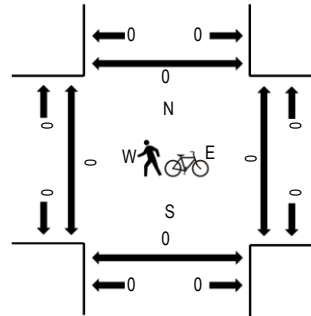
Location: #6 SR 140 & Laurel Canyon Pkwy PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Laurel Canyon Pkwy Eastbound				Laurel Canyon Pkwy Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	24	2	35	0	6	2	2	0	34	169	4	0	0	125	7	410	1,608	0	0	0	0
4:15 PM	0	27	0	30	0	3	1	4	0	39	169	10	0	1	111	10	405	1,612	0	0	0	0
4:30 PM	0	32	2	28	0	9	0	2	0	32	157	8	0	2	119	3	394	1,657	0	0	0	0
4:45 PM	0	31	3	27	0	5	1	1	0	23	170	6	0	1	123	8	399	1,687	0	0	0	0
5:00 PM	0	36	2	37	0	2	0	0	0	26	179	9	0	3	111	9	414	1,664	0	0	0	0
5:15 PM	0	43	0	32	0	9	2	0	0	30	189	7	0	3	125	10	450	1,640	0	0	0	0
5:30 PM	0	29	2	29	0	11	2	9	0	26	177	6	0	1	122	10	424	1,568	0	0	0	0
5:45 PM	0	22	4	45	0	6	0	2	0	18	154	12	0	2	99	12	376	1,502	0	0	0	0
6:00 PM	0	34	2	42	0	7	2	0	0	24	173	7	0	2	90	7	390	1,483	0	0	0	0
6:15 PM	0	28	3	32	0	5	1	1	0	18	172	10	0	2	96	10	378		0	0	0	0
6:30 PM	0	47	2	20	0	8	2	1	0	23	161	8	0	0	82	4	358		0	0	0	0
6:45 PM	0	34	5	15	0	10	1	3	0	20	167	7	0	1	88	6	357		0	0	0	0

Peak Rolling Hour Flow Rates

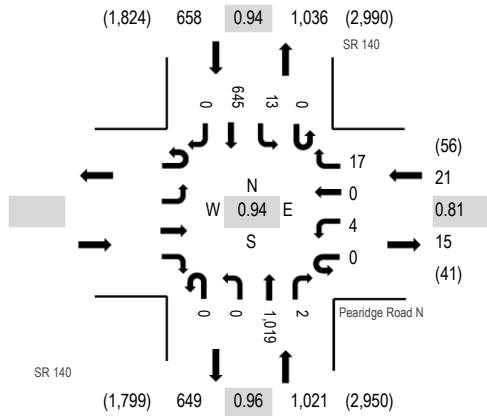
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	6
Lights	0	138	7	121	0	27	5	10	0	101	710	28	0	7	470	37	1,661
Mediums	0	1	0	3	0	0	0	0	0	4	2	0	0	1	9	0	20
Total	0	139	7	125	0	27	5	10	0	105	715	28	0	8	481	37	1,687



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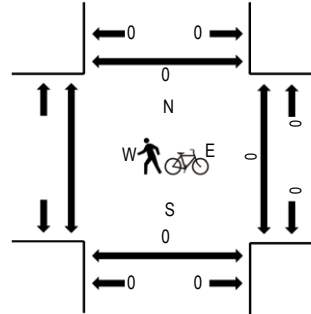
Location: #7 SR 140 & Pearidge Road N PM
Date and Start Time: Tuesday, October 23, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk

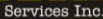


Traffic Counts

Interval Start Time	Pearidge Road N Eastbound				Pearidge Road N Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	0	0	9	0	0	251	2	0	9	166	0	437	1,686	0	0	0	0
4:15 PM					0	2	0	6	0	0	241	1	0	1	154	0	405	1,654	0	0	0	0
4:30 PM					0	2	0	6	0	0	251	1	0	3	167	0	430	1,700	0	0	0	0
4:45 PM					0	0	0	4	0	0	248	1	0	3	158	0	414	1,698	0	0	0	0
5:00 PM					0	0	0	1	0	0	252	0	0	6	146	0	405	1,669	0	0	0	0
5:15 PM					0	2	0	6	0	0	268	0	0	1	174	0	451	1,664	0	0	0	0
5:30 PM					0	1	0	6	0	0	255	3	0	0	163	0	428	1,597	0	0	0	0
5:45 PM					0	0	0	2	0	0	218	1	0	5	159	0	385	1,516	0	0	0	0
6:00 PM					0	0	0	0	0	0	255	0	0	2	143	0	400	1,475	0	0	0	0
6:15 PM					0	0	0	0	0	0	240	0	0	0	144	0	384		0	0	0	0
6:30 PM					0	0	0	7	0	0	229	0	0	2	109	0	347		0	0	0	0
6:45 PM					0	0	0	2	0	0	233	0	0	0	109	0	344		0	0	0	0

Peak Rolling Hour Flow Rates

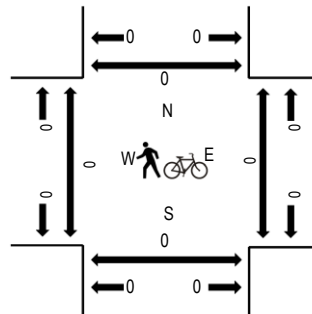
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	6	0	0	0	4	0	10
Lights					0	4	0	17	0	0	1,004	2	0	12	629	0	1,668
Mediums					0	0	0	0	0	0	9	0	0	1	12	0	22
Total					0	4	0	17	0	0	1,019	2	0	13	645	0	1,700



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Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Etowah Drive Eastbound				Anderson Avenue Westbound				SR 140 Northbound				SR 140 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	2	0	8	0	2	0	2	0	10	216	4	1	4	254	2	505	1,966	2	0	0	0	
4:15 PM	0	2	0	5	0	3	0	1	0	11	221	4	0	1	189	5	442	1,997	0	0	0	0	
4:30 PM	0	0	0	4	0	2	0	1	0	14	250	6	0	1	225	3	506	2,116	0	0	0	0	
4:45 PM	0	1	0	9	0	1	0	1	0	14	245	6	1	0	234	1	513	2,128	0	0	0	0	
5:00 PM	0	2	0	10	0	4	0	3	0	12	248	5	1	2	244	5	536	2,115	0	0	0	0	
5:15 PM	0	3	1	15	0	4	0	1	0	20	238	7	3	4	262	3	561	2,045	0	0	0	0	
5:30 PM	0	2	0	9	0	1	0	1	0	11	249	8	0	1	227	9	518	1,923	0	0	0	0	
5:45 PM	0	6	0	10	0	4	0	0	0	14	239	3	1	3	216	4	500	1,823	0	0	0	0	
6:00 PM	0	0	0	8	0	2	0	0	0	22	231	7	0	1	192	3	466	1,723	0	0	0	0	
6:15 PM	0	0	0	6	0	5	0	0	0	16	226	1	0	1	182	2	439		0	0	0	0	
6:30 PM	0	1	1	6	0	0	0	1	0	11	225	1	0	1	168	3	418		0	0	0	0	
6:45 PM	0	2	0	9	0	0	0	0	0	14	203	2	0	4	165	1	400		2	0	0	0	

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11
Lights	0	8	1	43	0	10	0	6	0	57	972	26	5	7	954	18	2,107
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10
Total	0	8	1	43	0	10	0	6	0	57	980	26	5	7	967	18	2,128

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Page 1

Site Code: A
Station ID: A
LAUREL CANYON PKWY
WEST OF SR 140
Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	44		
12:15		4	54		
12:30		1	68		
12:45		0	58	5	224
01:00		1	46		
01:15		0	68		
01:30		0	59		
01:45		1	63	2	236
02:00		0	76		
02:15		0	47		
02:30		0	54		
02:45		1	54	1	231
03:00		1	60		
03:15		1	64		
03:30		1	68		
03:45		0	48	3	240
04:00		1	62		
04:15		0	62		
04:30		1	63		
04:45		3	65	5	252
05:00		5	76		
05:15		4	77		
05:30		12	59		
05:45		14	70	35	282
06:00		13	83		
06:15		15	62		
06:30		28	68		
06:45		28	52	84	265
07:00		38	54		
07:15		27	36		
07:30		36	32		
07:45		38	27	139	149
08:00		38	20		
08:15		34	19		
08:30		30	19		
08:45		54	13	156	71
09:00		60	16		
09:15		52	8		
09:30		55	6		
09:45		44	13	211	43
10:00		38	8		
10:15		54	2		
10:30		44	8		
10:45		52	3	188	21
11:00		46	4		
11:15		64	2		
11:30		76	4		
11:45		40	1	226	11
Total		1055	2025		
Percent		34.3%	65.7%		

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Page 2

Site Code: A
Station ID: A
LAUREL CANYON PKWY
WEST OF SR 140
Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	69		
12:15		1	54		
12:30		1	86		
12:45		0	64	3	273
01:00		0	64		
01:15		0	57		
01:30		1	54		
01:45		0	60	1	235
02:00		3	56		
02:15		0	60		
02:30		0	50		
02:45		0	55	3	221
03:00		0	72		
03:15		0	66		
03:30		0	57		
03:45		0	50	0	245
04:00		2	60		
04:15		3	58		
04:30		3	50		
04:45		2	53	10	221
05:00		5	48		
05:15		12	62		
05:30		9	72		
05:45		13	64	39	246
06:00		16	71		
06:15		13	59		
06:30		23	58		
06:45		20	53	72	241
07:00		32	60		
07:15		30	48		
07:30		28	25		
07:45		38	20	128	153
08:00		36	28		
08:15		38	28		
08:30		38	23		
08:45		44	14	156	93
09:00		45	10		
09:15		37	9		
09:30		40	11		
09:45		52	8	174	38
10:00		40	4		
10:15		54	5		
10:30		40	1		
10:45		52	6	186	16
11:00		54	1		
11:15		44	3		
11:30		44	1		
11:45		80	0	222	5
Total		994	1987		
Percent		33.3%	66.7%		
Grand Total		2049	4012		
Percent		33.8%	66.2%		
ADT		ADT 3,030		AADT 3,030	

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Page 1

Site Code: A.5
Station ID: A.5
LAUREL CANYON PKWY WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		5	41		
12:15		0	48		
12:30		3	39		
12:45		1	42	9	170
01:00		1	43		
01:15		1	40		
01:30		0	32		
01:45		0	40	2	155
02:00		0	40		
02:15		0	44		
02:30		0	60		
02:45		1	57	1	201
03:00		0	41		
03:15		0	54		
03:30		0	36		
03:45		1	46	1	177
04:00		0	43		
04:15		1	54		
04:30		0	38		
04:45		2	32	3	167
05:00		0	39		
05:15		4	36		
05:30		3	40		
05:45		3	34	10	149
06:00		2	34		
06:15		2	30		
06:30		1	27		
06:45		12	29	17	120
07:00		7	31		
07:15		19	21		
07:30		18	27		
07:45		42	26	86	105
08:00		40	28		
08:15		34	28		
08:30		39	21		
08:45		29	17	142	94
09:00		21	21		
09:15		28	20		
09:30		30	17		
09:45		34	11	113	69
10:00		22	4		
10:15		23	6		
10:30		36	0		
10:45		26	2	107	12
11:00		34	3		
11:15		40	4		
11:30		38	1		
11:45		34	0	146	8
Total		637	1427		
Percent		30.9%	69.1%		

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Page 2

Site Code: A.5
Station ID: A.5
LAUREL CANYON PKWY WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		3	40		
12:15		2	39		
12:30		0	42		
12:45		0	44	5	165
01:00		0	50		
01:15		0	52		
01:30		3	44		
01:45		2	42	5	188
02:00		0	50		
02:15		0	51		
02:30		0	42		
02:45		0	46	0	189
03:00		0	58		
03:15		0	59		
03:30		1	46		
03:45		1	50	2	213
04:00		0	45		
04:15		2	31		
04:30		0	36		
04:45		0	44	2	156
05:00		1	42		
05:15		0	40		
05:30		1	41		
05:45		2	50	4	173
06:00		0	40		
06:15		4	40		
06:30		3	30		
06:45		8	33	15	143
07:00		10	22		
07:15		11	24		
07:30		20	27		
07:45		23	30	64	103
08:00		28	26		
08:15		32	19		
08:30		31	21		
08:45		21	14	112	80
09:00		28	22		
09:15		22	4		
09:30		28	15		
09:45		29	12	107	53
10:00		32	3		
10:15		20	4		
10:30		31	4		
10:45		38	6	121	17
11:00		46	6		
11:15		40	1		
11:30		45	3		
11:45		44	4	175	14
Total		612	1494		
Percent		29.1%	70.9%		
Grand Total		1249	2921		
Percent		30.0%	70.0%		
ADT		ADT 2,085		AADT 2,085	

All Traffic Data Services, Inc
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Page 1

Site Code: B
Station ID: B
GREAT SKY PKWY EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	7		
12:15		1	6		
12:30		0	10		
12:45		0	3	2	26
01:00		0	7		
01:15		0	5		
01:30		0	8		
01:45		0	7	0	27
02:00		0	9		
02:15		0	4		
02:30		0	16		
02:45		0	14	0	43
03:00		0	12		
03:15		0	15		
03:30		0	10		
03:45		0	20	0	57
04:00		0	6		
04:15		0	11		
04:30		0	11		
04:45		0	13	0	41
05:00		1	14		
05:15		0	10		
05:30		0	10		
05:45		2	18	3	52
06:00		0	11		
06:15		0	17		
06:30		4	9		
06:45		2	14	6	51
07:00		2	12		
07:15		2	12		
07:30		8	9		
07:45		10	6	22	39
08:00		8	7		
08:15		3	11		
08:30		5	4		
08:45		5	6	21	28
09:00		4	8		
09:15		5	8		
09:30		4	4		
09:45		1	4	14	24
10:00		1	5		
10:15		7	3		
10:30		6	2		
10:45		6	0	20	10
11:00		6	2		
11:15		7	4		
11:30		8	0		
11:45		8	0	29	6
Total		117	404		
Percent		22.5%	77.5%		

Site Code: B
Station ID: B
GREAT SKY PKWY EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	6		
12:15		0	7		
12:30		0	9		
12:45		1	5	2	27
01:00		0	13		
01:15		1	5		
01:30		1	11		
01:45		0	7	2	36
02:00		0	10		
02:15		1	6		
02:30		0	11		
02:45		0	9	1	36
03:00		0	13		
03:15		0	13		
03:30		0	8		
03:45		0	13	0	47
04:00		1	12		
04:15		0	15		
04:30		0	11		
04:45		0	4	1	42
05:00		1	15		
05:15		0	17		
05:30		0	12		
05:45		0	16	1	60
06:00		0	9		
06:15		0	20		
06:30		4	9		
06:45		2	9	6	47
07:00		3	11		
07:15		3	13		
07:30		5	10		
07:45		9	6	20	40
08:00		6	9		
08:15		6	14		
08:30		6	10		
08:45		3	4	21	37
09:00		4	4		
09:15		2	8		
09:30		0	7		
09:45		4	5	10	24
10:00		9	1		
10:15		9	3		
10:30		6	0		
10:45		6	1	30	5
11:00		7	0		
11:15		6	2		
11:30		8	0		
11:45		7	1	28	3
Total		122	404		
Percent		23.2%	76.8%		
Grand Total		239	808		
Percent		22.8%	77.2%		
ADT		ADT 524		AADT 524	

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Page 1

Site Code: B.5
Station ID: B.5
GREAT SKY PKWY EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	6		
12:15		0	4		
12:30		0	11		
12:45		0	10	0	31
01:00		0	9		
01:15		0	7		
01:30		0	6		
01:45		0	9	0	31
02:00		0	7		
02:15		0	9		
02:30		0	6		
02:45		0	5	0	27
03:00		0	9		
03:15		0	7		
03:30		0	10		
03:45		0	11	0	37
04:00		0	10		
04:15		0	8		
04:30		1	11		
04:45		1	7	2	36
05:00		1	2		
05:15		4	11		
05:30		7	22		
05:45		4	8	16	43
06:00		1	9		
06:15		6	7		
06:30		16	11		
06:45		13	14	36	41
07:00		12	8		
07:15		20	5		
07:30		5	1		
07:45		9	4	46	18
08:00		22	3		
08:15		8	4		
08:30		4	4		
08:45		7	3	41	14
09:00		9	0		
09:15		7	1		
09:30		3	1		
09:45		9	0	28	2
10:00		4	1		
10:15		7	3		
10:30		8	0		
10:45		12	0	31	4
11:00		6	1		
11:15		8	1		
11:30		6	0		
11:45		3	0	23	2
Total		223	286		
Percent		43.8%	56.2%		

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Page 2

Site Code: B.5
Station ID: B.5
GREAT SKY PKWY EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	WB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		0	11		
12:15		1	7		
12:30		0	10		
12:45		0	12	1	40
01:00		0	10		
01:15		0	6		
01:30		0	8		
01:45		0	9	0	33
02:00		0	8		
02:15		0	9		
02:30		0	10		
02:45		0	9	0	36
03:00		0	5		
03:15		0	13		
03:30		0	11		
03:45		0	9	0	38
04:00		0	4		
04:15		0	6		
04:30		0	6		
04:45		2	6	2	22
05:00		1	6		
05:15		3	5		
05:30		7	19		
05:45		6	12	17	42
06:00		2	13		
06:15		8	12		
06:30		14	8		
06:45		16	11	40	44
07:00		21	5		
07:15		14	8		
07:30		8	3		
07:45		12	6	55	22
08:00		12	3		
08:15		12	6		
08:30		10	1		
08:45		10	2	44	12
09:00		6	4		
09:15		8	2		
09:30		3	2		
09:45		6	0	23	8
10:00		12	1		
10:15		9	1		
10:30		8	0		
10:45		4	2	33	4
11:00		5	1		
11:15		4	1		
11:30		4	0		
11:45		8	0	21	2
Total		236	303		
Percent		43.8%	56.2%		
Grand Total		459	589		
Percent		43.8%	56.2%		
ADT		ADT 524		AADT 524	

Site Code: C
Station ID: C
SR 140 NORTH OF PEARIDGE ROAD

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		25	159			8	168				
12:15		20	134			6	201				
12:30		12	159			6	199				
12:45		11	151	68	603	6	139	26	707	94	1310
01:00		10	138			3	136				
01:15		8	151			4	178				
01:30		8	166			5	147				
01:45		2	155	28	610	3	180	15	641	43	1251
02:00		6	183			3	134				
02:15		6	159			1	180				
02:30		3	185			5	193				
02:45		4	184	19	711	3	166	12	673	31	1384
03:00		0	169			5	168				
03:15		1	231			8	178				
03:30		2	204			8	178				
03:45		4	205	7	809	7	152	28	676	35	1485
04:00		6	250			13	173				
04:15		6	241			18	154				
04:30		8	248			26	170				
04:45		11	245	31	984	38	157	95	654	126	1638
05:00		4	244			42	161				
05:15		12	268			93	178				
05:30		14	252			97	154				
05:45		25	217	55	981	117	163	349	656	404	1637
06:00		15	247			137	143				
06:15		33	237			176	138				
06:30		40	233			223	115				
06:45		67	227	155	944	203	108	739	504	894	1448
07:00		74	162			237	119				
07:15		87	172			248	100				
07:30		115	165			245	90				
07:45		97	139	373	638	293	59	1023	368	1396	1006
08:00		113	138			270	74				
08:15		127	146			209	59				
08:30		135	128			153	76				
08:45		125	115	500	527	182	69	814	278	1314	805
09:00		115	128			171	33				
09:15		116	97			201	43				
09:30		103	90			186	31				
09:45		126	77	460	392	145	35	703	142	1163	534
10:00		115	69			139	29				
10:15		113	47			145	20				
10:30		119	43			138	24				
10:45		127	28	474	187	143	25	565	98	1039	285
11:00		122	37			166	16				
11:15		149	32			157	20				
11:30		111	22			172	8				
11:45		141	23	523	114	157	5	652	49	1175	163
Total		2693	7500			5021	5446			7714	12946
Percent		26.4%	73.6%			48.0%	52.0%			37.3%	62.7%

Site Code: C
Station ID: C
SR 140 NORTH OF PEARIDGE ROAD

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	121			10	188				
12:15		19	163			8	175				
12:30		12	160			13	200				
12:45		10	150	52	594	6	180	37	743	89	1337
01:00		8	178			1	172				
01:15		9	176			10	179				
01:30		7	185			4	167				
01:45		7	189	31	728	5	149	20	667	51	1395
02:00		3	196			6	167				
02:15		6	169			3	158				
02:30		1	190			5	181				
02:45		8	159	18	714	2	168	16	674	34	1388
03:00		3	200			6	172				
03:15		3	213			2	172				
03:30		3	208			8	171				
03:45		8	245	17	866	11	146	27	661	44	1527
04:00		3	237			8	136				
04:15		3	240			20	134				
04:30		7	214			27	125				
04:45		9	248	22	939	35	154	90	549	112	1488
05:00		10	244			54	151				
05:15		7	256			93	169				
05:30		14	260			102	188				
05:45		13	276	44	1036	121	146	370	654	414	1690
06:00		22	241			115	182				
06:15		40	267			177	135				
06:30		41	205			214	124				
06:45		80	193	183	906	202	153	708	594	891	1500
07:00		64	167			211	120				
07:15		79	154			233	116				
07:30		89	161			271	87				
07:45		111	151	343	633	253	64	968	387	1311	1020
08:00		104	140			277	118				
08:15		160	116			191	118				
08:30		121	165			193	81				
08:45		112	127	497	548	178	34	839	351	1336	899
09:00		114	103			167	53				
09:15		124	89			157	43				
09:30		147	87			142	44				
09:45		114	81	499	360	169	28	635	168	1134	528
10:00		102	59			144	32				
10:15		132	44			167	27				
10:30		131	39			159	17				
10:45		115	37	480	179	182	17	652	93	1132	272
11:00		150	34			174	16				
11:15		145	21			144	9				
11:30		144	25			159	13				
11:45		151	29	590	109	179	6	656	44	1246	153
Total		2776	7612			5018	5585			7794	13197
Percent		26.7%	73.3%			47.3%	52.7%			37.1%	62.9%
Grand Total		5469	15112			10039	11031			15508	26143
Percent		26.6%	73.4%			47.6%	52.4%			37.2%	62.8%
ADT	ADT 20,826		AADT 20,826								

Site Code: D
Station ID: D
PEARIDGE ROAD N EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	2			0	5				
12:15		0	4			1	1				
12:30		0	1			0	1				
12:45		0	2	1	9	0	2	1	9	2	18
01:00		0	2			0	2				
01:15		0	2			0	4				
01:30		0	3			0	5				
01:45		0	1	0	8	0	2	0	13	0	21
02:00		0	2			0	4				
02:15		0	1			0	0				
02:30		0	4			0	2				
02:45		0	8	0	15	0	1	0	7	0	22
03:00		0	9			0	0				
03:15		0	11			0	1				
03:30		0	7			1	15				
03:45		1	5	1	32	1	14	2	30	3	62
04:00		0	8			0	9				
04:15		0	1			1	7				
04:30		0	4			0	8				
04:45		0	6	0	19	0	4	1	28	1	47
05:00		0	6			0	1				
05:15		0	1			0	6				
05:30		0	3			0	7				
05:45		1	6	1	16	0	2	0	16	1	32
06:00		2	2			0	0				
06:15		1	0			2	0				
06:30		1	3			0	6				
06:45		3	0	7	5	2	2	4	8	11	13
07:00		5	1			1	4				
07:15		10	2			2	1				
07:30		24	0			6	1				
07:45		32	2	71	5	4	0	13	6	84	11
08:00		32	0			13	4				
08:15		18	0			20	0				
08:30		6	4			6	2				
08:45		3	0	59	4	1	2	40	8	99	12
09:00		2	0			3	0				
09:15		0	0			1	1				
09:30		4	0			0	1				
09:45		2	1	8	1	3	1	7	3	15	4
10:00		2	0			3	0				
10:15		3	0			3	0				
10:30		1	0			4	0				
10:45		1	0	7	0	0	0	10	0	17	0
11:00		3	1			2	0				
11:15		1	0			1	0				
11:30		0	0			5	0				
11:45		3	0	7	1	4	0	12	0	19	1
Total		162	115			90	128			252	243
Percent		58.5%	41.5%			41.3%	58.7%			50.9%	49.1%

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Page 2

Site Code: D
Station ID: D
PEARIDGE ROAD N EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	4			1	2				
12:15		0	2			0	1				
12:30		0	5			0	0				
12:45		0	4	2	15	1	1	2	4	4	19
01:00		0	3			0	8				
01:15		0	2			0	5				
01:30		0	5			0	5				
01:45		0	0	0	10	0	4	0	22	0	32
02:00		0	1			0	2				
02:15		0	2			0	2				
02:30		0	4			0	2				
02:45		0	8	0	15	0	2	0	8	0	23
03:00		0	11			0	1				
03:15		0	14			0	4				
03:30		0	6			0	6				
03:45		0	1	0	32	0	13	0	24	0	56
04:00		0	3			0	5				
04:15		0	1			1	2				
04:30		0	1			0	6				
04:45		0	5	0	10	0	3	1	16	1	26
05:00		0	7			0	2				
05:15		0	3			0	5				
05:30		0	2			0	6				
05:45		0	8	0	20	0	3	0	16	0	36
06:00		2	7			1	2				
06:15		3	5			2	2				
06:30		1	1			0	2				
06:45		4	2	10	15	2	2	5	8	15	23
07:00		1	0			1	1				
07:15		7	2			1	1				
07:30		32	2			10	5				
07:45		29	0	69	4	7	6	19	13	88	17
08:00		27	3			14	3				
08:15		18	1			17	8				
08:30		3	1			3	2				
08:45		3	0	51	5	1	3	35	16	86	21
09:00		4	0			5	1				
09:15		4	0			1	1				
09:30		1	0			3	1				
09:45		0	0	9	0	2	1	11	4	20	4
10:00		5	1			2	0				
10:15		1	1			1	0				
10:30		1	0			0	0				
10:45		2	0	9	2	3	0	6	0	15	2
11:00		1	0			2	0				
11:15		3	0			0	0				
11:30		2	1			3	0				
11:45		7	0	13	1	1	0	6	0	19	1
Total		163	129			85	131			248	260
Percent		55.8%	44.2%			39.4%	60.6%			48.8%	51.2%
Grand Total		325	244			175	259			500	503
Percent		57.1%	42.9%			40.3%	59.7%			49.9%	50.1%
ADT		ADT 502		AADT 502							

Site Code: E
Station ID: E
PEARIDGE ROAD S EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			2	0				
12:15		0	4			0	0				
12:30		0	1			0	0				
12:45		0	3	0	12	0	3	2	3	2	15
01:00		0	3			0	3				
01:15		0	4			0	1				
01:30		0	1			0	0				
01:45		0	4	0	12	0	0	0	4	0	16
02:00		0	3			0	2				
02:15		0	2			0	0				
02:30		0	2			0	2				
02:45		0	2	0	9	0	2	0	6	0	15
03:00		0	1			1	1				
03:15		0	3			0	0				
03:30		0	1			0	1				
03:45		0	3	0	8	0	1	1	3	1	11
04:00		0	8			0	1				
04:15		0	2			0	4				
04:30		0	3			0	5				
04:45		0	5	0	18	0	2	0	12	0	30
05:00		0	3			1	1				
05:15		0	6			0	1				
05:30		1	4			0	0				
05:45		0	1	1	14	1	1	2	3	3	17
06:00		0	4			2	2				
06:15		1	2			0	3				
06:30		1	4			3	4				
06:45		2	8	4	18	1	5	6	14	10	32
07:00		6	5			1	4				
07:15		2	1			3	1				
07:30		1	3			1	2				
07:45		4	4	13	13	1	5	6	12	19	25
08:00		1	2			4	1				
08:15		1	1			1	1				
08:30		3	2			2	1				
08:45		1	5	6	10	0	2	7	5	13	15
09:00		0	2			1	0				
09:15		2	2			1	1				
09:30		1	0			1	3				
09:45		1	2	4	6	0	0	3	4	7	10
10:00		0	1			4	1				
10:15		2	0			2	0				
10:30		5	1			1	0				
10:45		3	0	10	2	2	1	9	2	19	4
11:00		1	2			2	0				
11:15		2	0			1	1				
11:30		0	0			1	0				
11:45		0	2	3	4	2	0	6	1	9	5
Total		41	126			42	69			83	195
Percent		24.6%	75.4%			37.8%	62.2%			29.9%	70.1%

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Page 2

Site Code: E
Station ID: E
PEARIDGE ROAD S EAST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			2	2				
12:15		0	2			0	0				
12:30		0	0			0	3				
12:45		1	2	1	5	1	1	3	6	4	11
01:00		0	4			0	1				
01:15		1	4			0	1				
01:30		0	3			0	2				
01:45		0	5	1	16	0	1	0	5	1	21
02:00		0	2			0	2				
02:15		0	0			0	1				
02:30		0	3			0	0				
02:45		0	4	0	9	0	4	0	7	0	16
03:00		0	1			1	2				
03:15		0	1			0	1				
03:30		0	1			0	1				
03:45		0	4	0	7	0	2	1	6	1	13
04:00		0	4			0	2				
04:15		0	0			0	0				
04:30		0	6			0	2				
04:45		0	5	0	15	0	5	0	9	0	24
05:00		0	6			1	1				
05:15		0	5			0	1				
05:30		0	3			1	2				
05:45		0	3	0	17	2	4	4	8	4	25
06:00		0	4			0	4				
06:15		1	9			0	2				
06:30		1	3			1	3				
06:45		4	6	6	22	5	5	6	14	12	36
07:00		3	1			2	4				
07:15		1	5			3	4				
07:30		1	2			2	7				
07:45		2	2	7	10	1	1	8	16	15	26
08:00		6	1			6	0				
08:15		3	2			0	0				
08:30		0	3			1	3				
08:45		3	7	12	13	1	0	8	3	20	16
09:00		0	0			2	1				
09:15		2	1			1	3				
09:30		1	1			2	1				
09:45		2	2	5	4	3	1	8	6	13	10
10:00		3	0			2	0				
10:15		1	0			2	1				
10:30		3	0			2	0				
10:45		0	0	7	0	2	0	8	1	15	1
11:00		4	0			2	0				
11:15		1	0			2	0				
11:30		4	1			0	1				
11:45		4	0	13	1	0	0	4	1	17	2
Total		52	119			50	82			102	201
Percent		30.4%	69.6%			37.9%	62.1%			33.7%	66.3%
Grand Total		93	245			92	151			185	396
Percent		27.5%	72.5%			37.9%	62.1%			31.8%	68.2%
ADT		ADT 290		AADT 290							

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Page 1

Site Code: F
Station ID: F
HOSPITAL ROAD S
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	8			0	18				
12:15		2	14			0	16				
12:30		1	12			1	8				
12:45		0	18	5	52	0	15	1	57	6	109
01:00		0	19			1	8				
01:15		0	18			0	8				
01:30		0	27			1	6				
01:45		2	18	2	82	0	17	2	39	4	121
02:00		2	11			0	11				
02:15		0	28			0	13				
02:30		0	14			1	12				
02:45		0	26	2	79	0	7	1	43	3	122
03:00		0	15			0	17				
03:15		1	16			0	11				
03:30		0	11			1	9				
03:45		0	13	1	55	0	9	1	46	2	101
04:00		0	12			0	10				
04:15		0	9			0	8				
04:30		2	9			2	9				
04:45		3	9	5	39	0	13	2	40	7	79
05:00		6	7			1	12				
05:15		5	5			7	9				
05:30		4	5			4	2				
05:45		7	7	22	24	7	4	19	27	41	51
06:00		4	7			2	1				
06:15		8	11			3	1				
06:30		11	7			3	4				
06:45		8	9	31	34	3	2	11	8	42	42
07:00		20	5			2	3				
07:15		22	6			3	3				
07:30		26	4			2	2				
07:45		28	6	96	21	1	5	8	13	104	34
08:00		22	7			3	2				
08:15		13	3			3	2				
08:30		18	4			7	2				
08:45		24	3	77	17	6	3	19	9	96	26
09:00		16	2			11	2				
09:15		23	3			16	2				
09:30		19	6			10	0				
09:45		15	7	73	18	14	0	51	4	124	22
10:00		16	7			17	4				
10:15		24	5			8	2				
10:30		14	2			18	0				
10:45		23	7	77	21	16	2	59	8	136	29
11:00		13	2			12	7				
11:15		15	2			16	1				
11:30		10	0			13	1				
11:45		23	2	61	6	13	2	54	11	115	17
Total		452	448			228	305			680	753
Percent		50.2%	49.8%			42.8%	57.2%			47.5%	52.5%

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Page 2

Site Code: F
Station ID: F
HOSPITAL ROAD S
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	17			1	12				
12:15		0	10			1	9				
12:30		0	16			1	7				
12:45		0	12	3	55	0	6	3	34	6	89
01:00		0	11			0	13				
01:15		0	9			1	5				
01:30		1	21			0	3				
01:45		1	13	2	54	1	8	2	29	4	83
02:00		1	18			0	11				
02:15		1	12			0	11				
02:30		0	18			0	13				
02:45		0	21	2	69	1	14	1	49	3	118
03:00		0	12			0	10				
03:15		0	9			0	10				
03:30		1	7			1	4				
03:45		0	12	1	40	0	9	1	33	2	73
04:00		0	10			0	11				
04:15		0	9			0	6				
04:30		2	10			3	9				
04:45		2	11	4	40	0	6	3	32	7	72
05:00		5	11			2	14				
05:15		2	10			3	5				
05:30		6	10			5	6				
05:45		6	3	19	34	6	1	16	26	35	60
06:00		7	9			2	3				
06:15		5	6			5	4				
06:30		6	6			4	1				
06:45		10	7	28	28	2	3	13	11	41	39
07:00		19	14			2	3				
07:15		25	7			6	7				
07:30		24	6			2	4				
07:45		17	5	85	32	2	6	12	20	97	52
08:00		14	5			6	3				
08:15		15	4			8	4				
08:30		16	4			5	4				
08:45		22	2	67	15	9	2	28	13	95	28
09:00		15	6			4	2				
09:15		24	1			5	1				
09:30		13	3			11	1				
09:45		15	4	67	14	9	1	29	5	96	19
10:00		17	2			10	3				
10:15		26	3			10	3				
10:30		14	2			9	4				
10:45		19	5	76	12	17	1	46	11	122	23
11:00		8	0			9	4				
11:15		17	2			11	3				
11:30		16	0			19	1				
11:45		12	3	53	5	18	1	57	9	110	14
Total		407	398			211	272			618	670
Percent		50.6%	49.4%			43.7%	56.3%			48.0%	52.0%
Grand Total		859	846			439	577			1298	1423
Percent		50.4%	49.6%			43.2%	56.8%			47.7%	52.3%
ADT		ADT 1,360		AADT 1,360							

Site Code: G
Station ID: G
SHOAL CREEK ROAD WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	10			1	12				
12:15		0	14			2	18				
12:30		1	20			1	12				
12:45		1	18	5	62	0	11	4	53	9	115
01:00		1	19			0	21				
01:15		1	12			2	13				
01:30		1	8			1	22				
01:45		4	15	7	54	0	10	3	66	10	120
02:00		0	16			2	12				
02:15		0	14			1	17				
02:30		0	14			0	12				
02:45		0	16	0	60	2	17	5	58	5	118
03:00		1	15			0	15				
03:15		0	13			0	24				
03:30		0	14			0	22				
03:45		1	15	2	57	1	26	1	87	3	144
04:00		0	24			0	27				
04:15		2	20			0	17				
04:30		3	18			1	26				
04:45		3	18	8	80	0	24	1	94	9	174
05:00		6	13			3	20				
05:15		7	16			0	30				
05:30		8	17			1	21				
05:45		7	18	28	64	4	32	8	103	36	167
06:00		21	34			2	25				
06:15		20	25			14	33				
06:30		24	16			5	33				
06:45		28	23	93	98	6	24	27	115	120	213
07:00		28	23			4	31				
07:15		24	18			5	27				
07:30		17	12			11	23				
07:45		30	12	99	65	8	26	28	107	127	172
08:00		22	12			6	29				
08:15		22	19			9	19				
08:30		21	16			9	22				
08:45		15	11	80	58	10	17	34	87	114	145
09:00		15	13			6	15				
09:15		11	6			12	14				
09:30		8	8			5	17				
09:45		15	8	49	35	4	33	27	79	76	114
10:00		12	7			3	13				
10:15		15	5			8	11				
10:30		6	2			7	11				
10:45		10	3	43	17	6	8	24	43	67	60
11:00		16	4			10	5				
11:15		13	4			10	5				
11:30		13	0			7	7				
11:45		10	4	52	12	16	3	43	20	95	32
Total		466	662			205	912			671	1574
Percent		41.3%	58.7%			18.4%	81.6%			29.9%	70.1%

Site Code: G
Station ID: G
SHOAL CREEK ROAD WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	8			1	9				
12:15		0	19			2	17				
12:30		0	12			0	8				
12:45		1	19	3	58	1	13	4	47	7	105
01:00		2	8			0	11				
01:15		1	16			1	16				
01:30		2	8			3	11				
01:45		1	13	6	45	1	16	5	54	11	99
02:00		0	12			0	11				
02:15		0	12			1	19				
02:30		4	12			0	19				
02:45		0	15	4	51	0	23	1	72	5	123
03:00		0	12			0	14				
03:15		2	15			1	20				
03:30		0	13			0	19				
03:45		1	22	3	62	2	15	3	68	6	130
04:00		3	19			1	22				
04:15		1	17			0	18				
04:30		3	18			0	14				
04:45		3	22	10	76	0	19	1	73	11	149
05:00		6	17			4	25				
05:15		10	26			1	24				
05:30		11	23			1	37				
05:45		14	16	41	82	5	21	11	107	52	189
06:00		17	14			6	24				
06:15		21	26			10	34				
06:30		24	21			7	31				
06:45		20	17	82	78	4	31	27	120	109	198
07:00		26	24			8	30				
07:15		15	25			7	26				
07:30		22	17			11	24				
07:45		21	18	84	84	9	31	35	111	119	195
08:00		30	10			9	19				
08:15		13	13			2	26				
08:30		14	13			9	27				
08:45		23	15	80	51	5	27	25	99	105	150
09:00		19	4			8	24				
09:15		9	12			13	22				
09:30		9	12			3	14				
09:45		12	13	49	41	11	19	35	79	84	120
10:00		14	11			8	14				
10:15		12	7			11	21				
10:30		10	1			9	6				
10:45		16	4	52	23	11	5	39	46	91	69
11:00		17	2			12	6				
11:15		8	5			10	7				
11:30		4	2			8	5				
11:45		17	2	46	11	11	5	41	23	87	34
Total		460	662			227	899			687	1561
Percent		41.0%	59.0%			20.2%	79.8%			30.6%	69.4%
Grand Total		926	1324			432	1811			1358	3135
Percent		41.2%	58.8%			19.3%	80.7%			30.2%	69.8%
ADT	ADT 2,246		AADT 2,246								

Site Code: H
Station ID: H
ETOWAH ROAD WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/23/2018 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			1	9				
12:15		1	8			6	4				
12:30		0	7			1	3				
12:45		0	13	1	30	2	7	10	23	11	53
01:00		0	3			0	5				
01:15		0	8			1	1				
01:30		0	7			2	13				
01:45		0	5	0	23	0	8	3	27	3	50
02:00		1	7			0	8				
02:15		1	7			1	8				
02:30		0	11			0	12				
02:45		0	11	2	36	0	5	1	33	3	69
03:00		0	8			0	20				
03:15		0	7			0	11				
03:30		1	17			0	15				
03:45		0	19	1	51	0	17	0	63	1	114
04:00		0	13			0	17				
04:15		1	6			1	13				
04:30		2	5			0	18				
04:45		2	8	5	32	0	17	1	65	6	97
05:00		4	14			0	15				
05:15		5	22			2	24				
05:30		12	9			1	22				
05:45		8	20	29	65	2	24	5	85	34	150
06:00		12	9			3	25				
06:15		15	5			2	20				
06:30		21	8			3	15				
06:45		22	12	70	34	8	13	16	73	86	107
07:00		21	8			9	20				
07:15		31	10			3	12				
07:30		26	6			6	16				
07:45		31	7	109	31	11	8	29	56	138	87
08:00		34	5			8	7				
08:15		52	6			12	8				
08:30		11	3			10	12				
08:45		15	3	112	17	0	9	30	36	142	53
09:00		3	3			3	11				
09:15		1	4			1	9				
09:30		4	0			3	10				
09:45		3	6	11	13	0	5	7	35	18	48
10:00		4	3			5	4				
10:15		6	1			5	5				
10:30		5	2			6	3				
10:45		5	1	20	7	7	3	23	15	43	22
11:00		7	0			5	2				
11:15		6	0			3	1				
11:30		3	1			3	1				
11:45		3	0	19	1	3	0	14	4	33	5
Total		379	340			139	515			518	855
Percent		52.7%	47.3%			21.3%	78.7%			37.7%	62.3%

Site Code: H
Station ID: H
ETOWAH ROAD WEST OF SR 140

Latitude: 0' 0.0000 Undefined

Start Time	10/24/2018 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	3			1	10				
12:15		1	8			1	11				
12:30		0	9			0	4				
12:45		1	4	4	24	3	5	5	30	9	54
01:00		1	5			1	9				
01:15		0	4			2	10				
01:30		0	6			1	14				
01:45		0	15	1	30	1	4	5	37	6	67
02:00		1	4			2	6				
02:15		0	7			0	14				
02:30		0	10			0	13				
02:45		1	14	2	35	0	15	2	48	4	83
03:00		0	13			0	6				
03:15		0	12			0	15				
03:30		2	14			1	17				
03:45		0	21	2	60	0	13	1	51	3	111
04:00		1	2			0	23				
04:15		1	10			1	12				
04:30		2	9			0	22				
04:45		3	10	7	31	0	13	1	70	8	101
05:00		1	7			1	28				
05:15		8	9			1	22				
05:30		8	15			1	22				
05:45		10	14	27	45	1	22	4	94	31	139
06:00		10	15			2	26				
06:15		15	12			1	28				
06:30		20	6			6	14				
06:45		21	19	66	52	6	9	15	77	81	129
07:00		23	11			2	10				
07:15		40	6			7	12				
07:30		21	6			8	13				
07:45		29	5	113	28	8	9	25	44	138	72
08:00		53	4			8	11				
08:15		48	8			14	7				
08:30		18	3			8	9				
08:45		5	6	124	21	8	10	38	37	162	58
09:00		11	3			2	6				
09:15		12	3			8	4				
09:30		5	5			4	7				
09:45		8	3	36	14	3	6	17	23	53	37
10:00		6	2			5	4				
10:15		7	2			11	4				
10:30		7	0			7	3				
10:45		7	0	27	4	3	5	26	16	53	20
11:00		6	1			1	2				
11:15		4	0			4	2				
11:30		6	1			6	1				
11:45		2	0	18	2	7	3	18	8	36	10
Total		427	346			157	535			584	881
Percent		55.2%	44.8%			22.7%	77.3%			39.9%	60.1%
Grand Total		806	686			296	1050			1102	1736
Percent		54.0%	46.0%			22.0%	78.0%			38.8%	61.2%
ADT		ADT 1,419		AADT 1,419							

Site Code: I
Station ID: I
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	15	2	0	0	0	0	0	0	0	0	0	0	17
00:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
00:30	0	7	6	0	0	0	0	0	0	0	0	0	0	13
00:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9
01:00	0	43	11	0	0	1	0	0	0	0	0	0	0	55
01:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	15	6	0	0	0	0	0	0	0	0	0	0	21
02:30	0	0	1	0	0	0	0	0	1	0	0	0	0	2
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	2	0	0	0	0	0	1	0	0	0	0	4
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	9	5	0	0	0	0	0	2	0	0	0	0	16
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:45	0	3	1	0	0	0	0	0	2	0	0	0	0	6
05:00	0	6	3	0	0	0	0	0	3	0	0	0	0	12
05:15	1	3	1	0	0	0	0	0	1	0	0	0	0	6
05:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
06:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
06:15	1	24	10	0	0	0	0	0	1	0	0	0	0	36
06:30	0	11	6	0	0	0	0	0	0	0	0	0	0	17
06:45	0	11	7	0	0	0	0	0	2	0	0	0	0	20
07:00	0	21	4	0	0	1	0	0	1	0	0	0	0	27
07:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
07:30	0	72	21	0	0	1	0	0	3	0	0	0	0	97
07:45	1	29	5	0	1	0	0	0	1	0	0	0	0	37
08:00	1	33	12	0	0	1	0	0	1	0	0	0	0	48
08:15	1	54	12	0	2	1	0	0	0	0	0	0	0	70
08:30	3	65	18	0	2	2	1	0	0	0	0	0	0	91
08:45	6	181	47	0	5	4	1	0	2	0	0	0	0	246
09:00	2	76	20	0	1	0	0	0	1	0	0	0	1	101
09:15	2	100	31	0	0	2	0	0	0	0	0	0	0	135
09:30	2	156	32	0	4	1	0	0	2	1	0	0	0	198
09:45	0	161	23	2	10	2	0	0	0	1	0	0	0	199
10:00	6	493	106	2	15	5	0	0	3	2	0	0	1	633
10:15	1	145	22	0	19	2	0	1	0	0	0	0	0	190
10:30	5	196	26	0	10	1	0	1	2	1	0	0	0	242
10:45	2	117	28	0	3	2	3	0	0	2	0	0	0	157
11:00	1	141	29	1	3	1	0	0	1	0	0	0	0	177
11:15	9	599	105	1	35	6	3	2	3	3	0	0	0	766
11:30	2	108	26	0	2	0	0	1	1	1	0	0	0	141
11:45	1	113	27	2	1	2	0	0	0	1	0	0	0	147
12:00	1	110	34	0	2	3	0	1	1	2	0	0	0	154
12:15	3	125	38	0	1	1	0	0	1	1	0	0	0	170
12:30	7	456	125	2	6	6	0	2	3	5	0	0	0	612
12:45	1	109	32	0	2	0	0	0	0	2	0	0	0	146
13:00	1	126	38	2	2	1	1	0	1	1	0	0	0	173
13:15	0	129	28	1	0	1	0	0	1	0	0	0	0	160
13:30	4	125	26	0	1	0	0	0	3	2	0	0	0	161
13:45	6	489	124	3	5	2	1	0	5	5	0	0	0	640
14:00	1	92	36	1	0	0	0	0	0	0	0	0	0	130
14:15	3	118	35	0	1	3	1	0	1	0	0	0	0	162
14:30	0	133	25	0	0	0	2	1	0	0	0	0	0	161
14:45	4	138	28	0	1	4	1	0	1	0	0	0	0	177
15:00	8	481	124	1	2	7	4	1	2	0	0	0	0	630
Total	43	2868	687	9	68	32	9	5	27	15	0	0	1	3764
Percent	1.1%	76.2%	18.3%	0.2%	1.8%	0.9%	0.2%	0.1%	0.7%	0.4%	0.0%	0.0%	0.0%	

Site Code: I
Station ID: I
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	129	37	0	0	2	1	1	0	1	0	0	0	172
12:15	3	120	27	0	1	1	0	0	2	2	0	0	1	157
12:30	2	126	32	0	0	1	0	0	1	2	0	0	0	164
12:45	1	146	21	0	2	0	0	0	0	1	0	0	0	171
	7	521	117	0	3	4	1	1	3	6	0	0	1	664
13:00	3	164	31	0	1	2	0	0	1	1	0	0	1	204
13:15	0	157	27	3	1	1	0	0	1	1	0	0	0	191
13:30	1	153	38	1	1	1	0	0	1	0	0	0	0	196
13:45	0	169	27	4	1	0	0	0	0	1	0	0	0	202
	4	643	123	8	4	4	0	0	3	3	0	0	1	793
14:00	0	118	18	0	1	0	0	0	2	0	0	0	0	139
14:15	1	140	23	1	2	2	0	1	0	0	0	0	0	170
14:30	1	165	32	0	2	0	0	0	0	1	0	0	0	201
14:45	3	166	40	0	3	0	0	0	2	0	0	0	0	214
	5	589	113	1	8	2	0	1	4	1	0	0	0	724
15:00	0	150	24	1	4	2	1	0	0	4	0	0	0	186
15:15	4	148	24	1	9	1	0	1	0	0	0	0	0	188
15:30	0	185	37	1	11	5	0	0	0	0	0	0	0	239
15:45	4	206	31	3	15	1	1	0	4	1	0	0	0	266
	8	689	116	6	39	9	2	1	4	5	0	0	0	879
16:00	2	168	37	0	4	1	0	0	0	0	0	0	0	212
16:15	1	167	46	0	1	5	1	0	0	1	0	0	0	222
16:30	4	198	37	0	2	2	0	0	0	2	0	0	0	245
16:45	1	188	47	0	1	1	1	0	0	1	0	0	0	240
	8	721	167	0	8	9	2	0	0	4	0	0	0	919
17:00	3	181	44	0	0	1	0	0	0	0	0	0	0	229
17:15	2	209	26	0	0	2	0	0	0	1	0	0	0	240
17:30	3	183	45	0	0	2	1	0	0	1	0	0	0	235
17:45	2	188	37	1	2	1	0	0	0	2	0	0	0	233
	10	761	152	1	2	6	1	0	0	4	0	0	0	937
18:00	4	160	35	0	0	2	2	0	3	2	0	0	0	208
18:15	5	176	32	3	2	3	0	0	0	2	0	0	0	223
18:30	0	160	43	1	0	1	0	0	0	0	0	0	0	205
18:45	2	156	31	0	0	1	0	1	2	0	0	0	0	193
	11	652	141	4	2	7	2	1	5	4	0	0	0	829
19:00	3	127	18	0	0	1	0	0	1	0	0	0	0	150
19:15	0	121	21	1	0	2	0	0	0	0	0	0	0	145
19:30	0	146	36	1	0	2	0	0	0	0	0	0	0	185
19:45	1	128	28	0	0	1	0	0	1	0	0	0	0	159
	4	522	103	2	0	6	0	0	2	0	0	0	0	639
20:00	2	111	28	1	0	0	0	0	0	0	0	0	0	142
20:15	0	92	32	2	0	2	0	0	1	0	0	0	0	129
20:30	1	105	23	0	0	0	0	0	0	0	0	0	0	129
20:45	0	92	32	0	0	1	0	0	0	0	0	0	0	125
	3	400	115	3	0	3	0	0	1	0	0	0	0	525
21:00	1	68	18	0	0	0	1	0	0	0	0	0	0	88
21:15	0	75	24	0	0	1	0	0	0	0	0	0	0	100
21:30	0	68	15	0	1	0	0	0	0	0	0	0	0	84
21:45	0	49	17	0	0	0	0	0	1	1	0	0	0	68
	1	260	74	0	1	1	1	0	1	1	0	0	0	340
22:00	1	35	17	0	0	0	0	0	0	0	0	0	0	53
22:15	0	39	11	0	0	0	0	0	0	0	0	0	0	50
22:30	0	26	11	0	0	0	0	0	1	0	0	0	0	38
22:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30
	1	119	50	0	0	0	0	0	1	0	0	0	0	171
23:00	0	22	16	0	0	0	0	0	1	0	0	0	0	39
23:15	0	20	5	0	0	0	0	0	0	0	0	0	0	25
23:30	0	13	8	0	0	0	0	0	0	0	0	0	0	21
23:45	1	14	5	0	0	0	0	0	0	0	0	0	0	20
	1	69	34	0	0	0	0	0	1	0	0	0	0	105
Total	63	5946	1305	25	67	51	9	4	25	28	0	0	2	7525
Percent	0.8%	79.0%	17.3%	0.3%	0.9%	0.7%	0.1%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	

Site Code: I
Station ID: I
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	11	3	0	0	0	0	0	0	0	0	0	0	14
00:15	0	9	4	0	0	0	0	0	1	0	0	0	0	14
00:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
00:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
01:00	0	34	13	0	0	0	0	0	1	0	0	0	0	48
01:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
02:15	0	19	3	0	0	0	0	0	1	0	0	0	0	23
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:30	0	10	8	0	0	0	0	0	0	0	0	0	0	18
03:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
04:45	0	9	2	0	1	0	0	0	0	0	0	0	0	12
05:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
05:15	0	12	6	0	0	0	0	0	0	0	0	0	0	18
05:30	0	9	3	0	1	1	0	0	1	0	0	0	0	15
05:45	0	17	7	0	0	1	0	0	0	0	0	0	0	25
06:00	0	23	9	0	0	0	0	0	1	0	0	0	0	33
06:15	0	61	25	0	1	2	0	0	2	0	0	0	0	91
06:30	0	36	14	0	1	0	0	0	0	0	0	0	0	51
06:45	1	47	13	0	1	1	0	0	0	0	0	0	0	63
07:00	1	63	22	0	2	0	0	0	0	0	0	0	0	88
07:15	3	59	18	0	2	1	0	0	0	0	0	0	0	83
07:30	5	205	67	0	6	2	0	0	0	0	0	0	0	285
07:45	0	82	15	0	1	2	0	0	0	0	0	0	0	100
08:00	1	112	26	0	1	1	1	0	1	1	0	0	0	144
08:15	3	121	31	0	3	2	2	0	1	0	0	0	0	163
08:30	5	168	39	4	8	2	0	1	0	0	0	0	2	229
08:45	9	483	111	4	13	7	3	1	2	1	0	0	2	636
09:00	2	140	26	0	17	1	0	0	0	1	0	0	0	187
09:15	4	177	30	0	13	6	0	0	0	2	0	0	0	232
09:30	3	114	34	1	2	4	0	0	0	0	0	0	0	158
09:45	3	140	26	0	4	2	0	0	2	0	0	0	0	177
10:00	12	571	116	1	36	13	0	0	2	3	0	0	0	754
10:15	2	106	27	0	0	1	0	0	1	0	0	0	0	137
10:30	2	116	25	0	0	3	0	0	1	0	0	0	0	147
10:45	2	130	35	0	0	1	1	0	0	1	0	0	0	170
11:00	1	109	25	0	0	1	0	0	1	1	0	0	0	138
11:15	7	461	112	0	0	6	1	0	3	2	0	0	0	592
11:30	1	100	31	0	1	1	1	0	0	0	0	0	0	135
11:45	1	146	28	0	0	0	0	0	2	2	0	0	0	179
12:00	1	112	29	0	0	4	0	0	0	0	0	0	0	146
12:15	1	132	31	0	2	2	0	0	2	0	0	0	1	171
12:30	4	490	119	0	3	7	1	0	4	2	0	0	1	631
12:45	1	156	18	0	2	2	0	0	2	1	0	0	0	182
13:00	1	144	21	1	4	1	1	0	0	1	0	0	0	174
13:15	0	145	33	0	2	2	0	0	0	3	0	0	0	185
13:30	2	140	28	1	0	3	0	0	1	2	0	0	0	177
13:45	4	585	100	2	8	8	1	0	3	7	0	0	0	718
Total	41	2952	685	7	68	45	6	1	20	15	0	0	3	3843
Percent	1.1%	76.8%	17.8%	0.2%	1.8%	1.2%	0.2%	0.0%	0.5%	0.4%	0.0%	0.0%	0.1%	

Site Code: I
Station ID: I
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	138	32	0	1	2	1	2	0	2	0	0	0	181
12:15	2	145	33	1	0	2	0	0	0	0	0	0	0	183
12:30	0	151	32	0	0	2	1	0	0	0	1	0	1	188
12:45	1	133	21	1	3	3	1	1	0	1	0	0	0	165
	6	567	118	2	4	9	3	3	0	3	1	0	1	717
13:00	2	167	23	1	1	2	0	0	2	1	0	0	0	199
13:15	2	157	31	2	1	1	0	0	2	1	0	0	1	198
13:30	3	183	37	2	1	0	0	0	1	0	0	0	0	227
13:45	0	128	26	2	0	4	1	0	1	1	0	0	0	163
	7	635	117	7	3	7	1	0	6	3	0	0	1	787
14:00	1	133	22	0	4	1	0	0	1	2	0	0	0	164
14:15	2	129	23	0	3	5	0	0	0	0	0	0	0	162
14:30	2	193	27	1	1	4	0	0	1	1	0	0	0	230
14:45	1	160	20	1	5	3	1	0	1	0	0	0	0	192
	6	615	92	2	13	13	1	0	3	3	0	0	0	748
15:00	1	135	23	0	5	1	0	0	1	0	0	0	0	166
15:15	5	143	25	0	5	1	0	0	1	0	0	0	0	180
15:30	0	201	40	3	3	3	1	1	1	3	0	0	0	256
15:45	5	201	15	0	19	3	0	1	0	0	0	0	0	244
	11	680	103	3	32	8	1	2	3	3	0	0	0	846
16:00	1	199	25	0	2	1	0	0	0	0	0	0	0	228
16:15	0	192	43	0	1	3	0	1	0	2	0	0	1	243
16:30	1	163	30	0	1	1	1	0	3	0	1	0	0	201
16:45	2	216	39	4	3	0	1	0	0	1	0	0	0	266
	4	770	137	4	7	5	2	1	3	3	1	0	1	938
17:00	0	209	24	1	1	2	0	0	1	0	0	0	0	238
17:15	5	232	33	2	0	3	1	0	1	1	0	0	0	278
17:30	3	187	21	0	0	3	0	0	1	0	0	0	0	215
17:45	5	184	28	0	0	0	0	0	1	1	0	0	0	219
	13	812	106	3	1	8	1	0	4	2	0	0	0	950
18:00	6	186	29	4	0	0	0	0	1	1	0	0	0	227
18:15	1	177	39	3	0	0	0	0	3	0	0	0	0	223
18:30	1	168	42	1	1	1	1	0	0	0	0	0	0	215
18:45	2	137	40	0	0	1	1	0	0	1	0	0	0	182
	10	668	150	8	1	2	2	0	4	2	0	0	0	847
19:00	1	102	30	0	0	2	0	0	1	0	0	0	0	136
19:15	0	101	23	0	0	2	0	0	0	0	0	0	0	126
19:30	0	110	25	0	0	0	0	0	0	0	0	0	0	135
19:45	2	95	19	0	0	0	0	0	0	1	0	0	0	117
	3	408	97	0	0	4	0	0	1	1	0	0	0	514
20:00	1	82	24	0	0	0	0	0	1	0	0	0	0	108
20:15	3	86	23	0	1	2	0	0	0	1	0	0	0	116
20:30	3	122	12	0	0	0	0	0	0	0	0	0	0	137
20:45	2	105	19	0	0	0	0	0	0	0	0	0	0	126
	9	395	78	0	1	2	0	0	1	1	0	0	0	487
21:00	0	70	19	0	0	0	0	0	1	0	0	0	0	90
21:15	1	59	5	0	0	0	0	0	0	0	0	0	0	65
21:30	1	64	5	0	0	0	0	0	0	0	0	0	0	70
21:45	0	54	7	0	0	0	0	0	0	0	0	0	0	61
	2	247	36	0	0	0	0	0	1	0	0	0	0	286
22:00	0	66	5	0	1	0	0	0	0	0	0	0	0	72
22:15	1	44	4	0	0	0	0	0	0	0	0	0	0	49
22:30	0	38	3	0	0	0	0	0	0	0	0	0	0	41
22:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23
	1	171	12	0	1	0	0	0	0	0	0	0	0	185
23:00	1	24	3	0	0	1	0	0	0	0	0	0	0	29
23:15	1	20	0	0	0	0	0	0	0	0	0	0	0	21
23:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:45	1	18	0	0	0	0	0	0	0	0	0	0	0	19
	3	78	5	0	0	1	0	0	0	0	0	0	0	87
Total	75	6046	1051	29	63	59	11	6	26	21	2	0	3	7392
Percent	1.0%	81.8%	14.2%	0.4%	0.9%	0.8%	0.1%	0.1%	0.4%	0.3%	0.0%	0.0%	0.0%	
Grand Total	222	17812	3728	70	266	187	35	16	98	79	2	0	9	22524
Percent	1.0%	79.1%	16.6%	0.3%	1.2%	0.8%	0.2%	0.1%	0.4%	0.4%	0.0%	0.0%	0.0%	

Site Code: I.5
Station ID: I.5
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	12	3	0	0	0	0	0	0	0	0	0	0	15
00:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
00:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
00:45	0	5	2	0	0	0	0	0	1	0	0	0	0	8
	0	35	9	0	0	0	0	0	1	0	0	0	0	45
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:15	0	2	1	0	0	0	0	0	2	0	0	0	0	5
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	6	0	0	0	0	0	0	1	0	0	0	0	7
	0	16	2	0	0	0	0	0	3	0	0	0	0	21
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	2	0	0	0	1	0	0	0	0	0	0	0	3
02:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	1	0	0	0	0	5
	0	11	3	0	0	1	0	0	1	0	0	0	0	16
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	0	22	2	0	0	0	0	0	0	0	0	0	0	24
04:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
04:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:30	0	14	6	0	0	0	0	0	0	0	0	0	0	20
04:45	0	15	4	0	0	1	0	0	0	0	0	0	0	20
	0	48	12	0	0	1	0	0	0	0	0	0	0	61
05:00	1	23	9	0	0	0	0	0	0	0	0	0	0	33
05:15	1	56	27	0	0	0	0	0	0	0	0	0	0	84
05:30	0	57	25	0	1	1	0	0	2	0	0	0	0	86
05:45	1	67	37	0	0	1	0	0	1	0	0	0	0	107
	3	203	98	0	1	2	0	0	3	0	0	0	0	310
06:00	2	67	33	0	0	0	1	0	1	0	0	0	0	104
06:15	5	82	47	0	0	0	0	0	1	1	0	0	0	136
06:30	2	123	49	0	1	0	1	0	0	0	0	0	0	176
06:45	1	117	48	0	4	1	0	1	1	0	0	0	0	173
	10	389	177	0	5	1	2	1	3	1	0	0	0	589
07:00	3	131	56	0	5	2	0	0	0	1	0	0	0	198
07:15	1	168	36	0	2	4	1	0	2	2	0	0	0	216
07:30	1	137	32	0	3	1	1	0	1	0	0	0	0	176
07:45	3	165	28	0	6	1	0	0	0	0	0	0	0	203
	8	601	152	0	16	8	2	0	3	3	0	0	0	793
08:00	1	188	34	0	19	1	0	1	0	0	0	0	0	244
08:15	4	147	19	0	18	3	0	0	1	1	0	0	0	193
08:30	4	127	36	0	4	0	1	0	1	0	0	0	0	173
08:45	3	122	26	0	0	1	0	0	0	0	0	0	0	152
	12	584	115	0	41	5	1	1	2	1	0	0	0	762
09:00	1	105	31	0	1	0	1	0	0	0	0	0	0	139
09:15	2	129	30	0	1	2	0	0	0	1	0	0	0	165
09:30	2	133	41	0	1	0	0	0	1	0	0	0	0	178
09:45	5	120	28	0	3	3	0	1	1	0	0	0	0	161
	10	487	130	0	6	5	1	1	2	1	0	0	0	643
10:00	0	131	27	0	1	1	0	1	1	1	0	0	0	163
10:15	1	139	24	2	1	2	0	0	0	0	0	0	1	170
10:30	3	145	25	0	1	2	0	0	0	1	0	0	0	177
10:45	5	152	15	0	1	1	0	0	1	0	0	0	0	175
	9	567	91	2	4	6	0	1	2	2	0	0	1	685
11:00	3	177	9	0	0	2	0	0	0	0	0	0	0	191
11:15	5	135	12	0	0	1	0	1	1	0	0	0	0	155
11:30	1	166	9	0	2	2	0	0	0	0	0	0	0	180
11:45	1	173	15	0	0	2	0	0	0	0	0	0	0	191
	10	651	45	0	2	7	0	1	1	0	0	0	0	717
Total	62	3614	836	2	75	36	6	5	21	8	0	0	1	4666
Percent	1.3%	77.5%	17.9%	0.0%	1.6%	0.8%	0.1%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	

Site Code: I.5
Station ID: I.5
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	162	10	0	2	1	0	0	2	0	0	0	0	178
12:15	6	207	8	0	0	2	0	1	0	0	0	0	0	224
12:30	5	185	8	0	1	6	1	1	0	0	0	0	0	207
12:45	4	167	6	0	1	2	0	0	1	0	0	0	0	181
	16	721	32	0	4	11	1	2	3	0	0	0	0	790
13:00	5	166	3	0	1	1	0	0	1	0	0	0	0	177
13:15	2	178	14	0	2	1	0	0	0	0	0	0	0	197
13:30	4	163	9	0	4	1	0	2	0	0	0	0	0	183
13:45	6	182	16	0	3	1	1	0	1	1	0	0	0	211
	17	689	42	0	10	4	1	2	2	1	0	0	0	768
14:00	3	188	10	0	0	2	0	2	0	2	0	0	0	207
14:15	2	179	6	0	0	1	0	0	0	0	0	0	0	188
14:30	2	183	8	0	3	1	1	0	0	0	0	0	0	198
14:45	7	177	6	0	2	2	0	1	0	0	0	0	0	195
	14	727	30	0	5	6	1	3	0	2	0	0	0	788
15:00	3	192	7	0	3	2	0	2	1	0	0	0	0	210
15:15	2	172	5	0	4	0	0	1	1	0	0	0	0	185
15:30	9	215	6	0	0	0	0	0	0	1	0	0	0	231
15:45	8	189	8	0	35	3	0	0	2	0	0	0	0	245
	22	768	26	0	42	5	0	3	4	1	0	0	0	871
16:00	3	214	12	0	6	1	0	0	1	0	1	0	0	238
16:15	5	188	10	0	2	7	0	0	0	0	0	0	0	212
16:30	4	197	14	0	1	1	0	0	0	0	0	0	0	217
16:45	4	197	16	0	0	0	0	0	1	0	0	0	0	218
	16	796	52	0	9	9	0	0	2	0	1	0	0	885
17:00	0	221	13	0	1	0	0	0	0	1	1	0	0	237
17:15	2	271	17	0	2	2	1	1	0	0	0	0	0	296
17:30	0	214	8	0	1	1	0	0	0	0	0	0	0	224
17:45	2	203	16	0	0	1	0	0	0	1	0	0	0	223
	4	909	54	0	4	4	1	1	0	2	1	0	0	980
18:00	0	173	12	0	1	0	0	0	0	0	0	0	0	186
18:15	0	165	24	0	1	1	0	0	1	0	0	0	0	192
18:30	2	145	16	0	0	0	0	0	0	0	0	0	0	163
18:45	1	150	15	0	1	0	0	0	0	0	0	0	1	168
	3	633	67	0	3	1	0	0	1	0	0	0	1	709
19:00	1	162	8	0	1	1	0	0	1	0	0	0	1	175
19:15	0	154	4	0	1	0	0	0	0	0	0	0	0	159
19:30	0	118	14	0	0	0	0	0	1	0	0	0	0	133
19:45	1	80	6	0	1	0	0	0	0	0	0	0	0	88
	2	514	32	0	3	1	0	0	2	0	0	0	1	555
20:00	1	110	13	0	0	0	0	0	0	0	0	0	0	124
20:15	3	99	7	0	0	0	0	0	1	0	0	0	0	110
20:30	0	80	12	0	0	0	0	0	0	0	0	0	0	92
20:45	1	81	8	0	0	0	0	1	0	0	0	0	1	92
	5	370	40	0	0	0	0	1	1	0	0	0	1	418
21:00	0	70	9	0	0	0	0	0	0	0	0	0	0	79
21:15	0	67	9	0	0	0	0	0	1	0	0	0	0	77
21:30	0	42	6	0	0	0	0	0	0	0	0	0	0	48
21:45	0	45	9	0	0	0	0	0	1	0	0	0	0	55
	0	224	33	0	0	0	0	0	2	0	0	0	0	259
22:00	0	39	10	0	2	1	0	0	0	0	0	0	0	52
22:15	0	34	8	0	0	0	0	0	0	0	0	0	0	42
22:30	0	28	5	0	0	0	0	0	0	0	0	0	0	33
22:45	0	23	9	0	0	0	0	0	1	0	0	0	0	33
	0	124	32	0	2	1	0	0	1	0	0	0	0	160
23:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27
23:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
23:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
23:45	0	15	5	0	0	0	0	0	0	0	0	0	0	20
	0	61	21	0	0	0	0	0	0	0	0	0	0	82
Total	99	6536	461	0	82	42	4	12	18	6	2	0	3	7265
Percent	1.4%	90.0%	6.3%	0.0%	1.1%	0.6%	0.1%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

Site Code: I.5
Station ID: I.5
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	12	4	0	0	0	0	0	1	0	0	0	0	17
00:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
00:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
00:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
01:00	0	30	11	0	0	0	0	0	1	0	0	0	0	42
01:15	0	6	0	0	0	1	0	0	0	0	0	0	0	7
01:30	0	8	0	0	0	0	0	0	1	0	0	0	0	9
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	20	3	0	0	1	0	0	1	0	0	0	0	25
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:30	0	16	5	0	0	0	0	0	1	0	0	0	0	22
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	7
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:30	0	8	1	0	0	0	0	0	1	0	0	0	0	10
04:45	0	19	4	0	0	1	0	0	1	0	0	0	0	25
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:30	0	11	7	0	0	0	0	0	0	0	0	0	0	18
05:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
06:00	0	51	15	0	0	0	0	0	0	0	0	0	0	66
06:15	0	35	9	0	0	0	0	0	1	0	0	0	0	45
06:30	0	43	23	0	0	0	0	0	0	0	0	0	0	66
06:45	2	51	43	0	0	1	0	0	0	0	0	0	0	97
07:00	0	66	42	0	0	0	0	0	0	0	0	0	0	108
07:15	2	195	117	0	0	1	0	0	1	0	0	0	0	316
07:30	0	75	45	0	1	1	0	0	0	0	0	0	0	122
07:45	0	79	58	0	1	0	0	0	1	0	0	0	0	139
08:00	2	78	71	0	1	0	0	0	0	0	0	0	0	152
08:15	0	109	65	0	4	0	1	0	0	1	0	0	0	180
08:30	2	341	239	0	7	1	1	0	1	1	0	0	0	593
08:45	0	89	75	0	1	0	1	0	0	0	0	0	0	166
09:00	0	128	63	0	1	1	0	0	1	0	0	0	1	195
09:15	2	132	49	0	1	3	1	0	1	0	0	0	1	190
09:30	1	118	47	0	6	3	1	0	0	0	0	0	0	176
09:45	3	467	234	0	9	7	3	0	2	0	0	0	2	727
10:00	5	177	37	0	22	2	0	1	0	0	0	0	0	244
10:15	2	161	42	0	19	1	0	0	0	0	0	0	0	225
10:30	4	140	34	0	5	2	0	1	1	1	0	0	0	188
10:45	2	108	34	0	1	4	0	0	0	1	0	0	0	150
11:00	13	586	147	0	47	9	0	2	1	2	0	0	0	807
11:15	2	104	23	0	1	0	1	0	0	0	0	0	0	131
11:30	0	101	31	0	0	0	0	0	0	0	0	0	0	132
11:45	2	135	16	0	1	0	0	0	0	0	0	0	1	155
12:00	3	125	23	0	0	1	0	0	3	1	0	0	0	156
12:15	7	465	93	0	2	1	1	0	3	1	0	0	1	574
12:30	2	137	20	0	0	1	0	0	3	0	0	0	0	163
12:45	4	131	21	0	1	1	0	0	1	0	0	0	0	159
13:00	4	155	21	0	1	1	0	0	1	0	0	0	0	183
13:15	2	156	18	0	2	2	0	0	0	1	0	0	0	181
13:30	12	579	80	0	4	5	0	0	5	1	0	0	0	686
13:45	1	170	12	0	0	1	0	1	1	0	0	0	0	186
14:00	2	187	21	0	2	3	0	1	2	1	0	0	0	219
14:15	4	161	8	1	2	1	0	0	1	0	0	0	0	178
14:30	4	172	10	0	0	2	0	0	1	0	0	0	0	189
14:45	11	690	51	1	4	7	0	2	5	1	0	0	0	772
Total	50	3459	999	1	73	33	5	4	22	6	0	0	3	4655
Percent	1.1%	74.3%	21.5%	0.0%	1.6%	0.7%	0.1%	0.1%	0.5%	0.1%	0.0%	0.0%	0.1%	

Site Code: I.5
Station ID: I.5
SR 140 WEST OF WALESKA STREET

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	175	9	2	4	1	0	0	2	0	0	0	0	195
12:15	1	205	10	0	1	0	0	0	0	0	0	0	0	217
12:30	0	194	16	0	1	3	0	0	1	1	0	0	0	216
12:45	5	188	13	1	0	1	1	0	0	1	0	0	0	210
	8	762	48	3	6	5	1	0	3	2	0	0	0	838
13:00	3	185	16	0	2	2	0	1	0	0	0	0	0	209
13:15	2	186	7	0	3	3	1	0	0	0	0	0	1	203
13:30	3	199	9	0	1	2	0	0	2	0	0	0	0	216
13:45	3	174	7	0	2	2	0	0	2	0	0	0	0	190
	11	744	39	0	8	9	1	1	4	0	0	0	1	818
14:00	2	192	7	0	0	0	0	0	0	0	0	0	0	201
14:15	2	181	4	0	1	0	0	0	0	0	0	0	0	188
14:30	2	175	8	0	3	3	1	0	1	0	0	0	0	193
14:45	2	179	5	0	4	1	1	0	1	0	0	0	0	193
	8	727	24	0	8	4	2	0	2	0	0	0	0	775
15:00	3	189	7	0	3	0	0	0	0	0	0	0	0	202
15:15	1	187	9	0	0	2	0	0	0	1	0	0	0	200
15:30	1	208	5	0	5	2	0	0	0	0	0	0	0	221
15:45	5	204	8	0	27	2	0	0	1	0	0	0	0	247
	10	788	29	0	35	6	0	0	1	1	0	0	0	870
16:00	7	209	8	1	4	0	0	0	0	0	0	0	0	229
16:15	3	203	8	0	4	4	0	0	0	1	0	0	0	223
16:30	1	190	15	0	2	2	0	1	0	0	0	0	0	211
16:45	3	194	8	0	1	2	0	1	1	0	0	0	0	210
	14	796	39	1	11	8	0	2	1	1	0	0	0	873
17:00	2	260	10	0	0	1	0	0	2	0	0	0	0	275
17:15	0	217	19	1	1	1	0	1	1	0	0	0	0	241
17:30	1	256	7	1	0	1	0	0	0	0	0	0	0	266
17:45	1	187	9	0	1	1	1	0	1	0	0	0	0	201
	4	920	45	2	2	4	1	1	4	0	0	0	0	983
18:00	6	178	9	0	1	1	0	0	2	0	0	0	0	197
18:15	3	151	15	0	1	2	0	0	0	0	0	0	0	172
18:30	1	140	17	0	0	1	0	1	0	0	0	0	0	160
18:45	0	122	18	0	1	0	0	0	0	0	0	0	0	141
	10	591	59	0	3	4	0	1	2	0	0	0	0	670
19:00	1	144	16	0	1	0	0	0	2	0	0	0	0	164
19:15	0	109	12	0	0	0	0	0	1	0	0	0	0	122
19:30	0	124	12	0	0	1	0	0	0	0	0	0	0	137
19:45	0	124	8	0	0	1	0	0	0	0	0	0	1	134
	1	501	48	0	1	2	0	0	3	0	0	0	1	557
20:00	0	94	12	0	0	0	0	0	1	0	0	0	0	107
20:15	0	121	7	0	0	0	0	0	0	0	0	0	0	128
20:30	0	110	9	0	0	0	0	0	0	0	0	0	1	120
20:45	0	76	2	0	0	0	0	0	0	0	0	0	0	78
	0	401	30	0	0	0	0	0	1	0	0	0	1	433
21:00	3	83	6	0	0	1	0	0	0	0	0	0	0	93
21:15	0	72	3	0	0	0	0	0	0	0	0	0	0	75
21:30	1	51	2	0	0	0	0	0	0	0	0	0	0	54
21:45	3	48	3	0	0	0	0	0	0	0	0	0	0	54
	7	254	14	0	0	1	0	0	0	0	0	0	0	276
22:00	0	55	0	0	0	0	0	0	0	0	0	0	0	55
22:15	2	35	0	0	0	0	0	0	1	0	0	0	0	38
22:30	1	18	1	0	0	0	0	0	0	0	0	0	0	20
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
	3	126	1	0	0	0	0	0	1	0	0	0	0	131
23:00	1	24	0	0	0	0	0	0	0	0	0	0	0	25
23:15	0	20	0	0	0	0	0	0	1	0	0	0	0	21
23:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21
23:45	0	13	0	0	1	0	0	0	0	0	0	0	0	14
	1	77	1	0	1	0	0	0	1	0	0	0	0	81
Total	77	6687	377	6	75	43	5	5	23	4	0	0	3	7305
Percent	1.1%	91.5%	5.2%	0.1%	1.0%	0.6%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	
Grand Total	288	20296	2673	9	305	154	20	26	84	24	2	0	10	23891
Percent	1.2%	85.0%	11.2%	0.0%	1.3%	0.6%	0.1%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	1	10	1	0	0	0	0	0	0	0	0	0	0	12
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9
01:00	1	22	5	0	1	0	0	0	0	0	0	0	0	29
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
01:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	18	5	0	1	0	0	0	0	0	0	0	0	24
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22
05:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10
06:00	0	13	0	0	1	1	0	0	0	0	0	0	0	15
06:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
06:30	0	10	7	0	1	1	0	0	0	0	0	0	0	19
06:45	0	41	14	0	4	2	0	0	0	0	0	0	0	61
07:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
07:15	0	18	8	0	2	0	0	0	0	0	0	0	0	28
07:30	0	36	9	1	1	0	0	0	0	0	0	0	0	47
07:45	1	34	10	1	3	0	0	0	0	0	0	0	0	49
08:00	1	104	30	2	6	0	0	0	0	0	0	0	0	143
08:15	0	39	9	0	1	0	0	0	0	0	0	0	0	49
08:30	0	37	7	0	3	0	0	2	0	0	0	0	0	49
08:45	2	59	24	1	4	1	0	1	0	0	0	0	0	92
09:00	0	75	28	4	2	1	0	1	0	0	0	0	0	111
09:15	2	210	68	5	10	2	0	4	0	0	0	0	0	301
09:30	0	63	16	2	2	1	0	1	0	0	0	0	0	85
09:45	1	69	10	0	1	0	0	0	0	0	0	0	0	81
10:00	1	65	22	0	1	0	0	1	0	0	0	0	0	90
10:15	0	80	23	0	2	0	0	1	0	0	0	0	0	106
10:30	2	277	71	2	6	1	0	3	0	0	0	0	0	362
10:45	0	81	11	1	1	0	0	1	0	0	0	0	0	95
11:00	3	79	22	0	6	0	0	0	0	0	0	0	0	110
11:15	0	65	22	0	3	0	0	1	1	0	0	0	0	92
11:30	0	88	16	0	3	0	0	0	0	0	0	0	0	107
11:45	3	313	71	1	13	0	0	2	1	0	0	0	0	404
12:00	0	101	21	0	0	0	0	0	0	0	0	0	0	122
12:15	1	113	24	0	3	0	0	0	0	0	0	0	0	141
12:30	1	99	29	0	4	0	0	2	0	0	0	0	0	135
12:45	1	106	18	0	2	0	0	1	0	0	0	0	0	128
13:00	3	419	92	0	9	0	0	3	0	0	0	0	0	526
13:15	2	133	26	0	1	0	0	0	0	0	0	0	0	162
13:30	2	130	21	0	2	1	0	0	0	0	0	0	0	156
13:45	1	112	21	0	5	1	0	2	0	0	0	0	0	142
14:00	0	126	30	0	5	0	0	1	0	0	0	0	0	162
14:15	5	501	98	0	13	2	0	3	0	0	0	0	0	622
Total	17	1941	462	10	63	7	0	15	1	0	0	0	0	2516
Percent	0.7%	77.1%	18.4%	0.4%	2.5%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	151	32	1	5	0	0	1	1	0	0	0	0	193
12:15	1	133	19	0	5	0	0	0	0	0	0	0	0	158
12:30	0	121	22	0	4	0	0	1	0	0	0	0	0	148
12:45	3	121	19	0	3	0	0	0	0	0	0	0	0	146
	6	526	92	1	17	0	0	2	1	0	0	0	0	645
13:00	1	129	22	0	2	0	0	1	0	0	0	0	0	155
13:15	2	140	16	1	2	1	0	1	0	0	0	0	0	163
13:30	1	132	20	2	2	0	0	0	0	0	0	0	0	157
13:45	0	106	21	0	1	1	0	1	0	0	0	0	0	130
	4	507	79	3	7	2	0	3	0	0	0	0	0	605
14:00	1	120	26	1	2	0	0	1	0	0	0	0	0	151
14:15	2	111	17	0	5	0	0	2	0	0	0	0	0	137
14:30	1	130	24	1	2	0	0	1	0	0	0	0	0	159
14:45	1	136	26	4	3	1	0	1	0	0	0	0	0	172
	5	497	93	6	12	1	0	5	0	0	0	0	0	619
15:00	1	140	25	1	2	0	1	1	0	0	0	0	0	171
15:15	1	112	14	0	5	0	0	0	0	0	0	0	0	132
15:30	2	126	27	0	1	0	0	2	0	0	0	0	0	158
15:45	2	155	25	0	3	0	0	1	0	0	0	0	0	186
	6	533	91	1	11	0	1	4	0	0	0	0	0	647
16:00	2	128	19	2	6	1	0	1	0	0	0	0	0	159
16:15	0	132	26	2	1	0	0	0	1	0	0	0	0	162
16:30	1	121	34	0	0	1	0	0	0	0	0	0	1	158
16:45	1	154	24	0	2	0	0	0	0	0	0	0	0	181
	4	535	103	4	9	2	0	1	1	0	0	0	1	660
17:00	2	198	27	0	3	0	0	1	0	0	0	0	0	231
17:15	3	127	28	0	2	1	0	1	0	0	0	0	0	162
17:30	0	120	20	0	6	0	0	3	0	1	0	0	0	150
17:45	0	136	24	0	4	0	0	1	0	0	0	0	0	165
	5	581	99	0	15	1	0	6	0	1	0	0	0	708
18:00	1	128	34	0	1	0	0	0	0	0	0	0	0	164
18:15	1	112	22	0	2	0	0	1	0	0	0	0	0	138
18:30	2	95	31	0	5	0	0	1	0	0	0	0	0	134
18:45	1	104	25	0	0	0	0	0	0	0	0	0	0	130
	5	439	112	0	8	0	0	2	0	0	0	0	0	566
19:00	1	88	14	0	4	0	0	0	0	0	0	0	0	107
19:15	0	90	27	0	1	0	0	0	0	0	0	0	0	118
19:30	2	94	13	0	3	0	0	1	0	0	0	0	0	113
19:45	1	66	14	1	2	0	0	1	0	0	0	0	0	85
	4	338	68	1	10	0	0	2	0	0	0	0	0	423
20:00	1	88	13	0	1	0	0	0	0	0	0	0	0	103
20:15	0	44	9	0	0	0	0	1	0	0	0	0	0	54
20:30	0	64	12	0	0	0	0	0	0	0	0	0	0	76
20:45	1	40	10	0	1	0	0	0	0	0	0	0	0	52
	2	236	44	0	2	0	0	1	0	0	0	0	0	285
21:00	0	37	8	0	0	0	0	0	0	0	0	0	0	45
21:15	0	42	7	0	1	0	0	0	0	0	0	0	0	50
21:30	0	49	3	0	2	0	0	0	0	0	0	0	0	54
21:45	1	47	7	0	0	0	0	0	0	0	0	0	0	55
	1	175	25	0	3	0	0	0	0	0	0	0	0	204
22:00	1	30	1	0	1	0	0	0	0	0	0	0	0	33
22:15	0	21	2	0	1	0	0	0	0	0	0	0	0	24
22:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30
22:45	0	17	5	1	0	0	0	0	0	0	0	0	0	23
	1	96	10	1	2	0	0	0	0	0	0	0	0	110
23:00	1	13	1	0	0	0	0	0	0	0	0	0	0	15
23:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
23:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	1	35	6	0	0	0	0	0	0	0	0	0	0	42
Total	44	4498	822	17	96	6	1	26	2	1	0	0	1	5514
Percent	0.8%	81.6%	14.9%	0.3%	1.7%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
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WALESKA STREET SOUTH OF
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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	0	9	5	0	0	0	0	0	0	0	0	0	0	14
01:45	0	3	2	0	1	0	0	0	0	0	0	0	0	6
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	20	8	0	1	0	0	0	0	0	0	0	0	29
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	6	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	1
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
05:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:15	0	10	4	0	1	0	0	0	0	0	0	0	0	15
05:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
05:45	0	14	5	0	2	0	0	0	0	0	0	0	0	21
06:00	0	17	5	0	2	0	0	0	0	0	0	0	0	24
06:15	0	56	15	0	5	0	0	0	0	0	0	0	0	76
06:30	0	17	8	0	2	1	0	1	0	0	0	0	0	29
06:45	0	24	5	0	0	0	0	0	0	0	0	0	0	29
07:00	0	27	9	1	3	0	0	0	0	0	0	0	0	40
07:15	0	25	7	1	1	0	0	0	0	0	0	0	0	34
07:30	0	93	29	2	6	1	0	1	0	0	0	0	0	132
07:45	0	48	10	0	4	0	0	1	0	0	0	1	0	64
08:00	0	31	9	0	1	0	0	2	0	0	0	0	0	43
08:15	0	69	13	1	4	0	0	0	0	0	0	0	0	87
08:30	0	70	19	3	4	1	0	0	1	0	0	0	0	98
08:45	0	218	51	4	13	1	0	3	1	0	0	1	0	292
09:00	0	77	22	4	1	0	0	1	0	0	0	0	0	105
09:15	0	66	20	1	5	0	0	0	0	0	0	0	0	92
09:30	0	91	24	0	2	0	0	0	0	0	0	0	0	117
09:45	2	58	20	0	1	0	0	2	0	1	0	0	0	84
10:00	2	292	86	5	9	0	0	3	0	1	0	0	0	398
10:15	0	82	29	0	1	1	0	3	0	0	0	0	0	116
10:30	3	83	22	0	3	0	0	0	0	0	0	0	0	111
10:45	1	77	24	0	4	0	0	0	0	0	0	0	0	106
11:00	1	76	23	0	2	0	0	0	0	0	0	0	0	102
11:15	5	318	98	0	10	1	0	3	0	0	0	0	0	435
11:30	3	76	16	0	2	1	0	0	0	0	0	0	0	98
11:45	0	103	18	0	5	0	0	0	0	0	0	0	0	126
12:00	0	92	23	0	3	1	0	1	0	0	0	0	0	120
12:15	2	100	23	0	3	0	0	0	0	0	0	0	0	128
12:30	5	371	80	0	13	2	0	1	0	0	0	0	0	472
12:45	4	92	16	0	6	0	0	0	0	0	0	0	0	118
13:00	1	107	27	0	1	1	0	0	0	0	0	0	0	137
13:15	1	103	33	0	3	0	0	1	0	0	0	0	0	141
13:30	1	124	25	0	4	1	0	0	0	0	0	0	0	155
13:45	7	426	101	0	14	2	0	1	0	0	0	0	0	551
Total	19	1842	475	11	72	7	0	12	1	1	0	1	0	2441
Percent	0.8%	75.5%	19.5%	0.5%	2.9%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	172	17	0	3	0	0	0	0	1	0	0	0	194
12:15	3	115	17	0	2	0	0	0	0	0	0	0	0	137
12:30	1	113	17	0	4	0	0	0	0	0	0	0	0	135
12:45	0	139	23	0	6	0	0	1	0	0	0	0	0	169
	5	539	74	0	15	0	0	1	0	1	0	0	0	635
13:00	1	126	19	0	3	0	0	0	0	0	0	0	0	149
13:15	3	115	15	1	1	1	0	1	0	0	0	0	0	137
13:30	0	123	27	1	0	1	0	0	0	0	0	0	0	152
13:45	0	114	24	0	1	0	0	0	1	0	0	0	0	140
	4	478	85	2	5	2	0	1	1	0	0	0	0	578
14:00	4	141	25	0	5	0	0	1	0	0	0	0	0	176
14:15	3	125	21	0	3	0	0	1	0	0	0	0	0	153
14:30	2	132	23	1	2	0	0	0	0	0	0	0	0	160
14:45	1	126	25	2	1	2	0	0	0	0	0	0	0	157
	10	524	94	3	11	2	0	2	0	0	0	0	0	646
15:00	2	125	28	0	5	0	0	0	0	0	0	0	0	160
15:15	1	144	17	0	0	0	0	0	0	0	0	0	0	162
15:30	1	133	23	0	3	0	0	0	0	0	0	0	0	160
15:45	1	163	28	1	1	0	0	1	0	0	0	0	0	195
	5	565	96	1	9	0	0	1	0	0	0	0	0	677
16:00	4	153	24	2	3	0	0	0	0	1	0	0	0	187
16:15	2	118	31	2	1	0	1	1	0	0	0	0	0	156
16:30	3	94	24	0	1	0	0	0	0	0	0	0	0	122
16:45	1	137	29	0	3	0	0	1	0	0	0	0	0	171
	10	502	108	4	8	0	1	2	0	1	0	0	0	636
17:00	5	203	29	0	4	0	0	0	0	0	0	0	0	241
17:15	1	171	19	0	2	1	0	0	0	0	0	0	0	194
17:30	2	131	23	0	4	0	0	2	0	0	0	0	0	162
17:45	1	119	25	0	0	0	0	1	0	0	0	0	0	146
	9	624	96	0	10	1	0	3	0	0	0	0	0	743
18:00	2	117	21	0	3	0	0	0	0	0	0	0	0	143
18:15	2	122	20	0	4	0	0	2	0	0	0	0	0	150
18:30	1	116	26	0	5	0	0	0	0	0	0	0	0	148
18:45	0	100	20	0	3	0	0	0	0	0	0	0	0	123
	5	455	87	0	15	0	0	2	0	0	0	0	0	564
19:00	0	89	20	0	2	0	0	1	0	0	0	0	0	112
19:15	4	80	26	0	0	0	0	0	0	0	0	0	0	110
19:30	1	76	21	0	4	0	0	0	0	0	0	0	0	102
19:45	1	82	21	0	2	1	0	0	0	0	0	0	0	107
	6	327	88	0	8	1	0	1	0	0	0	0	0	431
20:00	0	80	11	0	0	0	0	0	0	0	0	0	0	91
20:15	0	58	13	0	7	0	0	0	0	0	0	0	0	78
20:30	1	64	17	0	0	0	0	0	0	0	0	0	0	82
20:45	0	49	11	0	2	0	0	0	0	0	0	0	0	62
	1	251	52	0	9	0	0	0	0	0	0	0	0	313
21:00	0	43	4	0	0	0	0	0	0	0	0	0	0	47
21:15	0	61	4	0	1	0	0	0	0	0	0	0	0	66
21:30	0	35	3	0	3	0	0	0	0	0	0	0	0	41
21:45	0	33	9	0	3	0	0	0	0	0	0	0	0	45
	0	172	20	0	7	0	0	0	0	0	0	0	0	199
22:00	0	35	5	0	1	0	0	0	0	0	0	0	0	41
22:15	0	22	8	0	0	0	0	0	0	0	0	0	0	30
22:30	0	19	6	0	1	0	0	0	0	0	0	0	0	26
22:45	0	15	0	0	1	0	0	0	0	0	0	0	0	16
	0	91	19	0	3	0	0	0	0	0	0	0	0	113
23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:30	1	19	2	0	0	0	0	0	0	0	0	0	0	22
23:45	0	11	0	1	0	0	0	0	0	0	0	0	0	12
	1	60	5	1	0	0	0	0	0	0	0	0	0	67
Total	56	4588	824	11	100	6	1	13	1	2	0	0	0	5602
Percent	1.0%	81.9%	14.7%	0.2%	1.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	136	12869	2583	49	331	26	2	66	5	4	0	1	1	16073
Percent	0.8%	80.1%	16.1%	0.3%	2.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	5	2	0	0	0	0	0	0	0	0	0	0	7
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	13	3	0	0	0	0	0	0	0	0	0	0	16
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	3	0	1	0	0	0	0	0	0	0	0	5
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	3	5	0	1	0	0	0	0	0	0	0	0	9
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	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	1
	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:15	0	6	3	0	1	0	0	0	0	0	0	0	0	10
04:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
04:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	0	35	6	0	1	0	0	0	0	0	0	0	0	42
05:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
05:15	0	23	4	0	1	1	0	0	0	0	0	0	0	29
05:30	0	37	3	0	2	1	0	0	0	0	0	0	0	43
05:45	0	34	9	0	1	0	0	0	0	0	0	0	0	44
	0	111	21	0	4	2	0	0	0	0	0	0	0	138
06:00	1	43	11	0	2	0	0	0	0	0	0	0	0	57
06:15	0	49	11	0	1	0	0	1	0	0	0	0	0	62
06:30	0	68	10	0	0	0	0	0	0	0	0	0	0	78
06:45	1	70	14	0	1	1	0	1	0	0	0	0	0	88
	2	230	46	0	4	1	0	2	0	0	0	0	0	285
07:00	0	70	20	0	2	0	0	0	0	0	0	0	0	92
07:15	3	85	9	0	3	0	0	0	0	0	0	0	0	100
07:30	0	93	19	0	3	1	0	0	0	0	0	0	0	116
07:45	0	97	17	0	0	0	0	0	0	0	0	0	0	114
	3	345	65	0	8	1	0	0	0	0	0	0	0	422
08:00	3	96	15	0	1	1	0	1	0	0	0	0	0	117
08:15	3	109	13	0	3	0	0	0	0	0	0	0	0	128
08:30	0	118	10	0	3	0	0	0	0	0	0	0	0	131
08:45	1	117	11	0	0	0	0	0	0	0	0	0	0	129
	7	440	49	0	7	1	0	1	0	0	0	0	0	505
09:00	2	95	20	0	2	2	0	0	0	0	0	0	0	121
09:15	4	92	16	0	2	1	0	1	0	0	0	0	0	116
09:30	1	78	13	0	1	0	0	0	0	0	0	0	0	93
09:45	1	89	7	0	2	1	0	0	0	0	0	0	0	100
	8	354	56	0	7	4	0	1	0	0	0	0	0	430
10:00	0	88	9	0	1	0	0	1	0	0	0	0	0	99
10:15	1	88	4	0	2	1	0	0	0	0	0	0	0	96
10:30	0	82	15	0	1	1	0	0	0	0	0	0	0	99
10:45	1	104	17	0	1	0	0	0	0	0	0	0	0	123
	2	362	45	0	5	2	0	1	0	0	0	0	0	417
11:00	1	84	16	0	1	0	0	0	0	0	0	0	0	102
11:15	0	96	14	0	2	1	0	1	0	0	0	0	0	114
11:30	6	119	19	0	2	0	0	0	1	0	0	0	0	147
11:45	0	123	13	0	4	0	0	0	0	0	0	0	0	140
	7	422	62	0	9	1	0	1	1	0	0	0	0	503
Total	29	2329	361	0	46	12	0	6	1	0	0	0	0	2784
Percent	1.0%	83.7%	13.0%	0.0%	1.7%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	126	19	0	1	0	0	0	0	0	0	0	0	146
12:15	3	110	19	0	2	0	1	1	0	0	0	0	0	136
12:30	0	126	13	0	0	3	0	0	0	0	0	0	0	142
12:45	2	123	14	0	1	2	0	1	0	0	0	0	0	143
	5	485	65	0	4	5	1	2	0	0	0	0	0	567
13:00	9	123	19	0	0	1	0	1	0	0	0	0	0	153
13:15	2	120	17	0	3	0	0	1	0	0	0	0	0	143
13:30	1	114	14	1	0	1	0	0	0	0	0	0	0	131
13:45	1	126	11	0	1	0	0	1	1	0	0	1	0	142
	13	483	61	1	4	2	0	3	1	0	0	1	0	569
14:00	4	113	16	0	0	0	0	0	0	0	0	0	0	133
14:15	0	115	8	0	0	1	0	0	0	0	0	0	0	124
14:30	2	126	14	0	0	0	0	0	0	0	0	0	0	142
14:45	2	108	14	1	2	0	0	0	0	0	0	0	0	127
	8	462	52	1	2	1	0	0	0	0	0	0	0	526
15:00	2	97	16	0	1	0	0	0	0	0	0	0	0	116
15:15	5	101	11	0	1	1	0	0	0	0	0	0	0	119
15:30	3	113	12	0	4	0	0	0	0	0	0	0	0	132
15:45	2	102	14	0	5	0	0	0	0	0	0	0	0	123
	12	413	53	0	11	1	0	0	0	0	0	0	0	490
16:00	1	107	11	0	1	1	0	1	0	0	0	0	0	122
16:15	2	99	14	0	1	0	0	0	0	0	0	0	0	116
16:30	0	98	17	0	2	0	1	0	0	0	0	0	0	118
16:45	2	97	20	0	0	0	0	0	0	0	0	0	0	119
	5	401	62	0	4	1	1	1	0	0	0	0	0	475
17:00	4	97	5	0	2	1	0	0	0	0	0	0	0	109
17:15	2	92	19	0	2	1	0	0	0	0	0	0	0	116
17:30	1	86	15	0	3	0	0	1	0	0	0	0	0	106
17:45	1	97	11	0	1	0	0	1	0	0	0	0	0	111
	8	372	50	0	8	2	0	2	0	0	0	0	0	442
18:00	1	93	12	0	2	0	0	0	0	0	0	0	0	108
18:15	0	86	13	0	1	0	0	0	0	0	0	0	0	100
18:30	2	68	15	0	0	1	0	0	0	0	0	0	0	86
18:45	0	92	8	0	1	0	0	0	0	0	0	0	0	101
	3	339	48	0	4	1	0	0	0	0	0	0	0	395
19:00	2	88	6	0	1	1	0	0	0	0	0	0	0	98
19:15	0	82	6	0	1	0	0	0	0	0	0	0	0	89
19:30	0	70	8	0	0	0	0	0	0	0	0	0	0	78
19:45	0	52	10	0	2	0	0	0	0	0	0	0	0	64
	2	292	30	0	4	1	0	0	0	0	0	0	0	329
20:00	1	56	8	1	0	1	0	0	1	0	0	0	0	68
20:15	1	57	5	0	0	0	0	0	0	0	0	0	0	63
20:30	0	36	3	0	0	0	0	0	0	0	0	0	0	39
20:45	1	50	7	0	1	0	0	1	0	0	0	0	0	60
	3	199	23	1	1	1	0	1	1	0	0	0	0	230
21:00	0	34	6	0	0	0	0	0	0	0	0	0	0	40
21:15	1	29	4	0	0	0	0	0	0	0	0	0	0	34
21:30	0	27	6	0	0	0	0	0	0	0	0	0	0	33
21:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29
	1	119	16	0	0	0	0	0	0	0	0	0	0	136
22:00	1	30	4	0	1	0	0	0	0	0	0	0	0	36
22:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
22:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	1	80	6	0	2	0	0	0	0	0	0	0	0	89
23:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:15	1	7	1	0	0	0	0	0	0	0	0	0	0	9
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	1	30	2	0	0	0	0	0	0	0	0	0	0	33
Total	62	3675	468	3	44	15	2	9	2	0	0	1	0	4281
Percent	1.4%	85.8%	10.9%	0.1%	1.0%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
00:45	1	5	1	0	0	0	0	0	0	0	0	0	0	7
	1	18	4	0	0	0	0	0	0	0	0	0	0	23
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	4	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	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	2
	0	4	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	0	6	5	0	0	0	0	0	0	0	0	0	0	11
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
04:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	0	31	3	0	0	0	0	0	0	0	0	0	0	34
05:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
05:15	0	23	4	0	2	0	0	0	0	0	0	0	0	29
05:30	0	25	6	0	2	1	0	0	0	0	0	0	0	34
05:45	0	39	13	0	1	0	0	0	0	0	0	0	0	53
	0	103	28	0	5	1	0	0	0	0	0	0	0	137
06:00	0	38	15	0	1	0	0	0	0	0	0	0	0	54
06:15	0	56	7	0	2	0	0	0	0	0	0	0	0	65
06:30	0	58	10	0	3	0	1	0	0	0	0	0	0	72
06:45	1	67	11	0	1	0	0	1	0	0	0	0	0	81
	1	219	43	0	7	0	1	1	0	0	0	0	0	272
07:00	0	57	15	0	0	0	0	0	0	0	0	0	0	72
07:15	2	81	24	0	6	0	0	0	0	0	0	0	0	113
07:30	0	91	17	0	2	0	0	0	0	0	0	0	0	110
07:45	0	116	14	0	1	0	0	0	0	0	0	0	0	131
	2	345	70	0	9	0	0	0	0	0	0	0	0	426
08:00	0	116	21	0	0	0	0	0	0	0	0	0	0	137
08:15	1	104	13	0	2	1	0	0	0	0	0	0	0	121
08:30	6	70	15	1	0	0	0	0	0	0	0	0	0	92
08:45	1	102	14	0	0	0	0	0	0	0	0	0	0	117
	8	392	63	1	2	1	0	0	0	0	0	0	0	467
09:00	1	80	19	0	1	0	0	0	0	0	0	0	0	101
09:15	2	80	8	0	2	0	0	0	0	0	0	0	0	92
09:30	1	76	12	0	0	0	0	0	0	0	0	0	0	89
09:45	2	102	15	0	1	1	0	0	0	0	0	0	0	121
	6	338	54	0	4	1	0	0	0	0	0	0	0	403
10:00	0	90	11	0	1	0	0	0	0	0	0	0	0	102
10:15	1	79	12	0	1	0	0	2	0	0	0	0	0	95
10:30	0	96	13	0	3	1	0	0	0	0	0	0	0	113
10:45	0	105	14	0	2	3	0	0	0	0	0	0	0	124
	1	370	50	0	7	4	0	2	0	0	0	0	0	434
11:00	2	113	8	0	0	2	0	0	0	0	0	0	0	125
11:15	5	88	18	0	0	0	0	0	0	0	0	0	0	111
11:30	3	105	12	0	1	1	0	0	0	0	0	0	0	122
11:45	1	111	8	2	1	1	0	0	0	0	0	0	0	124
	11	417	46	2	2	4	0	0	0	0	0	0	0	482
Total	30	2254	372	3	36	11	1	3	0	0	0	0	0	2710
Percent	1.1%	83.2%	13.7%	0.1%	1.3%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: J
Station ID: J
WALESKA STREET SOUTH OF
RIVERSTONE PKWY
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	106	21	0	0	1	0	0	0	0	0	0	0	128
12:15	1	128	6	0	2	1	0	0	0	0	0	0	0	138
12:30	1	135	18	0	4	0	0	0	1	0	0	0	0	159
12:45	1	122	15	0	4	2	1	0	0	0	0	0	0	145
	3	491	60	0	10	4	1	0	1	0	0	0	0	570
13:00	2	111	16	0	0	0	0	0	0	0	0	0	0	129
13:15	1	117	19	1	0	0	0	1	0	0	0	0	0	139
13:30	4	115	12	0	1	0	0	0	0	0	0	0	0	132
13:45	4	100	13	0	1	0	0	0	0	0	0	0	0	118
	11	443	60	1	2	0	0	1	0	0	0	0	0	518
14:00	1	108	14	0	3	2	0	0	0	0	0	0	0	128
14:15	3	114	22	0	0	0	0	0	0	0	0	0	0	139
14:30	2	110	13	0	0	0	0	0	0	0	0	0	0	125
14:45	1	98	11	0	1	3	0	0	1	0	0	0	0	115
	7	430	60	0	4	5	0	0	1	0	0	0	0	507
15:00	1	110	14	0	1	3	0	0	0	0	0	0	0	129
15:15	1	87	13	0	0	0	0	0	0	0	0	0	0	101
15:30	1	105	17	0	2	2	0	1	0	0	0	0	0	128
15:45	4	101	17	0	4	1	0	1	0	0	0	0	0	128
	7	403	61	0	7	6	0	2	0	0	0	0	0	486
16:00	0	115	15	0	2	1	1	0	0	0	0	0	0	134
16:15	2	91	13	0	3	0	1	0	1	0	0	0	0	111
16:30	1	109	15	0	0	0	0	0	0	0	0	0	0	125
16:45	1	77	21	0	1	0	0	0	1	0	0	0	0	101
	4	392	64	0	6	1	2	0	2	0	0	0	0	471
17:00	3	86	18	0	0	1	1	0	0	0	0	0	0	109
17:15	2	106	9	0	0	0	0	0	0	0	0	0	0	117
17:30	0	96	19	0	0	0	0	0	0	0	0	0	0	115
17:45	3	87	8	0	0	0	0	1	0	0	0	0	0	99
	8	375	54	0	0	1	1	1	0	0	0	0	0	440
18:00	1	99	13	0	2	0	0	0	0	0	0	0	0	115
18:15	4	112	11	0	3	0	0	1	0	0	0	0	0	131
18:30	0	93	12	0	0	0	0	0	0	0	0	0	0	105
18:45	2	87	12	0	0	0	0	0	0	0	0	0	0	101
	7	391	48	0	5	0	0	1	0	0	0	0	0	452
19:00	0	98	7	0	1	2	0	0	0	0	0	0	0	108
19:15	0	77	12	1	1	2	0	0	0	0	0	0	0	93
19:30	1	69	8	0	0	1	0	1	0	0	0	0	0	80
19:45	2	72	10	0	0	0	0	0	0	0	0	0	0	84
	3	316	37	1	2	5	0	1	0	0	0	0	0	365
20:00	0	54	12	0	0	0	0	0	0	0	0	0	0	66
20:15	0	52	7	0	4	0	0	0	0	0	0	0	0	63
20:30	1	62	9	0	0	0	0	0	0	0	0	1	0	73
20:45	2	48	4	0	1	0	0	0	0	0	0	0	0	55
	3	216	32	0	5	0	0	0	0	0	0	1	0	257
21:00	0	26	10	0	0	0	0	0	0	0	0	0	0	36
21:15	0	41	3	0	0	0	0	0	0	0	0	0	0	44
21:30	0	28	6	0	0	0	0	0	0	0	0	0	0	34
21:45	0	27	4	0	0	0	0	0	0	0	0	0	0	31
	0	122	23	0	0	0	0	0	0	0	0	0	0	145
22:00	0	31	2	0	2	1	0	0	0	0	0	0	0	36
22:15	0	24	1	0	0	0	0	0	0	0	0	0	0	25
22:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	0	81	5	0	2	1	0	0	0	0	0	0	0	89
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:15	0	9	1	0	0	0	0	1	0	0	0	0	0	11
23:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	34	4	0	1	0	0	1	0	0	0	0	0	40
Total	53	3694	508	2	44	23	4	7	4	0	0	1	0	4340
Percent	1.2%	85.1%	11.7%	0.0%	1.0%	0.5%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	174	11952	1709	8	170	61	7	25	7	0	0	2	0	14115
Percent	1.2%	84.7%	12.1%	0.1%	1.2%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	16	2	0	0	0	0	0	0	0	0	0	0	18
00:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	7	4	0	0	0	0	0	0	0	0	0	0	11
01:00	0	49	11	0	0	0	0	0	0	0	0	0	0	60
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	24	5	0	0	0	0	0	0	0	0	0	0	29
02:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	14	1	0	0	0	0	0	2	0	0	0	0	17
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
04:30	0	3	1	0	0	0	0	0	2	0	0	0	0	6
04:45	0	10	1	0	0	0	0	0	3	0	0	0	0	14
05:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
06:00	0	23	4	0	0	0	0	0	1	0	0	0	0	28
06:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
06:30	0	14	0	0	0	0	0	0	1	0	0	0	0	15
06:45	0	17	4	0	1	0	0	0	0	0	0	0	0	22
07:00	1	20	9	0	0	0	0	0	0	0	0	0	0	30
07:15	1	67	15	0	1	0	0	0	1	0	0	0	0	85
07:30	0	19	6	0	0	2	0	0	1	0	0	0	0	28
07:45	3	38	9	0	0	0	0	0	1	0	0	0	0	51
08:00	2	56	4	0	1	0	0	0	0	0	0	0	0	63
08:15	0	55	13	2	7	0	0	0	0	0	0	0	0	77
08:30	5	168	32	2	8	2	0	0	2	0	0	0	0	219
08:45	0	66	13	0	4	0	0	1	0	0	0	0	0	84
09:00	1	54	7	0	4	2	0	3	1	0	0	0	0	72
09:15	4	101	7	0	1	1	0	0	0	0	0	0	0	114
09:30	1	100	17	1	2	2	0	3	0	0	0	0	0	126
09:45	6	321	44	1	11	5	0	7	1	0	0	0	0	396
10:00	3	87	14	3	7	3	0	1	0	0	0	0	0	118
10:15	3	64	15	3	3	1	0	1	0	0	0	0	0	90
10:30	3	82	18	0	3	2	0	1	1	0	0	0	0	110
10:45	1	85	22	1	11	1	0	2	0	0	0	1	0	124
11:00	10	318	69	7	24	7	0	5	1	0	0	1	0	442
11:15	1	70	18	1	2	1	0	2	0	1	0	0	0	96
11:30	1	98	19	0	3	3	0	1	0	0	0	0	0	125
11:45	4	62	19	1	2	1	0	0	0	0	0	0	0	89
12:00	1	78	20	1	4	2	0	0	0	0	0	0	0	106
12:15	7	308	76	3	11	7	0	3	0	1	0	0	0	416
12:30	0	73	10	1	1	2	0	1	0	0	0	0	0	88
12:45	0	85	15	0	3	1	0	0	1	0	0	0	0	105
13:00	1	82	17	0	2	2	0	0	1	0	0	0	0	105
13:15	1	96	17	0	4	1	0	0	3	0	0	0	0	122
13:30	2	336	59	1	10	6	0	1	5	0	0	0	0	420
13:45	0	87	18	0	4	2	0	0	1	0	0	0	0	112
14:00	3	95	11	0	3	1	0	0	0	0	0	0	0	113
14:15	2	71	19	0	0	3	0	0	0	0	0	0	0	95
14:30	0	101	9	0	1	1	0	0	0	0	0	0	0	112
14:45	5	354	57	0	8	7	0	0	1	0	0	0	0	432
Total	36	1992	374	14	73	34	0	16	17	1	0	1	0	2558
Percent	1.4%	77.9%	14.6%	0.5%	2.9%	1.3%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	101	20	0	6	1	0	0	0	0	0	0	0	129
12:15	3	75	22	0	5	3	0	0	1	1	0	0	0	110
12:30	1	74	20	0	1	3	0	2	0	0	0	0	0	101
12:45	1	90	15	1	3	1	0	0	1	0	0	0	0	112
	6	340	77	1	15	8	0	2	2	1	0	0	0	452
13:00	2	100	18	0	3	0	0	2	0	0	0	0	0	125
13:15	0	118	15	0	1	1	0	0	0	0	0	0	0	135
13:30	6	114	27	0	5	1	0	0	0	0	0	0	0	153
13:45	0	104	17	1	0	3	0	0	0	0	0	0	0	125
	8	436	77	1	9	5	0	2	0	0	0	0	0	538
14:00	3	95	18	1	1	1	0	1	0	0	0	0	0	120
14:15	1	117	24	0	1	2	0	1	0	0	0	0	0	146
14:30	4	103	26	1	1	0	0	1	1	0	0	0	0	137
14:45	2	116	16	2	4	2	0	0	1	1	1	0	0	145
	10	431	84	4	7	5	0	3	2	1	1	0	0	548
15:00	2	116	20	3	1	0	0	1	0	0	0	0	0	143
15:15	2	142	16	1	9	2	0	1	0	0	0	0	0	173
15:30	1	128	16	1	3	0	0	2	0	0	0	0	0	151
15:45	2	120	18	3	5	4	0	0	0	0	0	0	0	152
	7	506	70	8	18	6	0	4	0	0	0	0	0	619
16:00	3	130	13	1	4	4	0	0	0	0	0	0	0	155
16:15	1	108	21	1	1	1	0	0	0	1	0	0	0	134
16:30	5	126	26	1	0	3	0	0	1	0	0	0	0	162
16:45	3	136	20	1	2	1	0	0	1	0	0	0	0	164
	12	500	80	4	7	9	0	0	2	1	0	0	0	615
17:00	0	148	21	0	4	2	0	1	0	0	0	0	0	176
17:15	3	131	20	0	1	4	0	0	0	0	0	0	0	159
17:30	3	137	20	0	2	1	0	0	0	0	0	0	0	163
17:45	2	153	15	0	0	0	0	3	0	0	0	0	0	173
	8	569	76	0	7	7	0	4	0	0	0	0	0	671
18:00	2	149	30	0	0	1	0	1	0	0	0	0	0	183
18:15	2	147	32	0	3	2	0	0	0	0	0	0	0	186
18:30	3	147	24	0	3	2	0	2	0	1	0	0	0	182
18:45	2	137	26	0	5	2	0	0	1	0	0	0	0	173
	9	580	112	0	11	7	0	3	1	1	0	0	0	724
19:00	0	121	20	0	4	0	0	2	0	0	0	0	0	147
19:15	0	110	25	0	2	1	0	2	1	0	0	0	0	141
19:30	1	132	20	0	2	1	0	1	0	0	0	0	0	157
19:45	2	115	21	0	3	0	0	0	0	0	0	0	0	141
	3	478	86	0	11	2	0	5	1	0	0	0	0	586
20:00	0	117	23	0	2	0	0	1	0	0	0	0	0	143
20:15	2	91	21	0	2	0	0	0	1	0	0	0	0	117
20:30	0	89	18	0	1	0	0	1	0	0	0	0	0	109
20:45	0	98	17	0	1	0	0	0	0	0	0	0	0	116
	2	395	79	0	6	0	0	2	1	0	0	0	0	485
21:00	0	77	11	0	1	0	0	0	0	0	0	0	0	89
21:15	0	78	8	0	0	0	0	0	0	0	0	0	0	86
21:30	0	85	11	0	3	0	0	0	0	0	0	0	0	99
21:45	0	81	12	0	0	0	0	0	1	0	0	0	0	94
	0	321	42	0	4	0	0	0	1	0	0	0	0	368
22:00	0	55	7	0	3	0	0	0	0	0	0	0	0	65
22:15	1	44	5	0	0	0	0	0	0	0	0	0	0	50
22:30	0	36	3	0	1	0	0	0	0	0	0	0	0	40
22:45	0	39	2	1	0	0	0	0	0	0	0	0	0	42
	1	174	17	1	4	0	0	0	0	0	0	0	0	197
23:00	0	37	0	0	0	0	0	0	1	0	0	0	0	38
23:15	0	20	4	0	0	0	0	0	0	0	0	0	0	24
23:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24
23:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	0	94	10	0	0	0	0	0	1	0	0	0	0	105
Total	66	4824	810	19	99	49	0	25	11	4	1	0	0	5908
Percent	1.1%	81.7%	13.7%	0.3%	1.7%	0.8%	0.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	8	4	0	0	0	0	0	0	0	0	0	0	12
00:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
00:30	0	6	2	0	0	0	0	0	1	0	0	0	0	9
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	31	9	0	0	0	0	0	1	0	0	0	0	41
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:45	0	3	2	0	0	0	0	0	1	0	0	0	0	6
	0	29	7	0	0	0	0	0	1	0	0	0	0	37
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	18	1	0	0	0	0	0	0	0	0	0	0	19
03:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	0	22	1	0	0	0	0	0	1	0	0	0	0	24
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	15	3	0	1	0	0	0	0	0	0	0	0	19
05:00	0	18	3	0	1	0	0	0	0	0	0	0	0	22
05:15	1	7	1	0	0	1	0	0	0	0	0	0	0	10
05:30	0	15	3	0	1	0	0	0	0	0	0	0	0	19
05:45	0	16	4	0	2	1	0	0	0	0	0	0	0	23
	1	56	11	0	4	2	0	0	0	0	0	0	0	74
06:00	3	28	4	0	1	0	0	0	0	0	0	0	0	36
06:15	2	34	12	1	0	1	0	0	0	0	0	0	0	50
06:30	1	57	12	0	3	2	0	0	0	0	0	0	0	75
06:45	0	43	11	2	2	1	0	0	0	0	0	0	0	59
	6	162	39	3	6	4	0	0	0	0	0	0	0	220
07:00	6	65	7	1	5	1	0	1	0	0	0	0	0	86
07:15	3	78	9	0	0	1	0	0	0	0	0	0	0	91
07:30	2	93	12	0	1	0	0	1	0	0	0	0	0	109
07:45	2	110	32	4	2	1	1	1	1	0	0	0	0	154
	13	346	60	5	8	3	1	3	1	0	0	0	0	440
08:00	1	65	16	4	6	1	0	2	1	0	0	0	0	96
08:15	4	87	16	8	5	1	0	0	0	0	0	0	0	121
08:30	3	101	18	0	4	2	0	3	0	0	0	0	0	131
08:45	5	76	17	1	6	0	1	1	1	0	1	0	0	109
	13	329	67	13	21	4	1	6	2	0	1	0	0	457
09:00	1	93	14	0	1	2	0	0	0	0	0	0	0	111
09:15	2	78	23	0	2	5	0	0	0	0	0	0	0	110
09:30	0	89	21	0	3	0	0	0	0	0	0	0	0	113
09:45	4	84	16	0	4	2	0	0	0	0	0	0	0	110
	7	344	74	0	10	9	0	0	0	0	0	0	0	444
10:00	2	48	20	0	2	1	0	1	0	0	0	0	0	74
10:15	1	106	27	0	3	0	0	2	0	0	0	0	0	139
10:30	1	91	12	0	1	3	1	0	0	0	0	0	0	109
10:45	2	86	21	1	4	3	0	0	0	0	0	0	0	117
	6	331	80	1	10	7	1	3	0	0	0	0	0	439
11:00	3	90	22	0	5	3	0	0	1	0	1	0	0	125
11:15	0	69	19	1	1	0	0	1	0	0	0	0	0	91
11:30	0	113	22	1	0	0	0	1	0	1	0	0	0	138
11:45	3	81	22	0	3	3	0	1	0	0	0	0	0	113
	6	353	85	2	9	6	0	3	1	1	1	0	0	467
Total	52	2036	437	24	69	35	3	15	7	1	2	0	0	2681
Percent	1.9%	75.9%	16.3%	0.9%	2.6%	1.3%	0.1%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	101	16	0	1	1	1	3	0	0	0	0	0	125
12:15	1	102	17	0	3	1	0	3	0	0	0	0	0	127
12:30	1	110	12	0	1	0	0	0	0	0	0	0	0	124
12:45	2	105	14	1	4	1	0	0	0	0	0	0	0	127
	6	418	59	1	9	3	1	6	0	0	0	0	0	503
13:00	0	107	27	0	2	3	1	0	1	0	0	0	0	141
13:15	2	96	20	0	3	3	0	0	1	0	0	0	1	126
13:30	2	127	16	1	3	1	0	1	1	0	0	0	0	152
13:45	2	119	17	0	0	1	0	1	1	0	0	0	0	141
	6	449	80	1	8	8	1	2	4	0	0	0	1	560
14:00	2	104	13	0	2	1	0	1	0	0	0	0	0	123
14:15	2	121	16	1	5	3	0	1	0	0	0	0	0	149
14:30	0	100	26	1	5	1	0	0	1	0	0	0	0	134
14:45	0	123	30	5	3	1	0	0	0	0	0	0	1	163
	4	448	85	7	15	6	0	2	1	0	0	0	1	569
15:00	1	113	21	1	4	0	0	0	1	0	0	1	0	142
15:15	4	134	13	0	8	1	0	1	0	0	0	0	0	161
15:30	6	123	21	0	0	0	0	0	0	0	0	0	0	150
15:45	4	109	18	0	0	0	0	1	0	0	0	0	0	132
	15	479	73	1	12	1	0	2	1	0	0	1	0	585
16:00	4	128	14	2	3	0	0	1	0	1	0	1	0	154
16:15	4	146	25	2	1	2	0	3	0	0	0	0	0	183
16:30	7	127	13	1	1	0	0	0	0	0	0	0	0	149
16:45	5	136	22	0	1	0	0	4	0	0	0	0	0	168
	20	537	74	5	6	2	0	8	0	1	0	1	0	654
17:00	2	144	21	0	3	1	0	1	0	0	0	0	0	172
17:15	1	127	18	1	0	1	0	0	1	0	0	0	0	149
17:30	4	139	18	0	6	4	0	0	1	0	0	0	0	172
17:45	0	140	27	0	3	1	0	0	0	0	0	0	0	171
	7	550	84	1	12	7	0	1	2	0	0	0	0	664
18:00	3	140	23	0	0	2	0	1	1	0	0	0	0	170
18:15	6	158	20	0	2	2	0	0	0	0	0	0	0	188
18:30	1	144	20	0	2	1	0	2	1	0	0	0	0	171
18:45	0	117	25	0	4	0	0	0	0	0	0	1	0	147
	10	559	88	0	8	5	0	3	2	0	0	1	0	676
19:00	2	122	25	0	2	1	0	1	0	0	0	0	0	153
19:15	2	99	27	0	1	1	0	0	0	0	0	0	0	130
19:30	0	101	26	0	2	0	0	0	0	0	0	0	0	129
19:45	3	116	14	0	1	0	0	1	0	0	0	0	0	135
	7	438	92	0	6	2	0	2	0	0	0	0	0	547
20:00	0	106	19	0	0	1	0	1	1	0	0	0	0	128
20:15	0	90	12	0	7	0	0	0	1	0	0	0	0	110
20:30	2	133	16	0	3	0	0	0	0	0	0	0	0	154
20:45	1	106	11	0	2	0	0	0	0	0	0	0	0	120
	3	435	58	0	12	1	0	1	2	0	0	0	0	512
21:00	0	92	15	0	0	0	0	0	1	0	0	0	0	108
21:15	2	76	8	0	3	0	0	0	0	0	0	0	0	89
21:30	0	64	7	0	0	0	0	0	0	0	0	0	0	71
21:45	0	64	7	0	1	1	0	0	0	0	0	0	0	73
	2	296	37	0	4	1	0	0	1	0	0	0	0	341
22:00	1	57	7	0	1	0	0	0	0	0	0	0	0	66
22:15	0	41	11	0	1	0	0	0	0	0	0	0	0	53
22:30	0	34	6	0	0	0	0	0	0	0	0	0	0	40
22:45	0	22	4	0	0	0	0	0	0	0	0	0	0	26
	1	154	28	0	2	0	0	0	0	0	0	0	0	185
23:00	1	21	4	1	0	0	0	0	0	0	0	0	0	27
23:15	0	19	2	0	2	0	0	0	0	0	0	0	0	23
23:30	0	23	2	0	0	0	0	0	0	0	0	0	0	25
23:45	0	24	5	0	0	0	0	0	0	0	0	0	0	29
	1	87	13	1	2	0	0	0	0	0	0	0	0	104
Total	82	4850	771	17	96	36	2	27	13	1	0	3	2	5900
Percent	1.4%	82.2%	13.1%	0.3%	1.6%	0.6%	0.0%	0.5%	0.2%	0.0%	0.0%	0.1%	0.0%	
Grand Total	236	13702	2392	74	337	154	5	83	48	7	3	4	2	17047
Percent	1.4%	80.4%	14.0%	0.4%	2.0%	0.9%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	10	2	0	0	0	0	0	0	0	0	0	0	12
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
00:45	1	5	0	0	0	1	0	0	0	0	0	0	0	7
	1	30	3	0	0	1	0	0	0	0	0	0	0	35
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:15	1	5	1	0	0	1	0	0	1	0	0	0	0	9
01:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
01:45	1	4	0	0	0	1	0	0	0	0	0	0	0	6
	2	15	4	0	0	2	0	0	1	0	0	0	0	24
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	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	3
02:45	0	4	0	0	0	0	0	0	1	0	0	0	0	5
	0	10	0	0	0	0	0	0	1	0	0	0	0	11
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
03:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	21	7	0	0	0	0	0	0	0	0	0	0	28
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
04:15	1	10	2	0	1	0	0	0	0	0	0	0	0	14
04:30	1	22	5	0	0	0	0	0	0	0	0	0	0	28
04:45	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	2	59	18	0	1	0	0	0	0	0	0	0	0	80
05:00	0	32	14	0	0	0	0	0	0	0	0	0	0	46
05:15	1	70	17	0	1	0	0	0	0	0	0	0	0	89
05:30	2	75	10	1	0	1	0	1	1	0	0	0	0	91
05:45	3	89	25	0	4	1	0	0	1	0	0	0	0	123
	6	266	66	1	5	2	0	1	2	0	0	0	0	349
06:00	1	97	26	0	2	0	0	0	1	0	0	0	0	127
06:15	3	126	24	0	7	1	0	0	0	0	0	0	0	161
06:30	2	143	31	0	0	0	1	0	0	0	0	0	0	177
06:45	3	146	14	1	5	0	0	0	0	0	0	0	0	169
	9	512	95	1	14	1	1	0	1	0	0	0	0	634
07:00	2	143	17	1	6	0	0	2	0	0	0	0	0	171
07:15	8	161	24	1	4	3	1	2	0	0	0	0	0	204
07:30	2	139	24	0	4	1	1	0	0	0	0	0	0	171
07:45	2	147	16	0	3	1	0	1	0	0	0	0	0	170
	14	590	81	2	17	5	2	5	0	0	0	0	0	716
08:00	7	151	16	0	10	0	0	0	0	0	0	0	0	184
08:15	0	121	23	2	11	1	0	2	1	0	0	0	0	161
08:30	4	145	14	0	6	1	0	0	0	0	0	0	0	170
08:45	1	129	15	0	2	0	0	0	0	0	0	1	0	148
	12	546	68	2	29	2	0	2	1	0	0	1	0	663
09:00	7	127	18	0	1	1	0	0	0	0	0	0	0	154
09:15	2	127	14	0	4	1	0	0	0	0	0	0	0	148
09:30	6	125	18	0	2	3	0	0	0	0	0	0	0	154
09:45	5	106	14	0	2	0	0	2	0	0	0	0	0	129
	20	485	64	0	9	5	0	2	0	0	0	0	0	585
10:00	4	102	10	0	2	2	0	0	0	0	0	0	0	120
10:15	1	94	12	1	1	0	0	0	0	0	0	0	0	109
10:30	3	106	14	0	0	0	0	0	0	0	0	0	0	123
10:45	2	109	17	0	2	2	0	1	0	0	0	0	0	133
	10	411	53	1	5	4	0	1	0	0	0	0	0	485
11:00	1	119	13	0	4	1	0	0	0	0	0	0	0	138
11:15	6	111	14	0	3	1	0	0	0	0	0	0	0	135
11:30	0	107	13	0	1	1	0	0	0	0	0	0	0	122
11:45	2	104	14	0	4	2	0	0	0	0	0	0	0	126
	9	441	54	0	12	5	0	0	0	0	0	0	0	521
Total	85	3386	513	7	92	27	3	11	6	0	0	1	0	4131
Percent	2.1%	82.0%	12.4%	0.2%	2.2%	0.7%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	108	5	0	2	1	0	0	0	0	0	0	0	116
12:15	1	122	15	0	2	0	0	1	0	0	0	0	0	141
12:30	0	132	16	0	0	1	0	0	0	0	0	0	0	149
12:45	2	111	11	0	1	2	0	0	1	0	0	0	0	128
	3	473	47	0	5	4	0	1	1	0	0	0	0	534
13:00	2	108	13	0	2	2	0	0	0	0	0	0	0	127
13:15	4	114	6	1	4	1	0	0	0	0	0	0	0	130
13:30	4	91	10	0	2	0	0	0	0	0	0	0	0	107
13:45	3	121	10	0	4	2	0	0	0	0	0	0	0	140
	13	434	39	1	12	5	0	0	0	0	0	0	0	504
14:00	2	122	13	1	1	1	0	0	0	0	0	0	0	140
14:15	3	113	11	0	0	0	1	0	0	0	0	0	0	128
14:30	4	115	17	0	1	0	0	0	0	0	0	0	0	137
14:45	2	112	12	0	4	0	0	0	0	0	0	0	0	130
	11	462	53	1	6	1	1	0	0	0	0	0	0	535
15:00	4	111	14	0	1	0	0	0	0	0	0	0	0	130
15:15	1	101	8	0	1	0	0	0	0	0	0	0	0	111
15:30	4	115	8	1	3	0	0	0	0	0	0	0	0	131
15:45	7	88	5	1	13	1	0	0	0	0	0	0	0	115
	16	415	35	2	18	1	0	0	0	0	0	0	0	487
16:00	2	109	12	1	2	0	0	1	0	0	0	0	0	127
16:15	1	104	4	0	1	3	0	0	0	0	0	0	0	113
16:30	2	110	12	1	0	0	0	0	0	0	0	0	0	125
16:45	3	110	10	0	4	1	0	0	0	0	0	0	0	128
	8	433	38	2	7	4	0	1	0	0	0	0	0	493
17:00	2	110	12	0	2	0	0	0	0	0	0	0	0	126
17:15	2	114	9	0	1	0	0	0	0	0	0	0	0	126
17:30	2	86	11	0	1	0	0	0	0	0	0	0	0	100
17:45	4	113	11	0	0	0	0	0	0	0	0	0	0	128
	10	423	43	0	4	0	0	0	0	0	0	0	0	480
18:00	3	109	5	0	3	1	0	1	0	0	0	0	0	122
18:15	2	103	8	1	3	0	0	0	0	0	0	0	0	117
18:30	3	84	7	0	0	0	0	0	0	0	0	0	0	94
18:45	6	105	7	0	2	0	0	0	0	0	0	0	0	120
	14	401	27	1	8	1	0	1	0	0	0	0	0	453
19:00	4	99	11	0	2	0	0	0	0	0	0	0	0	116
19:15	1	85	15	0	1	0	0	0	0	0	0	0	0	102
19:30	3	74	10	0	0	0	0	1	0	0	0	0	0	88
19:45	3	55	10	0	1	2	0	0	0	0	0	0	0	71
	11	313	46	0	4	2	0	1	0	0	0	0	0	377
20:00	3	48	4	0	1	2	0	1	0	0	0	0	0	59
20:15	3	65	6	0	0	1	0	0	0	0	0	0	0	75
20:30	2	61	4	0	0	0	0	0	0	0	0	0	0	67
20:45	0	65	10	0	0	1	0	0	0	0	0	0	0	76
	8	239	24	0	1	4	0	1	0	0	0	0	0	277
21:00	0	45	8	0	0	0	0	0	0	0	0	0	0	53
21:15	0	51	4	0	0	0	0	0	0	0	0	0	0	55
21:30	0	32	3	0	0	1	0	0	0	0	0	0	0	36
21:45	2	39	2	0	0	0	0	0	1	0	0	0	0	44
	2	167	17	0	0	1	0	0	1	0	0	0	0	188
22:00	4	37	4	1	1	0	0	1	0	0	0	0	0	48
22:15	0	25	1	0	1	0	0	0	0	0	0	0	0	27
22:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:45	0	27	0	0	0	0	1	0	0	0	0	0	0	28
	4	107	6	1	2	0	1	1	0	0	0	0	0	122
23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
23:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
23:30	1	13	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	1	69	2	0	0	0	0	0	0	0	0	0	0	72
Total	101	3936	377	8	67	23	2	6	2	0	0	0	0	4522
Percent	2.2%	87.0%	8.3%	0.2%	1.5%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	8	1	0	0	0	0	0	1	0	0	0	0	10
00:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:30	0	10	6	0	0	0	0	0	0	0	0	0	0	16
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
01:00	0	31	11	0	0	0	0	0	1	0	0	0	0	43
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	1	6	2	0	0	1	0	0	0	0	0	0	0	10
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:15	1	15	6	0	0	1	0	0	0	0	0	0	0	23
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	1	0	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:15	1	4	3	0	0	0	0	0	0	0	0	0	0	8
03:30	2	15	5	0	0	1	0	0	0	0	0	0	0	23
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
04:30	0	10	3	0	0	0	0	0	1	0	0	0	0	14
04:45	0	24	9	0	0	0	0	0	1	0	0	0	0	34
05:00	1	5	4	0	0	0	0	0	0	0	0	0	0	10
05:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18
05:30	0	24	3	0	0	0	0	0	0	0	0	0	0	27
05:45	0	18	7	0	0	0	0	0	0	0	0	0	0	25
06:00	1	60	19	0	0	0	0	0	0	0	0	0	0	80
06:15	2	35	13	0	0	1	0	1	0	0	0	0	0	52
06:30	0	70	18	0	4	0	0	0	0	0	0	0	0	92
06:45	1	95	9	0	2	1	0	0	0	0	0	0	0	108
07:00	1	80	26	0	1	0	0	0	0	0	0	0	0	108
07:15	4	280	66	0	7	2	0	1	0	0	0	0	0	360
07:30	1	99	22	0	1	1	0	0	0	0	0	0	0	124
07:45	2	119	32	1	2	2	0	0	0	0	0	0	0	158
08:00	1	133	22	0	2	1	0	0	0	0	0	0	0	159
08:15	1	146	29	1	3	1	0	2	0	0	0	0	0	183
08:30	5	497	105	2	8	5	0	2	0	0	0	0	0	624
08:45	3	136	20	0	3	0	0	1	0	0	0	0	0	163
09:00	5	165	28	0	6	0	0	1	0	0	0	0	0	205
09:15	3	140	26	0	2	1	0	0	1	0	0	0	0	173
09:30	5	115	14	0	4	2	0	0	0	0	0	0	0	140
09:45	16	556	88	0	15	3	0	2	1	0	0	0	0	681
10:00	2	134	22	1	13	0	0	3	0	0	0	0	0	175
10:15	6	148	12	0	10	0	0	1	1	0	0	0	0	178
10:30	6	127	19	2	4	1	0	0	0	0	0	0	0	159
10:45	2	134	18	0	0	0	0	1	0	0	0	0	0	155
11:00	16	543	71	3	27	1	0	5	1	0	0	0	0	667
11:15	1	119	10	0	1	0	0	1	0	0	0	0	0	132
11:30	2	115	9	0	1	0	0	1	0	0	0	0	0	128
11:45	1	109	16	0	0	1	0	0	0	0	0	0	0	127
12:00	1	108	13	0	4	2	0	0	2	0	0	0	0	130
12:15	5	451	48	0	6	3	0	2	2	0	0	0	0	517
12:30	3	116	16	0	0	1	0	0	0	0	0	0	0	136
12:45	3	113	13	0	2	1	0	0	0	0	0	0	0	132
13:00	2	113	11	1	2	0	0	0	0	0	0	0	0	129
13:15	4	126	23	0	2	2	0	0	0	0	1	0	0	158
13:30	12	468	63	1	6	4	0	0	0	0	1	0	0	555
13:45	8	104	11	1	3	4	0	0	0	0	0	0	0	131
14:00	3	122	17	1	1	3	0	0	0	0	0	0	0	147
14:15	2	116	10	1	1	0	0	1	0	0	0	0	0	131
14:30	4	115	17	0	2	0	0	0	0	0	0	0	0	138
14:45	17	457	55	3	7	7	0	1	0	0	0	0	0	547
Total	79	3397	546	9	76	27	0	13	6	0	0	1	0	4154
Percent	1.9%	81.8%	13.1%	0.2%	1.8%	0.6%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: K
Station ID: K
SR 140 NORTH OF RIVERSTONE PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	6	112	11	0	1	2	0	2	0	0	1	0	0	135
12:15	2	118	14	0	1	0	0	0	0	0	0	0	0	135
12:30	4	126	19	0	2	2	0	0	0	0	0	0	0	153
12:45	4	119	13	0	0	1	0	0	0	0	0	0	0	137
	16	475	57	0	4	5	0	2	0	0	1	0	0	560
13:00	3	122	19	0	0	0	0	0	0	0	0	0	0	144
13:15	3	117	16	0	2	1	0	0	0	0	0	0	0	139
13:30	1	106	11	0	1	0	1	1	0	0	0	0	0	121
13:45	2	99	14	0	4	1	0	0	0	0	0	0	0	120
	9	444	60	0	7	2	1	1	0	0	0	0	0	524
14:00	3	112	16	0	2	0	0	0	0	0	0	0	0	133
14:15	4	91	13	0	1	0	0	0	0	0	0	0	0	109
14:30	1	123	6	0	1	0	0	0	0	0	0	0	1	132
14:45	3	125	11	0	3	1	0	0	0	0	0	0	0	143
	11	451	46	0	7	1	0	0	0	0	0	0	1	517
15:00	0	104	11	0	3	1	0	0	0	1	0	0	0	120
15:15	3	112	8	0	1	1	0	0	0	0	0	0	0	125
15:30	5	110	15	0	2	0	0	1	0	0	0	0	0	133
15:45	2	110	16	0	10	1	0	0	0	0	0	0	0	139
	10	436	50	0	16	3	0	1	0	1	0	0	0	517
16:00	0	98	11	0	4	0	0	0	0	0	0	0	0	113
16:15	3	115	13	0	1	0	0	0	0	0	0	0	0	132
16:30	3	107	14	0	0	0	0	0	0	0	0	0	0	124
16:45	2	121	23	1	1	0	0	0	0	0	0	0	0	148
	8	441	61	1	6	0	0	0	0	0	0	0	0	517
17:00	2	92	13	0	2	0	0	1	0	0	0	0	0	110
17:15	3	122	10	0	0	0	0	0	1	0	0	0	0	136
17:30	4	99	11	0	1	1	0	1	0	1	0	0	0	118
17:45	6	94	5	0	0	1	0	0	0	0	0	0	0	106
	15	407	39	0	3	2	0	2	1	1	0	0	0	470
18:00	4	112	15	0	3	2	0	0	0	0	0	0	0	136
18:15	3	106	7	0	1	0	0	0	0	0	0	0	0	117
18:30	2	98	9	0	0	1	0	0	0	0	0	0	0	110
18:45	2	114	12	0	0	0	0	0	0	0	0	0	0	128
	11	430	43	0	4	3	0	0	0	0	0	0	0	491
19:00	3	110	14	0	2	1	0	0	0	0	0	0	0	130
19:15	1	102	15	0	1	1	0	0	0	0	0	0	0	120
19:30	1	91	13	0	0	0	0	0	0	0	0	0	0	105
19:45	4	81	7	0	0	0	0	0	0	0	0	0	0	92
	9	384	49	0	3	2	0	0	0	0	0	0	0	447
20:00	3	70	5	0	1	0	0	0	0	0	0	0	0	79
20:15	1	95	11	0	1	0	0	0	0	0	0	0	0	108
20:30	3	94	8	0	0	0	0	0	0	0	0	0	0	105
20:45	1	51	4	0	1	0	0	0	0	0	0	0	0	57
	8	310	28	0	3	0	0	0	0	0	0	0	0	349
21:00	0	43	6	0	0	0	0	1	0	0	0	0	0	50
21:15	1	48	9	0	0	0	0	0	0	0	0	0	0	58
21:30	0	46	6	0	0	0	0	0	0	0	0	0	0	52
21:45	1	45	3	0	0	0	0	0	0	0	0	0	0	49
	2	182	24	0	0	0	0	1	0	0	0	0	0	209
22:00	0	33	1	0	0	0	0	0	0	0	0	0	0	34
22:15	0	34	3	0	1	0	0	0	1	0	0	0	0	39
22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
22:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
	0	97	7	0	1	0	0	0	1	0	0	0	0	106
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
23:15	1	19	2	0	1	1	0	0	0	0	0	0	0	24
23:30	1	14	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	2	56	5	0	1	1	0	0	0	0	0	0	0	65
Total	101	4113	469	1	55	19	1	7	2	2	1	0	1	4772
Percent	2.1%	86.2%	9.8%	0.0%	1.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	366	14832	1905	25	290	96	6	37	16	2	1	2	1	17579
Percent	2.1%	84.4%	10.8%	0.1%	1.6%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	15	0	0	0	0	0	0	0	0	0	0	0	15
00:15	0	12	6	0	0	0	0	0	0	0	0	0	0	18
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
01:00	0	45	8	0	0	0	0	0	0	0	0	0	0	53
01:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
02:15	0	21	5	1	0	0	0	0	0	0	0	0	0	27
02:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
02:45	1	3	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45	0	2	0	0	0	1	0	0	2	0	0	0	0	5
04:00	0	4	0	0	0	1	0	0	3	0	0	0	0	8
04:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	15	3	0	0	0	0	0	2	0	0	0	0	20
05:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
06:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
06:15	0	37	9	0	1	0	0	0	1	0	0	0	0	48
06:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
06:45	0	26	4	0	1	0	0	0	1	0	0	0	0	32
07:00	1	21	4	0	0	1	0	0	1	0	0	0	0	28
07:15	0	46	12	0	7	0	0	0	0	0	0	0	0	65
07:30	1	103	22	0	8	1	0	0	2	0	0	0	0	137
07:45	0	47	13	0	9	0	0	0	0	0	0	0	0	69
08:00	0	69	5	0	6	1	0	0	1	0	0	0	0	82
08:15	1	77	12	0	3	0	0	0	0	0	0	0	0	93
08:30	4	58	6	0	1	0	0	0	0	0	0	0	0	69
08:45	5	251	36	0	19	1	0	0	1	0	0	0	0	313
09:00	1	66	10	0	1	0	0	0	0	0	0	0	0	78
09:15	2	80	20	0	6	0	0	0	1	0	0	0	0	109
09:30	3	54	14	1	5	0	0	0	1	1	0	0	0	79
09:45	0	84	19	1	9	0	0	2	0	0	0	0	0	115
10:00	6	284	63	2	21	0	0	2	2	1	0	0	0	381
10:15	0	79	24	0	5	1	0	2	1	0	0	0	0	112
10:30	0	78	15	0	2	1	0	0	0	0	0	0	0	96
10:45	0	57	18	0	4	1	0	0	0	0	0	0	0	80
11:00	0	82	19	0	1	2	0	0	1	0	0	0	0	105
11:15	0	296	76	0	12	5	0	2	2	0	0	0	0	393
11:30	0	62	23	2	4	0	0	1	0	0	0	0	0	92
11:45	0	72	21	0	2	1	0	0	0	0	0	0	0	96
12:00	0	66	16	0	2	1	0	0	1	0	0	0	0	86
12:15	2	65	25	0	3	1	0	2	0	0	0	0	0	98
12:30	2	265	85	2	11	3	0	3	1	0	0	0	0	372
12:45	1	61	16	0	5	2	0	1	0	0	0	0	0	86
13:00	1	74	17	1	2	3	0	2	0	0	0	0	0	100
13:15	0	78	13	0	1	1	0	1	1	0	0	0	0	95
13:30	0	83	15	1	1	0	0	0	0	0	0	0	0	100
13:45	2	296	61	2	9	6	0	4	1	0	0	0	0	381
Total	17	1625	370	7	81	17	0	11	17	1	0	0	0	2146
Percent	0.8%	75.7%	17.2%	0.3%	3.8%	0.8%	0.0%	0.5%	0.8%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	84	12	0	4	2	0	0	0	0	0	0	0	103
12:15	0	66	24	1	3	0	0	1	0	0	0	0	0	95
12:30	3	99	19	0	5	0	0	0	1	0	0	0	0	127
12:45	1	95	21	1	2	1	0	0	1	0	0	0	0	122
	5	344	76	2	14	3	0	1	2	0	0	0	0	447
13:00	0	82	15	0	3	2	0	0	0	0	0	0	0	102
13:15	0	90	21	1	2	0	0	1	0	0	0	0	0	115
13:30	0	106	16	2	2	0	0	1	1	0	0	0	0	128
13:45	0	104	16	0	4	2	0	3	0	0	0	0	0	129
	0	382	68	3	11	4	0	5	1	0	0	0	0	474
14:00	2	114	29	0	1	1	0	1	0	0	0	0	0	148
14:15	1	87	19	1	1	1	0	2	0	0	0	0	0	112
14:30	1	74	27	0	3	1	0	1	0	0	0	0	0	107
14:45	0	109	16	0	5	0	0	0	0	0	0	0	0	130
	4	384	91	1	10	3	0	4	0	0	0	0	0	497
15:00	1	101	24	0	5	1	0	0	0	0	0	0	0	132
15:15	0	111	25	0	5	1	0	2	1	0	0	0	0	145
15:30	0	129	20	0	2	1	0	2	0	0	0	0	0	154
15:45	1	141	31	0	2	2	0	0	0	0	0	0	0	177
	2	482	100	0	14	5	0	4	1	0	0	0	0	608
16:00	1	143	30	4	11	2	0	0	1	0	0	0	0	192
16:15	0	138	30	0	4	1	0	2	1	0	0	0	0	176
16:30	3	152	35	0	1	1	0	1	0	1	0	0	0	194
16:45	2	145	28	0	5	1	0	1	0	0	0	0	0	182
	6	578	123	4	21	5	0	4	2	1	0	0	0	744
17:00	0	184	33	0	3	0	0	3	0	0	0	0	0	223
17:15	1	174	25	0	5	0	0	2	0	0	0	0	0	207
17:30	1	179	33	0	7	0	0	0	0	0	0	0	0	220
17:45	0	154	26	0	2	0	0	1	0	0	0	0	0	183
	2	691	117	0	17	0	0	6	0	0	0	0	0	833
18:00	2	151	39	0	4	0	0	0	0	0	0	0	0	196
18:15	0	154	34	1	4	0	0	0	0	0	0	0	0	193
18:30	1	155	37	0	4	0	0	0	1	0	0	0	0	198
18:45	1	178	30	0	4	0	0	0	0	0	0	0	0	213
	4	638	140	1	16	0	0	0	1	0	0	0	0	800
19:00	0	131	30	0	3	0	0	0	1	0	0	0	0	165
19:15	0	118	22	0	6	0	0	4	1	0	0	0	0	151
19:30	0	104	26	0	3	0	0	0	0	0	0	0	0	133
19:45	0	103	27	0	4	0	0	0	0	0	0	0	0	134
	0	456	105	0	16	0	0	4	2	0	0	0	0	583
20:00	0	81	20	0	3	0	0	0	0	0	0	0	0	104
20:15	1	86	20	0	0	1	0	0	0	0	0	0	0	108
20:30	0	81	18	0	2	0	0	1	0	0	0	0	0	102
20:45	1	85	13	0	2	0	0	0	0	0	0	0	0	101
	2	333	71	0	7	1	0	1	0	0	0	0	0	415
21:00	0	69	12	0	2	0	0	0	1	0	0	0	0	84
21:15	2	70	13	0	0	0	0	0	0	0	0	0	0	85
21:30	0	53	12	0	1	0	0	0	0	0	0	0	0	66
21:45	0	51	8	0	0	0	0	0	1	0	0	0	0	60
	2	243	45	0	3	0	0	0	2	0	0	0	0	295
22:00	0	54	10	0	2	0	0	0	0	0	0	0	0	66
22:15	0	33	5	0	1	0	0	0	0	0	0	0	0	39
22:30	0	36	2	0	1	0	0	0	0	0	0	0	0	39
22:45	0	31	4	1	0	0	0	0	0	0	0	0	0	36
	0	154	21	1	4	0	0	0	0	0	0	0	0	180
23:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
23:15	0	18	1	0	0	0	0	0	1	0	0	0	0	20
23:30	0	20	3	0	0	0	0	0	0	0	0	0	0	23
23:45	0	23	3	0	0	0	0	1	0	0	0	0	0	27
	0	86	7	0	0	0	0	1	1	0	0	0	0	95
Total	27	4771	964	12	133	21	0	30	12	1	0	0	0	5971
Percent	0.5%	79.9%	16.1%	0.2%	2.2%	0.4%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
00:30	0	10	2	0	0	0	0	0	1	0	0	0	0	13
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	37	4	0	0	0	0	0	1	0	0	0	0	42
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	2	0	0	0	0	0	1	0	0	0	0	3
02:15	0	18	6	0	0	0	0	0	1	0	0	0	0	25
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
05:00	0	5	0	0	0	0	0	1	0	0	0	0	0	6
05:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
05:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:00	0	34	4	0	1	0	0	1	0	0	0	0	0	40
06:15	0	15	2	1	1	0	0	0	0	0	0	0	0	19
06:30	0	25	9	1	1	0	0	0	0	0	0	0	0	36
06:45	1	24	7	0	1	0	0	0	0	0	0	0	0	33
07:00	0	58	13	2	4	0	0	0	0	0	0	0	0	77
07:15	1	122	31	4	7	0	0	0	0	0	0	0	0	165
07:30	0	46	10	3	3	1	0	3	0	0	0	0	0	66
07:45	0	47	17	2	1	0	0	0	0	0	0	0	0	67
08:00	2	54	16	0	1	1	0	0	0	0	0	0	0	74
08:15	3	73	14	1	5	1	0	0	0	0	0	0	0	97
08:30	5	220	57	6	10	3	0	3	0	0	0	0	0	304
08:45	1	49	16	1	5	0	0	1	2	0	0	0	0	75
09:00	3	68	17	6	4	1	0	0	0	0	0	0	0	99
09:15	0	80	32	3	5	1	0	0	0	0	0	0	0	121
09:30	0	74	15	1	5	1	0	0	0	0	0	0	0	96
09:45	4	271	80	11	19	3	0	1	2	0	0	0	0	391
10:00	0	57	26	0	4	1	0	0	2	0	0	0	0	90
10:15	1	78	21	0	4	0	0	1	0	0	0	0	0	105
10:30	0	82	25	1	3	0	0	0	0	0	0	0	0	111
10:45	0	73	17	0	4	1	0	0	1	0	0	0	0	96
11:00	1	290	89	1	15	2	0	1	3	0	0	0	0	402
11:15	2	47	24	0	1	2	0	0	2	0	0	0	0	78
11:30	0	62	19	0	1	0	0	1	0	0	0	0	0	83
11:45	1	75	20	1	4	0	0	1	0	0	0	0	0	102
12:00	0	65	15	0	3	1	0	0	0	0	0	0	0	84
12:15	3	249	78	1	9	3	0	2	2	0	0	0	0	347
12:30	1	51	23	0	3	0	0	1	0	0	0	0	0	79
12:45	0	80	27	1	4	0	0	1	1	0	0	0	0	114
13:00	2	76	21	0	3	0	0	1	0	0	0	0	0	103
13:15	1	83	22	0	2	1	0	1	0	0	0	0	0	110
13:30	4	290	93	1	12	1	0	4	1	0	0	0	0	406
Total	18	1567	446	24	74	12	0	12	12	0	0	0	0	2165
Percent	0.8%	72.4%	20.6%	1.1%	3.4%	0.6%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	81	11	0	3	1	0	0	0	0	0	0	0	97
12:15	0	86	9	0	2	2	0	1	0	0	0	0	0	100
12:30	0	106	16	0	2	1	0	1	0	0	0	0	0	126
12:45	1	84	25	1	2	1	0	1	1	0	0	0	0	116
	2	357	61	1	9	5	0	3	1	0	0	0	0	439
13:00	0	99	28	0	2	0	0	2	0	0	0	0	0	131
13:15	0	100	21	0	3	0	0	0	0	0	0	0	0	124
13:30	0	107	18	1	4	0	0	1	1	0	0	0	0	132
13:45	1	125	21	1	3	1	0	0	0	0	0	0	0	152
	1	431	88	2	12	1	0	3	1	0	0	0	0	539
14:00	0	119	22	1	2	0	0	0	3	0	0	0	0	147
14:15	1	92	14	1	2	0	0	1	0	0	0	0	0	111
14:30	2	113	24	0	2	0	0	0	0	0	1	0	0	142
14:45	1	98	27	0	0	0	0	0	1	0	0	0	0	127
	4	422	87	2	6	0	0	1	4	0	1	0	0	527
15:00	1	107	23	0	0	1	0	0	1	0	0	0	0	133
15:15	1	125	21	0	4	0	0	1	0	0	0	0	0	152
15:30	1	116	33	0	3	3	0	1	0	0	0	0	0	157
15:45	1	143	31	0	2	3	0	0	0	0	0	0	0	180
	4	491	108	0	9	7	0	2	1	0	0	0	0	622
16:00	0	152	29	6	8	0	0	0	2	0	0	0	0	197
16:15	2	157	33	0	6	0	0	1	1	0	0	0	0	200
16:30	0	146	24	0	0	0	0	1	2	0	0	0	0	173
16:45	2	150	31	1	1	0	0	5	1	0	0	0	0	191
	4	605	117	7	15	0	0	7	6	0	0	0	0	761
17:00	0	159	32	0	6	0	0	0	0	0	0	0	0	197
17:15	0	174	37	0	4	0	0	1	0	0	1	0	0	217
17:30	1	185	24	0	8	3	0	1	0	0	0	0	0	222
17:45	0	191	30	0	4	0	0	1	2	0	0	0	0	228
	1	709	123	0	22	3	0	3	2	0	1	0	0	864
18:00	3	157	44	0	2	1	0	1	1	0	0	0	0	209
18:15	3	188	37	0	1	0	0	0	1	0	0	0	0	230
18:30	1	156	32	0	3	0	0	0	0	0	0	0	0	192
18:45	0	127	34	0	1	0	0	0	0	0	0	0	0	162
	7	628	147	0	7	1	0	1	2	0	0	0	0	793
19:00	1	122	29	0	2	0	0	1	0	0	0	0	0	155
19:15	0	100	32	0	1	0	0	0	0	0	0	0	0	133
19:30	0	109	31	0	3	0	0	0	0	0	0	0	0	143
19:45	0	109	21	0	1	0	0	0	0	0	0	0	0	131
	1	440	113	0	7	0	0	1	0	0	0	0	0	562
20:00	0	103	15	0	1	2	0	0	0	0	0	0	0	121
20:15	1	82	16	0	1	0	0	1	0	0	0	0	0	101
20:30	0	112	17	0	3	0	0	0	0	0	0	0	0	132
20:45	0	104	19	0	1	0	0	0	0	0	0	0	0	124
	1	401	67	0	6	2	0	1	0	0	0	0	0	478
21:00	1	57	10	0	2	0	0	0	0	0	0	0	0	70
21:15	0	69	13	0	3	0	0	0	0	0	0	0	0	85
21:30	0	54	9	0	0	0	0	0	0	0	0	0	0	63
21:45	0	59	7	0	1	0	0	0	0	0	0	0	0	67
	1	239	39	0	6	0	0	0	0	0	0	0	0	285
22:00	0	52	5	0	1	0	0	0	0	0	0	0	0	58
22:15	0	31	6	0	1	0	0	0	0	0	0	0	0	38
22:30	0	29	3	0	0	0	0	0	0	0	0	0	0	32
22:45	0	31	2	0	0	0	0	0	0	0	0	0	0	33
	0	143	16	0	2	0	0	0	0	0	0	0	0	161
23:00	0	24	1	1	0	0	0	0	0	0	0	0	0	26
23:15	0	15	5	0	0	0	0	0	0	0	0	0	0	20
23:30	0	18	1	0	1	0	0	0	0	0	0	0	0	20
23:45	0	22	5	0	0	0	0	0	0	0	0	0	0	27
	0	79	12	1	1	0	0	0	0	0	0	0	0	93
Total	26	4945	978	13	102	19	0	22	17	0	2	0	0	6124
Percent	0.4%	80.7%	16.0%	0.2%	1.7%	0.3%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	88	12908	2758	56	390	69	0	75	58	2	2	0	0	16406
Percent	0.5%	78.7%	16.8%	0.3%	2.4%	0.4%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7
01:00	0	15	2	0	0	0	0	0	1	0	0	0	0	18
01:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15	0	9	1	0	0	0	0	0	3	0	0	0	0	13
02:30	0	3	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	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	9	0	0	0	0	0	0	1	0	0	0	0	10
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
05:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17
05:45	0	17	6	0	0	1	0	0	0	0	0	0	0	24
06:00	0	21	8	0	0	0	0	0	0	0	0	0	0	29
06:15	0	60	20	0	0	1	0	0	0	0	0	0	0	81
06:30	0	27	10	0	0	0	0	0	0	0	0	0	0	37
06:45	1	57	17	0	1	0	0	0	0	0	0	0	0	76
07:00	0	58	10	1	5	2	0	1	1	0	0	0	0	78
07:15	0	64	24	0	3	1	0	0	1	0	0	0	0	93
07:30	1	206	61	1	9	3	0	1	2	0	0	0	0	284
07:45	0	90	31	0	1	0	0	1	1	0	0	0	0	124
08:00	2	109	28	0	6	0	0	1	0	0	0	0	0	146
08:15	1	122	37	1	4	2	0	0	1	0	0	0	0	168
08:30	2	126	32	1	6	0	0	1	0	0	0	0	0	168
08:45	5	447	128	2	17	2	0	3	2	0	0	0	0	606
09:00	5	155	26	0	6	1	0	2	2	0	0	0	0	197
09:15	4	159	36	0	10	2	0	2	0	0	0	0	0	213
09:30	2	166	37	0	10	1	0	2	1	0	0	0	0	219
09:45	3	190	41	0	9	0	0	1	0	1	0	0	0	245
10:00	14	670	140	0	35	4	0	7	3	1	0	0	0	874
10:15	7	183	19	0	7	0	0	3	0	0	0	0	0	219
10:30	3	160	27	0	3	2	0	0	0	0	0	0	0	195
10:45	2	97	17	0	3	2	0	2	0	0	0	0	0	123
11:00	2	97	26	0	6	1	0	0	0	0	0	0	0	132
11:15	14	537	89	0	19	5	0	5	0	0	0	0	0	669
11:30	0	99	30	0	2	0	0	0	0	0	0	0	0	131
11:45	2	112	21	0	4	1	0	0	0	0	0	0	0	140
12:00	0	112	19	1	4	6	0	2	0	0	0	0	0	144
12:15	0	82	15	0	3	1	0	1	0	0	0	0	0	102
12:30	2	405	85	1	13	8	0	3	0	0	0	0	0	517
12:45	0	83	10	1	2	0	0	0	1	0	0	0	0	97
13:00	0	93	14	0	1	0	0	0	0	0	0	0	0	108
13:15	0	67	22	1	2	2	0	0	0	0	0	0	0	94
13:30	0	82	20	0	3	2	0	0	0	0	0	0	0	107
13:45	0	325	66	2	8	4	0	0	1	0	0	0	0	406
14:00	0	106	15	0	3	1	0	0	0	0	0	0	0	125
14:15	0	82	20	0	4	1	0	0	1	0	0	0	0	108
14:30	0	92	23	0	1	2	0	0	0	0	0	0	0	118
14:45	1	106	17	0	2	1	0	0	0	0	0	0	0	127
15:00	1	386	75	0	10	5	0	0	1	0	0	0	0	478
Total	37	3090	670	6	111	32	0	19	14	1	0	0	0	3980
Percent	0.9%	77.6%	16.8%	0.2%	2.8%	0.8%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	113	24	1	2	1	0	0	0	0	0	0	0	142
12:15	0	116	25	0	5	2	0	1	0	0	0	0	0	149
12:30	3	122	21	0	1	5	0	1	0	0	0	0	0	153
12:45	1	84	17	0	3	0	0	0	0	0	0	0	0	105
	5	435	87	1	11	8	0	2	0	0	0	0	0	549
13:00	1	84	16	1	2	1	0	0	0	0	0	0	0	105
13:15	3	107	15	2	3	0	0	2	0	0	0	0	0	132
13:30	1	80	22	0	1	0	0	1	0	0	0	0	0	105
13:45	5	115	17	0	1	0	0	0	0	0	0	0	0	138
	10	386	70	3	7	1	0	3	0	0	0	0	0	480
14:00	0	84	12	1	0	1	0	1	0	0	0	0	0	99
14:15	4	90	25	0	3	2	0	0	0	0	0	0	0	124
14:30	3	110	22	0	10	1	0	0	1	0	0	0	0	147
14:45	0	130	24	0	7	2	0	1	0	0	0	0	0	164
	7	414	83	1	20	6	0	2	1	0	0	0	0	534
15:00	1	105	18	1	6	0	1	1	1	0	0	0	0	134
15:15	3	113	11	0	7	0	0	0	0	0	0	0	0	134
15:30	1	111	16	0	1	1	0	0	1	0	0	0	0	131
15:45	3	97	27	0	3	2	1	0	0	0	0	0	0	133
	8	426	72	1	17	3	2	1	2	0	0	0	0	532
16:00	4	105	16	0	3	2	0	0	0	0	0	0	0	130
16:15	0	99	20	0	3	2	0	1	0	0	0	0	0	125
16:30	1	96	20	0	1	0	0	0	0	0	0	0	0	118
16:45	0	108	24	0	4	1	1	1	2	0	0	0	0	141
	5	408	80	0	11	5	1	2	2	0	0	0	0	514
17:00	2	94	21	1	3	2	0	1	0	0	0	0	0	124
17:15	1	107	20	0	0	2	0	0	0	0	0	0	0	130
17:30	0	102	24	0	3	1	0	1	0	0	0	0	0	131
17:45	2	105	18	0	0	1	0	0	0	0	0	0	0	126
	5	408	83	1	6	6	0	2	0	0	0	0	0	511
18:00	1	79	14	0	2	0	0	0	0	0	0	0	0	96
18:15	3	85	17	0	1	1	0	0	1	0	0	0	0	108
18:30	0	69	15	0	3	0	0	0	0	0	0	0	0	87
18:45	3	79	8	0	0	0	0	0	0	0	0	0	0	90
	7	312	54	0	6	1	0	0	1	0	0	0	0	381
19:00	1	84	17	0	1	1	0	0	0	0	0	0	0	104
19:15	2	67	13	0	0	0	0	0	0	0	0	0	0	82
19:30	1	55	11	0	2	1	0	0	0	0	0	0	0	70
19:45	0	42	10	0	4	0	0	1	0	0	0	0	0	57
	4	248	51	0	7	2	0	1	0	0	0	0	0	313
20:00	0	54	7	0	2	0	0	0	1	0	0	0	0	64
20:15	0	54	11	0	1	0	0	0	1	0	0	0	0	67
20:30	0	46	11	0	0	0	0	0	0	0	0	0	0	57
20:45	0	64	10	0	0	1	0	0	1	0	0	0	0	76
	0	218	39	0	3	1	0	0	3	0	0	0	0	264
21:00	1	27	4	0	0	0	0	0	0	0	0	0	0	32
21:15	0	39	7	0	0	0	0	0	0	0	0	0	0	46
21:30	0	24	4	0	0	0	0	0	0	0	0	0	0	28
21:45	0	26	4	0	1	0	0	0	1	0	0	0	0	32
	1	116	19	0	1	0	0	0	1	0	0	0	0	138
22:00	1	18	2	1	1	0	0	0	0	0	0	0	0	23
22:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
22:45	0	16	1	0	0	0	0	0	1	0	0	0	0	18
	1	68	5	1	1	0	0	0	1	0	0	0	0	77
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	5	0	0	0	1	0	0	0	0	0	0	0	6
	0	38	2	0	0	1	0	0	0	0	0	0	0	41
Total	53	3477	645	8	90	34	3	13	11	0	0	0	0	4334
Percent	1.2%	80.2%	14.9%	0.2%	2.1%	0.8%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	6	0	0	0	0	0	0	1	0	0	0	0	7
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	9	6	0	1	0	0	0	0	0	0	0	0	16
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	20	8	0	1	0	0	0	1	0	0	0	0	30
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	6	1	0	0	0	0	0	1	0	0	0	0	8
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	15	3	0	0	0	0	0	1	0	0	0	0	19
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	6	3	0	0	0	0	0	1	0	0	0	0	10
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
03:45	0	9	3	0	0	0	0	0	1	0	0	0	0	13
	0	19	8	0	0	0	0	0	1	0	0	0	0	28
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:15	0	11	6	0	0	0	0	0	0	0	0	0	0	17
04:30	0	21	5	0	0	1	0	0	0	0	0	0	0	27
04:45	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	0	52	21	0	0	1	0	0	0	0	0	0	0	74
05:00	0	37	10	0	1	0	0	0	1	0	0	0	0	49
05:15	2	43	17	0	3	0	0	0	0	0	0	0	0	65
05:30	2	72	13	0	2	1	0	1	0	0	0	0	0	91
05:45	0	68	25	0	2	0	0	0	0	0	0	0	0	95
	4	220	65	0	8	1	0	1	1	0	0	0	0	300
06:00	0	80	18	0	2	1	0	0	0	0	0	0	0	101
06:15	1	100	37	1	7	0	0	0	0	0	0	0	0	146
06:30	2	129	35	0	3	0	0	1	0	0	0	0	0	170
06:45	1	110	41	1	3	0	0	1	0	0	0	0	0	157
	4	419	131	2	15	1	0	2	0	0	0	0	0	574
07:00	0	137	31	0	6	0	0	0	0	0	0	0	0	174
07:15	4	137	40	0	8	1	0	2	0	0	0	0	0	192
07:30	4	178	43	1	5	1	0	0	1	0	0	0	0	233
07:45	3	164	28	2	9	4	0	3	0	0	0	0	0	213
	11	616	142	3	28	6	0	5	1	0	0	0	0	812
08:00	1	171	35	1	7	2	0	0	0	0	0	0	0	217
08:15	2	116	23	1	1	2	1	0	0	0	0	0	0	146
08:30	4	96	30	0	6	2	0	1	0	0	0	0	0	139
08:45	3	121	22	0	0	2	0	0	0	0	0	0	0	148
	10	504	110	2	14	8	1	1	0	0	0	0	0	650
09:00	0	92	16	0	3	0	0	1	0	0	0	0	0	112
09:15	2	104	26	0	4	0	0	1	1	0	0	0	0	138
09:30	1	71	19	0	2	2	0	0	0	0	0	0	0	95
09:45	0	99	12	0	4	1	0	0	2	0	0	0	0	118
	3	366	73	0	13	3	0	2	3	0	0	0	0	463
10:00	2	71	20	0	3	1	0	2	1	0	0	0	0	100
10:15	1	97	25	0	2	1	0	0	1	0	0	0	0	127
10:30	0	99	24	1	1	2	0	0	1	0	0	0	0	128
10:45	1	89	29	0	1	1	0	0	0	0	0	0	0	121
	4	356	98	1	7	5	0	2	3	0	0	0	0	476
11:00	1	103	18	0	2	3	0	2	0	0	0	0	0	129
11:15	2	92	22	2	2	4	0	1	0	0	0	0	0	125
11:30	1	100	14	2	2	0	0	2	0	0	0	0	0	121
11:45	2	93	19	0	2	1	0	1	1	0	0	0	0	119
	6	388	73	4	8	8	0	6	1	0	0	0	0	494
Total	42	2981	735	12	94	33	1	19	13	0	0	0	0	3930
Percent	1.1%	75.9%	18.7%	0.3%	2.4%	0.8%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	

Site Code: L
Station ID: L
SR 140 NORTH OF LAUREL CANYON PKWY

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	100	17	0	3	0	0	1	1	0	0	0	0	122
12:15	0	85	29	0	1	0	0	1	0	0	0	0	0	116
12:30	2	102	27	0	1	3	0	0	0	0	0	0	0	135
12:45	2	102	19	0	0	0	0	0	0	0	0	0	0	123
	4	389	92	0	5	3	0	2	1	0	0	0	0	496
13:00	2	97	21	1	3	1	0	0	1	0	0	0	0	126
13:15	2	114	17	0	3	3	1	0	0	0	0	0	0	140
13:30	2	102	17	0	1	1	0	0	1	0	0	0	0	124
13:45	2	77	21	1	0	1	0	0	0	0	0	0	0	102
	8	390	76	2	7	6	1	0	2	0	0	0	0	492
14:00	1	100	19	0	3	0	0	0	0	0	0	0	0	123
14:15	0	89	25	0	3	0	0	0	0	0	0	0	0	117
14:30	1	112	17	1	11	0	0	1	1	0	0	0	0	144
14:45	3	104	10	1	8	1	0	0	0	0	0	0	0	127
	5	405	71	2	25	1	0	1	1	0	0	0	0	511
15:00	4	116	20	0	9	3	1	0	0	0	0	0	0	153
15:15	4	108	12	0	4	0	0	0	1	0	0	0	0	129
15:30	0	107	18	0	0	0	0	3	0	0	0	0	0	128
15:45	0	95	20	0	2	1	1	0	1	0	0	0	0	120
	8	426	70	0	15	4	2	3	2	0	0	0	0	530
16:00	2	78	12	0	1	0	0	0	0	0	0	0	0	93
16:15	3	92	16	0	2	2	0	0	0	0	0	0	0	115
16:30	2	94	15	0	1	2	0	0	0	0	0	0	0	114
16:45	4	87	17	1	2	0	0	2	1	0	0	0	0	114
	11	351	60	1	6	4	0	2	1	0	0	0	0	436
17:00	4	116	20	0	2	0	0	1	0	0	0	0	0	143
17:15	1	122	16	0	0	0	0	1	1	0	0	0	0	141
17:30	1	114	24	1	3	0	0	0	0	0	0	0	0	143
17:45	2	122	22	0	0	2	0	0	0	0	0	0	0	148
	8	474	82	1	5	2	0	2	1	0	0	0	0	575
18:00	1	109	15	0	4	1	0	0	0	0	0	0	0	130
18:15	2	98	17	0	3	0	0	0	0	0	0	0	0	120
18:30	2	79	16	1	0	0	0	0	2	0	0	0	0	100
18:45	1	102	19	1	0	1	0	0	1	0	0	0	0	125
	6	388	67	2	7	2	0	0	3	0	0	0	0	475
19:00	2	97	8	0	0	0	0	0	0	0	0	0	0	107
19:15	1	77	16	0	1	1	0	0	1	0	0	0	0	97
19:30	1	72	13	0	0	0	0	1	0	0	0	0	0	87
19:45	1	62	10	0	0	0	0	0	1	0	0	0	0	74
	5	308	47	0	1	1	0	1	2	0	0	0	0	365
20:00	1	86	6	0	0	0	0	1	0	0	0	0	0	94
20:15	0	98	19	0	2	0	0	0	0	0	0	0	0	119
20:30	2	72	10	0	0	0	0	0	0	0	0	0	0	84
20:45	0	27	1	0	1	0	0	0	0	0	0	0	0	29
	3	283	36	0	3	0	0	1	0	0	0	0	0	326
21:00	1	40	11	0	0	0	0	0	0	0	0	0	0	52
21:15	1	27	4	0	2	0	0	0	0	0	0	0	0	34
21:30	0	42	4	0	0	0	0	0	0	0	0	0	0	46
21:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	2	130	22	0	2	0	0	0	0	0	0	0	0	156
22:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:15	0	14	2	0	1	0	0	0	1	0	0	0	0	18
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	0	59	5	0	1	0	0	0	1	0	0	0	0	66
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:15	0	7	2	0	0	0	0	0	1	0	0	0	0	10
23:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	0	34	5	0	0	0	0	0	1	0	0	0	0	40
Total	60	3637	633	8	77	23	3	12	15	0	0	0	0	4468
Percent	1.3%	81.4%	14.2%	0.2%	1.7%	0.5%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	192	13185	2683	34	372	122	7	63	53	1	0	0	0	16712
Percent	1.1%	78.9%	16.1%	0.2%	2.2%	0.7%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

Site Code: M
Station ID: M
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	1	8	1	0	0	0	0	0	0	0	0	0	0	10
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	10	0	0	1	0	0	0	0	0	0	0	0	11
01:00	1	27	2	0	1	0	0	0	0	0	0	0	0	31
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
06:15	0	26	1	0	1	0	0	0	0	0	0	0	0	28
06:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
06:45	0	21	2	0	0	1	0	0	0	0	0	0	0	24
07:00	0	30	2	0	0	0	0	0	1	0	0	0	0	33
07:15	0	26	5	0	0	0	0	0	0	0	0	0	0	31
07:30	0	89	10	0	0	1	0	0	1	0	0	0	0	101
07:45	0	25	3	0	0	0	0	0	0	0	0	0	0	28
08:00	0	28	6	0	1	0	0	0	0	0	0	0	0	35
08:15	1	41	7	0	4	0	0	0	0	0	0	0	0	53
08:30	0	50	2	0	0	2	0	0	0	0	0	0	0	54
08:45	1	144	18	0	5	2	0	0	0	0	0	0	0	170
09:00	0	53	6	0	0	1	0	0	0	0	0	0	0	60
09:15	2	77	1	0	2	0	0	1	1	0	0	0	0	84
09:30	2	108	17	1	7	2	0	0	1	0	0	0	0	138
09:45	3	123	8	0	2	2	0	0	0	0	0	0	0	138
10:00	7	361	32	1	11	5	0	1	2	0	0	0	0	420
10:15	1	115	13	0	5	3	0	2	0	0	0	0	0	139
10:30	1	146	10	0	5	3	0	0	1	0	0	0	0	166
10:45	3	123	19	0	1	1	2	1	1	0	0	0	0	151
11:00	5	130	10	0	0	1	0	0	0	0	0	0	0	146
11:15	10	514	52	0	11	8	2	3	2	0	0	0	0	602
11:30	9	111	9	0	2	0	0	0	0	0	2	0	0	133
11:45	1	118	12	0	0	1	2	0	0	0	0	0	0	134
12:00	6	142	19	0	2	4	1	0	1	0	0	0	0	175
12:15	9	162	10	0	0	0	0	0	0	0	0	0	0	181
12:30	25	533	50	0	4	5	3	0	1	0	2	0	0	623
12:45	4	150	9	1	1	0	0	0	1	0	0	0	0	166
13:00	4	177	17	0	0	2	0	1	0	0	0	0	0	201
13:15	5	154	17	0	3	1	0	1	0	0	1	0	0	182
13:30	6	151	10	0	2	1	1	0	2	0	0	0	0	173
13:45	19	632	53	1	6	4	1	2	3	0	1	0	0	722
14:00	10	181	7	0	1	1	1	0	0	2	0	0	0	203
14:15	3	187	13	0	0	3	0	0	2	1	0	0	0	209
14:30	7	182	16	0	0	2	1	0	0	0	0	0	0	208
14:45	8	191	18	0	2	2	0	2	0	0	0	0	0	223
15:00	28	741	54	0	3	8	2	2	2	3	0	0	0	843
Total	91	3112	275	2	42	33	8	8	11	3	3	0	0	3588
Percent	2.5%	86.7%	7.7%	0.1%	1.2%	0.9%	0.2%	0.2%	0.3%	0.1%	0.1%	0.0%	0.0%	

Site Code: M
Station ID: M
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	6	208	18	4	3	1	0	1	0	1	0	0	0	242
12:15	7	190	17	0	1	1	0	2	0	2	0	0	0	220
12:30	10	188	19	0	1	3	0	1	0	0	0	0	0	222
12:45	3	219	17	1	3	1	0	0	1	0	0	0	0	245
	26	805	71	5	8	6	0	4	1	3	0	0	0	929
13:00	10	223	14	0	0	4	0	0	0	0	0	0	0	251
13:15	2	187	11	0	1	3	0	1	0	0	0	0	0	205
13:30	6	191	15	0	1	2	0	0	1	1	0	0	0	217
13:45	6	184	17	0	2	3	0	0	0	0	0	0	0	212
	24	785	57	0	4	12	0	1	1	1	0	0	0	885
14:00	5	152	13	0	1	1	0	1	0	0	0	0	0	173
14:15	6	182	12	0	0	2	0	3	0	0	0	0	0	205
14:30	0	171	17	0	4	2	0	0	0	0	0	0	0	194
14:45	3	201	10	0	5	1	0	0	1	0	0	0	0	221
	14	706	52	0	10	6	0	4	1	0	0	0	0	793
15:00	2	186	13	0	0	0	0	0	0	0	0	0	0	201
15:15	0	165	17	0	3	1	0	0	1	0	0	0	0	187
15:30	3	182	18	0	1	1	0	2	0	1	1	0	0	209
15:45	4	247	26	0	9	5	0	1	1	0	0	0	0	293
	9	780	74	0	13	7	0	3	2	1	1	0	0	890
16:00	4	223	17	0	5	2	0	0	0	0	0	0	0	251
16:15	2	197	22	0	1	4	0	0	0	0	0	0	0	226
16:30	1	221	15	0	1	1	0	1	0	0	0	0	0	240
16:45	8	204	23	0	1	3	0	3	1	0	0	0	0	243
	15	845	77	0	8	10	0	4	1	0	0	0	0	960
17:00	3	218	20	0	0	1	0	0	0	1	0	1	0	244
17:15	4	219	15	1	0	1	1	0	0	0	0	1	0	242
17:30	1	185	21	0	0	2	0	1	0	0	0	0	0	210
17:45	4	219	18	0	2	1	0	0	1	0	0	0	0	245
	12	841	74	1	2	5	1	1	1	1	0	2	0	941
18:00	5	179	16	1	0	1	0	0	1	0	0	0	0	203
18:15	3	198	15	0	2	2	0	2	0	0	0	0	0	222
18:30	2	151	19	0	0	1	0	0	0	0	0	0	0	173
18:45	9	152	20	0	0	1	0	0	0	0	0	0	0	182
	19	680	70	1	2	5	0	2	1	0	0	0	0	780
19:00	3	133	14	0	0	0	0	1	1	0	0	0	0	152
19:15	1	129	10	0	0	1	0	0	0	0	0	0	0	141
19:30	0	140	16	0	0	1	0	0	0	0	0	0	0	157
19:45	1	115	9	0	0	0	0	0	0	0	0	0	0	125
	5	517	49	0	0	2	0	1	1	0	0	0	0	575
20:00	0	74	8	1	2	0	0	0	2	0	0	0	0	87
20:15	1	101	7	0	0	0	0	0	0	0	0	0	1	110
20:30	2	96	8	0	0	0	0	0	0	0	0	0	0	106
20:45	4	90	10	0	0	0	0	0	0	0	0	0	0	104
	7	361	33	1	2	0	0	0	2	0	0	0	1	407
21:00	0	54	6	0	1	0	0	0	0	0	0	0	0	61
21:15	1	56	6	0	0	2	0	0	0	0	0	0	0	65
21:30	0	54	4	0	0	1	0	0	0	0	0	0	0	59
21:45	0	47	4	0	0	0	0	0	0	0	0	0	0	51
	1	211	20	0	1	3	0	0	0	0	0	0	0	236
22:00	0	29	7	0	0	0	0	1	0	0	0	0	0	37
22:15	0	37	2	0	0	0	0	0	0	0	0	0	0	39
22:30	0	18	0	0	0	0	0	0	1	0	0	0	0	19
22:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23
	0	107	9	0	0	0	0	1	1	0	0	0	0	118
23:00	1	23	0	0	0	0	1	0	0	0	0	0	0	25
23:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
23:30	1	16	1	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	5
	2	64	3	0	0	0	1	0	0	0	0	0	0	70
Total	134	6702	589	8	50	56	2	21	12	6	1	2	1	7584
Percent	1.8%	88.4%	7.8%	0.1%	0.7%	0.7%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	

Site Code: M
Station ID: M
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	11	0	0	0	0	0	0	0	0	0	0	0	11
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:30	1	8	1	0	0	0	0	0	0	0	0	0	0	10
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:15	1	22	3	0	0	0	0	0	0	0	0	0	0	26
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	4	0	0	0	0	0	0	1	0	0	0	0	5
04:00	0	15	2	0	0	0	0	0	1	0	0	0	0	18
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
05:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
05:45	0	16	5	0	0	0	0	0	1	0	0	0	0	22
06:00	0	28	2	0	1	1	0	0	0	0	0	0	0	32
06:15	0	34	4	0	0	0	0	0	0	0	0	0	0	38
06:30	0	91	13	0	1	1	0	0	1	0	0	0	0	107
06:45	0	35	3	0	0	1	0	1	0	0	0	0	0	40
07:00	2	32	5	0	0	0	0	0	0	0	0	0	0	39
07:15	4	41	8	0	3	1	0	0	0	0	0	0	0	57
07:30	1	49	2	0	1	1	0	0	0	0	0	0	0	54
07:45	7	157	18	0	4	3	0	1	0	0	0	0	0	190
08:00	0	52	11	0	3	0	0	0	0	0	0	0	0	66
08:15	1	78	9	0	1	1	1	0	0	0	0	0	0	91
08:30	3	98	10	0	3	2	0	0	0	0	0	0	0	116
08:45	11	118	6	0	2	1	0	0	1	0	0	0	0	139
09:00	15	346	36	0	9	4	1	0	1	0	0	0	0	412
09:15	0	122	9	0	3	3	0	0	0	0	0	0	0	137
09:30	2	142	12	0	5	0	0	1	0	0	0	0	1	163
09:45	1	125	13	0	3	0	0	0	0	1	0	0	0	143
10:00	6	133	13	0	2	1	0	0	1	0	0	0	0	156
10:15	9	522	47	0	13	4	0	1	1	1	0	0	1	599
10:30	1	131	11	0	0	2	0	0	0	0	0	0	0	145
10:45	1	136	8	0	0	1	0	1	1	0	0	0	0	148
11:00	3	128	5	0	1	1	0	0	0	1	0	0	0	139
11:15	3	127	10	0	0	1	0	0	0	0	0	1	0	142
11:30	8	522	34	0	1	5	0	1	1	1	0	1	0	574
11:45	3	115	14	0	1	2	0	0	0	0	0	0	0	135
12:00	0	158	8	0	1	1	0	0	0	1	0	0	0	169
12:15	2	141	13	0	0	2	0	3	0	0	0	0	0	161
12:30	6	180	10	0	0	3	0	0	0	0	0	0	0	199
12:45	11	594	45	0	2	8	0	3	0	1	0	0	0	664
13:00	3	162	18	0	4	0	0	0	0	0	0	0	0	187
13:15	1	165	15	0	1	1	0	0	0	0	0	0	0	183
13:30	3	167	28	2	3	2	0	0	0	1	0	0	0	206
13:45	2	200	18	0	0	2	0	4	0	0	0	0	0	226
14:00	9	694	79	2	8	5	0	4	0	1	0	0	0	802
Total	60	3023	284	2	38	30	1	10	5	4	0	1	1	3459
Percent	1.7%	87.4%	8.2%	0.1%	1.1%	0.9%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	

Site Code: M
Station ID: M
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	8	225	31	0	0	0	0	1	0	0	0	0	0	265
12:15	2	199	11	0	1	1	0	0	1	0	0	1	0	216
12:30	5	182	14	0	0	0	0	0	0	0	0	0	0	201
12:45	6	191	27	1	1	2	0	1	0	1	0	0	1	231
	21	797	83	1	2	3	0	2	1	1	0	1	1	913
13:00	0	202	23	0	2	1	0	1	0	0	0	0	0	229
13:15	2	182	21	0	2	0	1	0	0	0	0	0	1	209
13:30	4	197	21	2	2	1	0	1	0	0	0	0	0	228
13:45	4	185	13	0	2	2	0	0	1	0	0	0	0	207
	10	766	78	2	8	4	1	2	1	0	0	0	1	873
14:00	1	170	26	0	2	1	0	0	0	0	0	0	0	200
14:15	2	163	22	0	3	1	0	0	1	0	0	0	0	192
14:30	0	186	14	0	4	3	0	1	1	0	0	0	0	209
14:45	2	192	21	0	1	0	0	0	0	0	0	0	0	216
	5	711	83	0	10	5	0	1	2	0	0	0	0	817
15:00	5	154	18	0	3	1	0	1	0	0	0	1	0	183
15:15	2	182	7	0	1	2	0	0	1	0	0	0	0	195
15:30	5	214	16	0	2	0	0	1	0	0	0	0	0	238
15:45	5	234	19	0	8	3	0	4	0	0	1	0	0	274
	17	784	60	0	14	6	0	6	1	0	1	1	0	890
16:00	5	205	20	1	4	2	0	0	0	0	1	0	0	238
16:15	2	207	13	1	0	1	0	1	0	0	0	0	0	225
16:30	5	166	10	0	0	1	0	1	0	0	0	0	0	183
16:45	2	199	17	0	0	3	0	0	1	0	0	0	0	222
	14	777	60	2	4	7	0	2	1	0	1	0	0	868
17:00	7	281	25	0	0	1	0	0	0	0	0	0	0	314
17:15	2	242	13	1	0	2	0	1	0	0	0	0	0	261
17:30	5	232	26	1	0	1	0	1	0	0	0	0	0	266
17:45	1	185	18	0	1	0	0	0	0	1	0	1	0	207
	15	940	82	2	1	4	0	2	0	1	0	1	0	1048
18:00	10	187	15	0	2	1	0	0	1	0	0	0	0	216
18:15	8	201	18	0	1	1	0	0	1	0	0	0	0	230
18:30	5	181	17	0	3	2	0	0	1	0	0	0	0	209
18:45	1	173	16	1	0	2	0	0	0	0	0	0	0	193
	24	742	66	1	6	6	0	0	3	0	0	0	0	848
19:00	1	140	12	0	1	2	0	0	0	0	0	0	0	156
19:15	2	129	11	0	0	0	0	0	1	0	0	0	0	143
19:30	2	121	12	0	0	0	0	0	0	0	0	0	0	135
19:45	0	108	8	0	0	0	0	0	0	0	0	0	0	116
	5	498	43	0	1	2	0	0	1	0	0	0	0	550
20:00	0	94	9	0	0	1	0	0	0	0	0	0	0	104
20:15	1	93	11	0	0	1	0	1	0	0	0	0	0	107
20:30	1	92	8	0	0	1	0	0	1	0	0	0	0	103
20:45	0	81	7	0	0	0	0	0	0	0	0	0	0	88
	2	360	35	0	0	3	0	1	1	0	0	0	0	402
21:00	1	48	8	0	0	0	0	0	0	0	0	0	0	57
21:15	0	52	5	0	0	0	0	0	0	0	0	0	0	57
21:30	0	54	3	0	0	1	0	0	0	0	0	0	0	58
21:45	0	55	3	0	0	0	0	0	0	0	0	0	0	58
	1	209	19	0	0	1	0	0	0	0	0	0	0	230
22:00	1	43	1	0	1	0	0	0	0	0	0	0	0	46
22:15	0	39	8	0	0	0	0	0	0	0	0	0	0	47
22:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
	1	129	11	0	1	0	0	0	0	0	0	0	0	142
23:00	0	28	2	0	1	0	0	0	0	0	0	0	0	31
23:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23
23:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
23:45	1	9	0	0	0	0	0	0	0	0	0	0	0	10
	1	75	4	0	1	0	0	0	0	0	0	0	0	81
Total	116	6788	624	8	48	41	1	16	11	2	2	3	2	7662
Percent	1.5%	88.6%	8.1%	0.1%	0.6%	0.5%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	401	19625	1772	20	178	160	12	55	39	15	6	6	4	22293
Percent	1.8%	88.0%	7.9%	0.1%	0.8%	0.7%	0.1%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

Site Code: M.5
Station ID: M.5
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	9	1	0	0	0	0	0	0	0	0	0	0	10
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
01:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
01:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:30	0	1	2	0	2	0	0	0	0	0	0	0	0	5
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:15	0	6	6	0	2	0	0	0	0	0	0	0	0	14
02:30	0	5	2	0	1	0	0	0	0	0	0	0	0	8
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	12	3	0	1	1	0	0	0	0	0	0	0	17
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:45	0	9	1	0	1	1	0	0	0	0	0	0	0	12
06:00	0	17	7	0	1	1	0	0	0	0	0	0	0	26
06:15	0	11	0	0	3	1	0	0	0	0	0	0	0	15
06:30	0	18	9	0	2	0	0	0	0	0	0	0	0	29
06:45	0	32	6	0	5	0	0	0	1	0	0	0	0	44
07:00	0	21	10	0	3	0	0	1	0	0	0	0	0	35
07:15	0	82	25	0	13	1	0	1	1	0	0	0	0	123
07:30	1	24	12	0	2	0	0	0	0	0	0	0	0	39
07:45	2	29	17	0	9	0	0	0	1	0	0	0	0	58
08:00	0	45	21	1	4	0	0	2	0	0	0	0	0	73
08:15	1	47	19	2	7	0	0	0	0	0	0	1	0	77
08:30	4	145	69	3	22	0	0	2	1	0	0	1	0	247
08:45	0	78	28	2	7	0	0	0	0	0	0	0	0	115
09:00	0	60	17	0	4	1	0	2	0	0	0	0	0	84
09:15	0	83	22	0	5	0	0	1	0	0	0	0	0	111
09:30	0	107	22	3	4	1	0	1	0	0	0	0	0	138
09:45	0	328	89	5	20	2	0	4	0	0	0	0	0	448
10:00	0	103	22	3	7	0	0	0	0	0	0	0	0	135
10:15	4	78	22	0	5	1	0	0	2	0	0	0	0	112
10:30	1	80	25	0	2	1	0	1	0	0	0	0	0	110
10:45	1	87	30	0	8	1	0	1	0	0	0	0	0	128
11:00	6	348	99	3	22	3	0	2	2	0	0	0	0	485
11:15	0	90	16	0	9	1	0	0	0	0	0	0	0	116
11:30	1	89	20	1	6	1	0	1	0	0	0	0	0	119
11:45	2	96	28	0	8	2	0	0	0	0	0	0	0	136
12:00	1	82	31	1	13	2	0	0	0	0	0	0	0	130
12:15	4	357	95	2	36	6	0	1	0	0	0	0	0	501
12:30	0	101	32	0	6	1	0	0	0	0	0	0	0	140
12:45	2	99	20	0	10	1	0	1	2	0	0	0	0	135
13:00	1	93	31	0	8	1	0	0	0	0	0	0	0	134
13:15	1	113	30	0	9	2	0	2	0	0	0	0	0	157
13:30	4	406	113	0	33	5	0	3	2	0	0	0	0	566
13:45	0	109	30	2	6	2	0	0	0	0	0	0	0	149
14:00	0	111	38	0	6	2	0	2	0	0	0	0	0	159
14:15	1	136	23	0	4	1	0	0	1	0	0	0	0	166
14:30	1	122	25	0	6	0	0	2	0	0	0	0	0	156
14:45	2	478	116	2	22	5	0	4	1	0	0	0	0	630
Total	20	2209	631	15	172	24	0	17	7	0	0	1	0	3096
Percent	0.6%	71.4%	20.4%	0.5%	5.6%	0.8%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Site Code: M.5
Station ID: M.5
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	4	142	34	0	2	1	0	1	0	0	0	0	0	184
12:15	3	159	30	0	13	4	0	1	0	0	0	1	0	211
12:30	3	132	25	1	5	1	0	1	0	0	0	0	0	168
12:45	5	146	29	0	3	4	0	2	1	0	0	0	0	190
	15	579	118	1	23	10	0	5	1	0	0	1	0	753
13:00	1	161	22	0	7	0	0	1	0	0	0	0	0	192
13:15	2	155	30	0	4	2	0	1	0	0	0	0	0	194
13:30	1	145	24	1	5	4	0	1	0	0	0	0	0	181
13:45	3	148	28	0	4	3	0	0	0	0	0	0	1	187
	7	609	104	1	20	9	0	3	0	0	0	0	1	754
14:00	2	139	27	0	7	1	1	3	0	0	0	0	0	180
14:15	1	144	29	1	6	1	0	0	0	0	0	0	0	182
14:30	0	153	17	1	6	2	1	0	0	0	0	0	0	180
14:45	1	132	31	1	5	1	0	1	0	0	0	0	0	172
	4	568	104	3	24	5	2	4	0	0	0	0	0	714
15:00	1	130	42	2	3	0	0	0	1	0	0	0	0	179
15:15	2	137	28	0	6	0	0	1	1	0	0	0	1	176
15:30	2	147	33	0	6	1	0	0	0	0	0	0	0	189
15:45	5	142	27	2	4	2	0	0	0	1	0	0	0	183
	10	556	130	4	19	3	0	1	2	1	0	0	1	727
16:00	3	161	26	3	5	0	1	1	0	0	0	0	0	200
16:15	2	151	25	1	5	0	0	0	0	0	0	0	0	184
16:30	3	142	20	0	6	2	0	2	0	0	1	0	0	176
16:45	3	157	17	0	3	2	0	0	0	0	0	0	0	182
	11	611	88	4	19	4	1	3	0	0	1	0	0	742
17:00	0	170	24	0	1	2	0	0	0	0	0	0	0	197
17:15	4	145	34	0	3	0	0	0	0	0	0	0	0	186
17:30	1	158	32	0	4	0	0	2	0	0	0	0	0	197
17:45	1	142	31	0	5	0	0	1	0	0	0	0	0	180
	6	615	121	0	13	2	0	3	0	0	0	0	0	760
18:00	1	142	25	0	5	1	0	1	0	0	0	0	0	175
18:15	1	130	30	0	4	0	0	1	0	0	0	0	0	166
18:30	1	147	26	0	0	0	0	0	0	0	0	0	0	174
18:45	0	143	31	0	7	0	0	0	0	0	0	0	0	181
	3	562	112	0	16	1	0	2	0	0	0	0	0	696
19:00	0	158	20	0	3	0	0	2	0	0	0	0	0	183
19:15	0	120	31	0	5	1	0	0	0	0	0	0	0	157
19:30	0	97	17	0	4	1	0	0	0	0	0	0	0	119
19:45	0	80	40	0	4	0	0	0	0	0	0	0	0	124
	0	455	108	0	16	2	0	2	0	0	0	0	0	583
20:00	1	108	25	0	5	0	0	0	0	0	0	0	0	139
20:15	0	75	22	0	2	0	0	1	0	0	0	0	0	100
20:30	0	64	18	0	1	0	0	0	0	0	0	0	0	83
20:45	1	81	17	0	9	0	0	1	0	0	0	0	0	109
	2	328	82	0	17	0	0	2	0	0	0	0	0	431
21:00	0	62	22	0	3	0	0	2	0	0	0	0	0	89
21:15	0	41	18	0	5	0	0	0	0	0	0	0	0	64
21:30	0	40	12	0	7	0	0	0	0	0	0	0	0	59
21:45	0	48	12	0	3	0	0	0	0	0	0	0	0	63
	0	191	64	0	18	0	0	2	0	0	0	0	0	275
22:00	0	49	11	0	1	0	0	0	0	0	0	0	0	61
22:15	0	31	7	0	1	0	0	0	0	0	0	0	0	39
22:30	0	23	4	0	3	0	0	0	0	0	0	0	0	30
22:45	0	26	5	0	0	0	0	0	0	0	0	0	0	31
	0	129	27	0	5	0	0	0	0	0	0	0	0	161
23:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
23:15	1	10	4	0	0	0	0	0	0	0	0	0	0	15
23:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	1	62	12	0	0	0	0	0	0	0	0	0	0	75
Total	59	5265	1070	13	190	36	3	27	3	1	1	1	2	6671
Percent	0.9%	78.9%	16.0%	0.2%	2.8%	0.5%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Code: M.5
Station ID: M.5
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	11	2	0	0	0	0	0	0	0	0	0	0	13
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
01:15	0	1	1	0	1	1	0	0	0	0	0	0	0	4
01:30	0	4	1	0	2	0	0	0	0	0	0	0	0	7
01:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
02:15	0	13	6	0	4	1	0	0	0	0	0	0	0	24
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	2	0	2	0	0	0	0	0	0	0	0	5
03:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
03:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
03:30	0	10	5	0	5	0	0	0	0	0	0	0	0	20
03:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
04:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	8	2	0	1	1	0	0	0	0	0	0	0	12
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:30	0	11	5	0	1	0	0	0	0	0	0	0	0	17
06:45	0	13	0	0	4	0	0	0	0	0	0	0	0	17
07:00	0	14	5	0	2	0	0	0	0	0	0	0	0	21
07:15	0	14	11	0	5	1	0	1	0	0	0	0	0	32
07:30	0	27	15	1	7	0	0	0	0	0	0	0	0	50
07:45	0	68	31	1	18	1	0	1	0	0	0	0	0	120
08:00	0	30	16	0	7	0	0	0	0	0	0	0	0	53
08:15	0	30	10	0	4	1	0	0	0	0	0	0	0	45
08:30	0	39	23	1	6	0	0	2	0	0	0	0	0	71
08:45	1	46	17	2	8	0	0	2	0	0	0	0	0	76
09:00	1	145	66	3	25	1	0	4	0	0	0	0	0	245
09:15	0	64	21	1	8	0	0	0	0	0	0	0	0	94
09:30	2	68	21	0	6	0	1	0	0	0	0	0	0	98
09:45	0	89	29	1	10	0	0	1	1	0	0	0	0	131
10:00	1	109	32	1	6	0	0	1	0	0	0	0	0	150
10:15	3	330	103	3	30	0	1	2	1	0	0	0	0	473
10:30	1	108	19	5	9	0	1	0	0	1	0	0	0	144
10:45	3	112	24	0	6	1	0	1	0	0	1	0	0	148
11:00	1	64	21	0	6	1	0	0	0	0	0	0	0	93
11:15	1	74	21	0	4	1	0	1	0	0	0	0	0	102
11:30	6	358	85	5	25	3	1	2	0	1	1	0	0	487
11:45	0	68	24	0	6	0	0	4	0	0	0	0	0	102
12:00	0	69	28	0	2	1	0	1	0	0	0	0	0	101
12:15	0	81	22	0	7	0	0	1	0	0	0	0	0	111
12:30	1	100	23	0	3	1	0	0	0	1	0	0	0	129
12:45	1	318	97	0	18	2	0	6	0	1	0	0	0	443
13:00	0	86	26	0	4	0	0	0	0	0	0	0	0	116
13:15	0	110	22	0	7	1	0	1	0	0	0	0	0	141
13:30	1	127	21	1	6	0	0	1	0	0	0	0	0	157
13:45	3	118	25	1	8	0	0	1	0	0	0	0	0	156
14:00	4	441	94	2	25	1	0	3	0	0	0	0	0	570
14:15	1	139	30	0	7	1	0	0	0	0	0	0	0	178
14:30	7	122	33	1	2	2	0	1	0	0	0	0	0	168
14:45	5	122	25	0	3	1	0	2	0	1	0	0	0	159
15:00	2	123	27	1	6	1	0	1	0	0	0	0	0	161
15:15	15	506	115	2	18	5	0	4	0	1	0	0	0	666
Total	30	2231	614	16	170	15	2	22	1	3	1	0	0	3105
Percent	1.0%	71.9%	19.8%	0.5%	5.5%	0.5%	0.1%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	

Site Code: M.5
Station ID: M.5
RIVERSTONE PKWY EAST OF
WALESKA STREET
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	151	30	2	7	0	0	0	1	0	0	0	0	192
12:15	4	164	16	0	8	0	0	2	0	0	0	0	0	194
12:30	0	146	34	0	3	1	0	0	0	0	0	0	0	184
12:45	3	179	19	0	5	0	0	0	0	0	0	0	0	206
	8	640	99	2	23	1	0	2	1	0	0	0	0	776
13:00	8	149	29	0	4	3	0	1	0	0	0	0	0	194
13:15	0	143	26	0	4	2	0	1	0	0	0	0	0	176
13:30	6	137	28	1	5	0	0	5	0	0	0	0	0	182
13:45	1	163	26	0	4	1	0	1	1	1	0	0	0	198
	15	592	109	1	17	6	0	8	1	1	0	0	0	750
14:00	4	140	25	1	4	0	0	0	1	0	0	0	0	175
14:15	3	164	27	0	3	0	0	1	0	0	0	0	0	198
14:30	3	115	25	0	6	0	0	0	0	0	0	0	0	149
14:45	4	131	23	4	4	1	0	0	0	0	0	0	0	167
	14	550	100	5	17	1	0	1	1	0	0	0	0	689
15:00	3	150	27	0	4	1	0	1	0	0	0	0	0	186
15:15	2	152	33	0	3	0	0	1	0	0	0	0	0	191
15:30	2	147	32	1	3	1	0	1	0	0	0	0	0	187
15:45	4	149	11	2	3	3	1	1	0	0	0	0	0	174
	11	598	103	3	13	5	1	4	0	0	0	0	0	738
16:00	1	151	11	0	4	1	0	1	0	1	0	0	0	170
16:15	4	132	27	1	2	3	0	0	0	0	0	0	0	169
16:30	8	148	29	0	4	1	0	0	0	0	0	0	0	190
16:45	3	138	23	0	4	1	0	1	0	0	0	0	0	170
	16	569	90	1	14	6	0	2	0	1	0	0	0	699
17:00	6	153	24	1	2	2	0	2	0	0	0	0	0	190
17:15	1	148	35	0	3	0	0	0	0	0	0	0	0	187
17:30	0	142	27	0	5	1	0	1	0	0	0	0	0	176
17:45	2	129	33	0	6	2	0	0	0	0	0	0	0	172
	9	572	119	1	16	5	0	3	0	0	0	0	0	725
18:00	6	141	21	0	8	0	0	0	0	0	0	0	0	176
18:15	3	125	16	1	2	0	0	0	1	0	0	0	0	148
18:30	1	136	23	0	3	0	0	1	0	0	0	0	0	164
18:45	2	110	27	0	6	0	0	1	0	0	0	0	0	146
	12	512	87	1	19	0	0	2	1	0	0	0	0	634
19:00	1	131	15	0	5	1	0	2	0	0	0	0	0	155
19:15	2	112	24	0	3	0	0	0	0	0	0	0	0	141
19:30	0	95	32	0	4	0	0	3	0	0	0	0	0	134
19:45	1	107	28	0	5	0	0	2	0	0	0	0	0	143
	4	445	99	0	17	1	0	7	0	0	0	0	0	573
20:00	0	82	29	0	9	0	0	0	0	0	0	0	0	120
20:15	0	93	13	0	4	0	0	0	0	0	0	0	0	110
20:30	0	78	18	0	1	0	0	0	0	0	0	0	0	97
20:45	0	70	23	0	5	0	0	1	0	0	0	0	0	99
	0	323	83	0	19	0	0	1	0	0	0	0	0	426
21:00	0	63	19	0	5	0	0	1	0	0	0	0	0	88
21:15	0	61	7	0	1	0	0	0	0	0	0	0	0	69
21:30	0	44	5	0	2	0	0	0	0	0	0	0	0	51
21:45	0	57	10	0	0	0	0	1	0	0	0	0	0	68
	0	225	41	0	8	0	0	2	0	0	0	0	0	276
22:00	1	43	8	0	3	0	0	0	0	0	0	0	0	55
22:15	0	30	4	0	1	0	0	0	0	0	0	0	0	35
22:30	0	17	3	0	1	0	0	0	0	0	0	0	0	21
22:45	0	18	5	0	1	0	0	0	0	0	0	0	0	24
	1	108	20	0	6	0	0	0	0	0	0	0	0	135
23:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
23:15	0	19	7	0	0	0	0	1	0	0	0	0	0	27
23:30	0	21	1	0	1	0	0	0	0	0	0	0	0	23
23:45	0	10	2	0	2	0	0	0	0	0	0	0	0	14
	0	62	13	0	4	0	0	1	0	0	0	0	0	80
Total	90	5196	963	14	173	25	1	33	4	2	0	0	0	6501
Percent	1.4%	79.9%	14.8%	0.2%	2.7%	0.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	199	14901	3278	58	705	100	6	99	15	6	2	2	2	19373
Percent	1.0%	76.9%	16.9%	0.3%	3.6%	0.5%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: N
Station ID: N
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	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	2
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	10	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	7	2	0	0	1	0	0	0	0	0	0	0	10
04:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	0	25	4	0	0	1	0	0	0	0	0	0	0	30
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
05:30	0	22	5	0	1	1	0	0	0	0	0	0	0	29
05:45	0	24	5	0	0	1	0	0	0	0	0	0	0	30
	0	71	13	0	1	2	0	0	0	0	0	0	0	87
06:00	0	33	5	0	1	0	0	1	0	0	0	0	0	40
06:15	0	41	8	0	0	0	0	0	0	0	0	0	0	49
06:30	0	58	11	0	1	2	0	0	1	0	0	0	0	73
06:45	0	56	11	0	3	0	0	0	0	0	0	0	0	70
	0	188	35	0	5	2	0	1	1	0	0	0	0	232
07:00	1	63	8	0	3	0	0	0	0	0	0	0	0	75
07:15	0	106	17	0	2	2	0	0	0	0	0	0	0	127
07:30	0	90	14	0	1	1	0	1	0	0	0	0	0	107
07:45	0	120	15	0	5	0	0	0	0	0	0	0	0	140
	1	379	54	0	11	3	0	1	0	0	0	0	0	449
08:00	1	109	5	0	21	1	0	0	0	0	0	0	0	137
08:15	0	92	8	0	7	2	1	0	0	0	0	0	0	110
08:30	0	58	11	0	0	0	0	0	0	0	0	0	0	69
08:45	0	52	8	0	3	1	0	0	0	0	0	0	0	64
	1	311	32	0	31	4	1	0	0	0	0	0	0	380
09:00	0	73	6	0	3	2	0	0	1	0	0	0	0	85
09:15	0	67	10	0	1	1	0	0	0	0	0	0	0	79
09:30	0	78	9	0	3	3	0	0	0	0	0	0	0	93
09:45	0	77	11	0	2	0	0	0	1	0	0	0	0	91
	0	295	36	0	9	6	0	0	2	0	0	0	0	348
10:00	0	48	3	0	0	2	0	0	0	0	0	0	0	53
10:15	0	84	3	0	2	0	0	0	0	0	0	0	0	89
10:30	0	58	6	0	3	1	0	0	0	0	0	0	0	68
10:45	0	70	7	0	2	0	0	0	0	0	0	0	0	79
	0	260	19	0	7	3	0	0	0	0	0	0	0	289
11:00	0	74	11	0	0	0	0	0	0	0	0	0	0	85
11:15	0	82	7	0	1	2	0	0	0	0	0	0	0	92
11:30	0	76	13	0	2	1	0	0	0	0	0	0	0	92
11:45	0	84	9	0	2	0	0	0	0	0	0	0	0	95
	0	316	40	0	5	3	0	0	0	0	0	0	0	364
Total	2	1877	236	0	69	24	1	2	3	0	0	0	0	2214
Percent	0.1%	84.8%	10.7%	0.0%	3.1%	1.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: N
Station ID: N
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	99	15	0	0	0	0	0	0	0	0	0	0	114
12:15	1	83	16	0	3	1	0	0	0	0	0	0	0	104
12:30	2	102	8	0	1	1	0	0	0	0	0	0	0	114
12:45	0	84	8	0	1	1	0	0	0	0	0	0	0	94
	3	368	47	0	5	3	0	0	0	0	0	0	0	426
13:00	0	81	14	0	0	0	0	0	0	0	0	0	0	95
13:15	3	79	13	0	3	0	0	0	0	0	0	0	0	98
13:30	0	75	10	0	0	2	0	0	0	0	0	0	0	87
13:45	1	84	13	0	1	1	0	0	0	0	0	0	0	100
	4	319	50	0	4	3	0	0	0	0	0	0	0	380
14:00	0	77	11	1	0	0	0	0	0	0	0	0	0	89
14:15	0	91	8	0	3	0	0	0	0	0	0	0	0	102
14:30	0	82	12	0	3	0	0	0	1	0	0	0	0	98
14:45	0	95	17	0	12	2	0	0	0	0	0	0	0	126
	0	345	48	1	18	2	0	0	1	0	0	0	0	415
15:00	0	74	11	0	7	1	0	1	1	0	0	0	0	95
15:15	1	95	4	0	7	0	0	0	0	0	0	0	0	107
15:30	0	80	2	0	1	0	0	1	1	0	0	0	0	85
15:45	1	85	16	0	4	2	1	0	0	1	0	0	0	110
	2	334	33	0	19	3	1	2	2	1	0	0	0	397
16:00	1	68	12	0	2	0	0	0	0	0	0	0	0	83
16:15	0	91	8	0	6	1	0	1	0	0	0	0	0	107
16:30	0	84	9	0	2	0	0	0	0	0	0	0	0	95
16:45	0	91	16	0	3	0	0	0	2	0	0	0	0	112
	1	334	45	0	13	1	0	1	2	0	0	0	0	397
17:00	1	85	9	0	0	0	0	0	0	0	0	0	0	95
17:15	0	92	11	0	0	0	0	0	0	0	0	0	0	103
17:30	0	100	4	0	1	0	0	0	0	0	0	0	0	105
17:45	0	91	7	0	1	0	0	0	0	0	0	0	0	99
	1	368	31	0	2	0	0	0	0	0	0	0	0	402
18:00	1	69	7	0	1	0	0	0	0	0	0	0	0	78
18:15	0	65	12	0	0	0	0	0	1	0	0	0	0	78
18:30	2	68	11	0	1	0	0	0	0	0	0	0	0	82
18:45	1	61	5	0	2	0	0	0	0	0	0	0	0	69
	4	263	35	0	4	0	0	0	1	0	0	0	0	307
19:00	0	51	15	0	0	0	0	0	0	0	0	0	0	66
19:15	1	61	3	0	0	0	0	0	0	0	0	0	0	65
19:30	0	61	9	0	0	0	0	0	0	0	0	0	0	70
19:45	0	39	7	0	0	0	0	0	0	0	0	0	0	46
	1	212	34	0	0	0	0	0	0	0	0	0	0	247
20:00	0	57	6	0	0	0	0	0	0	0	0	0	0	63
20:15	0	38	9	0	0	0	0	0	0	0	1	0	0	48
20:30	0	44	4	0	0	0	0	0	0	0	0	0	0	48
20:45	0	36	2	0	1	1	0	0	0	0	0	0	0	40
	0	175	21	0	1	1	0	0	0	0	1	0	0	199
21:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
21:30	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	0	79	11	0	0	0	0	0	0	0	0	0	0	90
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
22:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24
22:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	0	63	1	0	0	0	0	0	0	0	0	0	0	64
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	0	32	0	0	0	1	0	0	0	0	0	0	0	33
Total	16	2892	356	1	66	14	1	3	6	1	1	0	0	3357
Percent	0.5%	86.1%	10.6%	0.0%	2.0%	0.4%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Site Code: N
Station ID: N
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	1	0	0	0	0	0	0	0	0	0	0	11
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	3	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	5
	0	17	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	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	1
	0	5	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
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	3	2	0	0	1	0	0	0	0	0	0	0	6
04:45	1	8	1	0	0	0	0	0	0	0	0	0	0	10
	1	15	3	0	0	1	0	0	0	0	0	0	0	20
05:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
05:15	0	13	6	0	0	0	0	0	0	0	0	0	0	19
05:30	0	22	1	0	1	0	0	1	1	0	0	0	0	26
05:45	0	36	4	0	0	0	0	0	0	0	0	0	0	40
	0	85	14	0	1	0	0	1	1	0	0	0	0	102
06:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23
06:15	0	34	12	0	1	0	0	0	0	0	0	0	0	47
06:30	0	51	8	0	0	0	0	1	0	0	0	0	0	60
06:45	1	58	11	0	2	0	0	0	0	0	0	0	0	72
	1	163	33	0	4	0	0	1	0	0	0	0	0	202
07:00	1	61	9	0	3	0	0	0	0	0	0	0	0	74
07:15	0	116	12	0	3	1	0	0	0	0	0	0	0	132
07:30	0	109	6	0	1	0	0	0	0	0	0	0	0	116
07:45	2	125	14	0	5	0	0	0	0	0	0	0	0	146
	3	411	41	0	12	1	0	0	0	0	0	0	0	468
08:00	1	118	9	0	19	0	0	0	0	0	0	0	0	147
08:15	0	84	11	0	8	0	0	0	1	0	0	0	0	104
08:30	0	78	12	0	1	0	0	1	0	0	0	0	0	92
08:45	0	77	10	0	1	0	0	0	1	0	0	0	0	89
	1	357	42	0	29	0	0	1	2	0	0	0	0	432
09:00	0	65	5	0	0	0	0	0	0	0	0	0	0	70
09:15	0	69	8	0	2	0	0	0	1	0	0	0	0	80
09:30	1	58	9	0	1	0	0	0	0	0	0	0	0	69
09:45	0	66	3	0	0	0	0	0	1	0	0	0	0	70
	1	258	25	0	3	0	0	0	2	0	0	0	0	289
10:00	0	53	10	0	2	0	0	1	0	0	0	0	0	66
10:15	0	65	8	0	2	1	0	0	0	0	0	0	0	76
10:30	0	64	10	0	0	1	0	0	0	0	1	0	0	76
10:45	0	70	7	0	0	1	0	0	0	0	0	0	0	78
	0	252	35	0	4	3	0	1	0	0	1	0	0	296
11:00	0	77	12	0	3	1	0	0	1	0	0	0	0	94
11:15	1	57	11	0	3	0	0	0	0	0	0	0	0	72
11:30	0	77	11	0	1	0	0	0	0	0	0	0	0	89
11:45	2	70	15	0	0	0	0	0	0	0	0	0	0	87
	3	281	49	0	7	1	0	0	1	0	0	0	0	342
Total	10	1862	245	0	60	6	0	4	6	0	1	0	0	2194
Percent	0.5%	84.9%	11.2%	0.0%	2.7%	0.3%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

Site Code: N
Station ID: N
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	99	16	0	1	0	0	0	0	0	0	0	0	116
12:15	0	102	10	0	0	0	0	1	0	0	0	0	0	113
12:30	0	82	12	0	0	1	0	0	0	0	0	0	0	95
12:45	1	88	8	0	1	0	0	0	1	0	0	0	0	99
	1	371	46	0	2	1	0	1	1	0	0	0	0	423
13:00	0	86	16	0	1	0	0	0	1	0	0	0	0	104
13:15	0	99	10	0	2	0	0	0	0	0	0	0	0	111
13:30	0	97	18	0	0	1	0	1	1	0	0	0	0	118
13:45	2	82	13	0	1	0	0	0	1	0	0	0	0	99
	2	364	57	0	4	1	0	1	3	0	0	0	0	432
14:00	0	83	10	0	0	1	0	0	0	0	0	0	0	94
14:15	0	81	14	0	1	1	0	0	0	0	0	0	0	97
14:30	0	80	14	0	7	0	0	1	0	0	0	0	0	102
14:45	0	80	6	0	12	0	0	0	0	0	0	0	0	98
	0	324	44	0	20	2	0	1	0	0	0	0	0	391
15:00	1	97	11	0	8	0	0	0	1	0	0	0	0	118
15:15	1	75	7	0	7	0	0	0	0	0	0	0	0	90
15:30	3	70	9	0	1	0	0	0	2	0	0	0	0	85
15:45	0	79	12	0	4	0	0	0	1	0	0	0	0	96
	5	321	39	0	20	0	0	0	4	0	0	0	0	389
16:00	0	72	5	0	0	0	0	1	0	0	0	0	0	78
16:15	0	93	8	0	5	1	0	0	0	0	0	0	0	107
16:30	0	79	5	0	1	0	0	0	0	0	0	0	0	85
16:45	1	71	6	0	0	0	0	1	1	0	0	0	0	80
	1	315	24	0	6	1	0	2	1	0	0	0	0	350
17:00	0	81	11	0	1	1	0	0	0	0	0	0	0	94
17:15	0	66	7	0	3	0	0	0	0	0	0	0	0	76
17:30	2	82	9	0	0	0	0	1	1	0	0	0	0	95
17:45	0	79	12	0	1	0	0	0	0	0	0	0	0	92
	2	308	39	0	5	1	0	1	1	0	0	0	0	357
18:00	1	63	6	0	0	0	0	0	0	0	0	0	0	70
18:15	0	70	13	0	0	0	0	0	0	0	0	0	0	83
18:30	0	79	2	0	0	0	0	0	1	0	0	0	0	82
18:45	0	68	11	0	1	0	0	0	0	0	0	0	0	80
	1	280	32	0	1	0	0	0	1	0	0	0	0	315
19:00	0	78	3	0	0	0	0	1	0	0	0	0	0	82
19:15	0	69	4	0	1	0	0	0	1	0	0	0	0	75
19:30	0	53	6	0	0	0	0	0	0	0	0	0	0	59
19:45	0	35	1	0	0	0	0	0	0	0	0	0	0	36
	0	235	14	0	1	0	0	1	1	0	0	0	0	252
20:00	0	57	4	0	0	0	0	0	0	0	0	0	0	61
20:15	0	48	7	0	1	0	0	0	0	0	0	0	0	56
20:30	0	40	4	0	0	0	0	0	0	0	0	0	0	44
20:45	0	42	3	0	1	0	0	0	0	0	0	0	0	46
	0	187	18	0	2	0	0	0	0	0	0	0	0	207
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
21:15	0	21	4	0	0	0	0	0	0	0	0	0	0	25
21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20
21:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
	0	75	7	0	0	0	0	0	0	0	0	0	0	82
22:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
22:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	0	68	7	0	0	0	0	0	0	0	0	0	0	75
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	33	3	0	0	0	0	0	0	0	0	0	0	36
Total	12	2881	330	0	61	6	0	7	12	0	0	0	0	3309
Percent	0.4%	87.1%	10.0%	0.0%	1.8%	0.2%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	
Grand Total	40	9512	1167	1	256	50	2	16	27	1	2	0	0	11074
Percent	0.4%	85.9%	10.5%	0.0%	2.3%	0.5%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

Site Code: N.5
Station ID: N.5
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/23/18	0	12	4	0	0	0	0	0	0	0	0	0	0	16
00:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	1	1	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
02:15	0	7	2	1	0	0	0	0	0	0	0	0	0	10
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	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	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	3	2	0	0	1	0	0	0	0	0	0	0	6
05:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
05:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:30	2	12	2	0	0	0	0	0	1	0	0	0	0	17
06:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
07:00	0	12	2	0	0	0	0	1	0	0	0	0	0	15
07:15	0	6	5	0	0	0	0	0	0	0	0	0	0	11
07:30	0	15	2	1	2	0	0	0	0	0	0	0	0	20
07:45	0	36	11	1	2	0	0	1	0	0	0	0	0	51
08:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
08:15	0	27	5	0	1	0	0	0	0	0	0	0	0	33
08:30	0	23	4	0	3	0	0	0	0	0	0	0	0	30
08:45	0	28	10	2	5	1	0	0	0	0	0	0	0	46
09:00	0	93	21	2	9	1	0	0	0	0	0	0	0	126
09:15	0	44	11	0	4	0	0	0	0	0	0	0	0	59
09:30	0	48	16	0	2	0	0	0	1	0	0	0	0	67
09:45	0	60	13	0	3	1	0	0	0	0	0	0	0	77
10:00	0	60	22	1	2	0	0	0	0	0	0	0	0	85
10:15	0	212	62	1	11	1	0	0	1	0	0	0	0	288
10:30	0	59	12	4	12	1	0	0	1	0	0	0	0	89
10:45	1	70	28	4	8	2	0	0	1	0	0	0	0	114
11:00	1	49	12	1	7	2	0	2	0	0	0	0	0	74
11:15	0	48	7	0	6	1	0	1	2	0	0	0	0	65
11:30	2	226	59	9	33	6	0	3	4	0	0	0	0	342
11:45	0	48	10	0	2	0	0	0	0	0	0	0	0	60
12:00	0	38	10	0	0	1	0	0	0	0	0	0	0	49
12:15	0	45	21	0	2	3	0	0	0	0	0	0	0	71
12:30	0	49	11	0	2	2	0	0	0	0	0	0	0	64
12:45	0	180	52	0	6	6	0	0	0	0	0	0	0	244
13:00	0	45	16	0	3	0	0	0	1	0	0	0	0	65
13:15	0	46	15	0	2	1	0	0	0	0	0	0	0	64
13:30	0	42	9	0	2	0	0	0	0	0	0	0	0	53
13:45	0	59	13	1	3	0	0	1	0	0	0	0	0	77
14:00	0	192	53	1	10	1	0	1	1	0	0	0	0	259
14:15	0	55	12	1	0	1	0	1	0	0	0	0	0	70
14:30	0	55	15	0	2	1	0	1	0	0	0	0	0	74
14:45	0	67	10	0	2	0	0	0	2	0	0	0	0	81
15:00	0	66	10	0	2	1	0	0	0	0	0	0	0	79
15:15	0	243	47	1	6	3	0	2	2	0	0	0	0	304
Total	4	1231	317	16	77	19	0	7	9	0	0	0	0	1680
Percent	0.2%	73.3%	18.9%	1.0%	4.6%	1.1%	0.0%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	

Site Code: N.5
Station ID: N.5
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	70	17	0	5	0	0	1	0	0	0	0	0	93
12:15	1	64	11	1	2	0	0	1	1	0	0	0	0	81
12:30	1	79	15	0	3	0	0	0	0	0	0	0	0	98
12:45	1	59	16	0	2	1	0	0	0	0	0	0	0	79
	3	272	59	1	12	1	0	2	1	0	0	0	0	351
13:00	1	80	12	0	1	1	0	0	0	0	0	0	0	95
13:15	1	70	17	0	4	0	0	0	0	0	0	0	0	92
13:30	0	73	13	0	4	1	0	2	1	0	0	0	0	94
13:45	0	76	15	2	4	0	0	1	0	0	0	0	0	98
	2	299	57	2	13	2	0	3	1	0	0	0	0	379
14:00	3	78	25	2	0	1	0	1	0	0	0	0	0	110
14:15	0	78	12	1	1	1	0	0	0	0	0	0	0	93
14:30	2	84	16	1	3	0	0	0	0	0	0	0	0	106
14:45	0	79	17	0	5	0	0	0	0	0	0	0	0	101
	5	319	70	4	9	2	0	1	0	0	0	0	0	410
15:00	0	79	16	0	1	0	0	0	0	0	0	0	0	96
15:15	0	90	20	0	4	1	0	0	0	0	0	0	0	115
15:30	0	104	12	4	13	1	0	1	0	0	0	0	0	135
15:45	0	108	15	5	6	0	0	0	0	0	0	0	0	134
	0	381	63	9	24	2	0	1	0	0	0	0	0	480
16:00	1	95	23	1	4	1	0	0	1	0	0	0	0	126
16:15	0	108	12	0	2	0	0	1	0	0	0	0	0	123
16:30	1	85	15	0	2	0	0	1	0	1	0	0	0	105
16:45	1	97	17	0	4	0	0	0	0	0	0	0	0	119
	3	385	67	1	12	1	0	2	1	1	0	0	0	473
17:00	1	113	19	0	2	1	0	0	0	0	0	0	0	136
17:15	1	129	22	1	3	0	0	1	0	0	0	0	0	157
17:30	0	107	18	0	3	0	0	0	0	0	0	0	0	128
17:45	0	77	13	0	1	0	0	0	0	0	0	0	0	91
	2	426	72	1	9	1	0	1	0	0	0	0	0	512
18:00	0	99	12	0	2	0	0	0	0	0	0	0	0	113
18:15	0	87	20	1	1	0	0	0	0	0	0	0	0	109
18:30	0	90	19	0	3	0	0	0	0	0	0	0	0	112
18:45	0	75	14	0	2	0	0	0	0	0	0	0	0	91
	0	351	65	1	8	0	0	0	0	0	0	0	0	425
19:00	0	63	8	0	2	0	0	0	0	0	0	0	0	73
19:15	2	62	17	0	1	1	0	0	0	0	0	0	0	83
19:30	0	72	8	0	0	0	0	0	0	0	0	0	0	80
19:45	0	48	11	0	0	0	0	1	0	0	0	0	0	60
	2	245	44	0	3	1	0	1	0	0	0	0	0	296
20:00	0	48	12	0	0	0	0	0	0	0	0	0	0	60
20:15	0	64	5	0	1	0	0	1	0	0	0	0	0	71
20:30	0	57	14	0	1	0	0	1	0	0	0	0	0	73
20:45	1	40	6	0	1	0	0	0	0	0	0	0	0	48
	1	209	37	0	3	0	0	2	0	0	0	0	0	252
21:00	0	44	7	0	0	0	0	0	0	0	0	0	0	51
21:15	1	37	5	0	0	0	0	0	0	0	0	0	0	43
21:30	0	36	5	0	1	0	0	0	0	0	0	0	0	42
21:45	0	28	4	0	0	0	0	0	0	0	0	0	0	32
	1	145	21	0	1	0	0	0	0	0	0	0	0	168
22:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
22:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24
22:30	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	0	95	6	0	0	0	0	0	0	0	0	0	0	101
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	0	52	4	0	0	0	0	0	0	0	0	0	0	56
Total	19	3179	565	19	94	10	0	13	3	1	0	0	0	3903
Percent	0.5%	81.5%	14.5%	0.5%	2.4%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Site Code: N.5
Station ID: N.5
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/24/18	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	25	4	0	0	0	0	0	0	0	0	0	0	29
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	12	3	0	0	0	0	0	0	0	0	0	0	15
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	2	0	0	0	0	0	1	0	0	0	0	9
04:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	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	3
04:45	0	3	2	0	0	0	0	0	1	0	0	0	0	6
	1	9	3	0	0	0	0	0	1	0	0	0	0	14
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:15	0	8	4	0	0	0	0	0	0	0	0	0	0	12
05:30	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:45	0	15	0	0	1	0	0	0	0	0	0	0	0	16
	0	37	9	0	2	0	0	0	0	0	0	0	0	48
06:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
06:15	0	16	4	0	1	0	0	0	0	0	0	0	0	21
06:30	0	18	8	1	2	0	0	0	1	0	0	0	0	30
06:45	0	37	1	1	6	1	0	0	0	0	0	0	0	46
	0	90	16	2	9	1	0	0	1	0	0	0	0	119
07:00	0	47	8	0	2	0	0	3	0	0	0	0	0	60
07:15	1	43	13	0	1	0	0	0	0	0	0	0	0	58
07:30	0	67	15	0	4	0	0	1	0	0	0	0	0	87
07:45	0	75	16	0	1	0	0	0	0	0	0	0	0	92
	1	232	52	0	8	0	0	4	0	0	0	0	0	297
08:00	0	66	23	2	15	0	0	1	2	0	0	0	0	109
08:15	1	72	15	1	10	1	0	0	0	0	0	0	0	100
08:30	0	44	14	0	2	1	0	1	0	0	0	0	0	62
08:45	0	41	20	0	3	0	0	0	0	0	0	0	0	64
	1	223	72	3	30	2	0	2	2	0	0	0	0	335
09:00	0	25	20	0	1	0	0	0	1	0	0	0	0	47
09:15	0	46	12	0	1	0	0	0	0	0	0	0	0	59
09:30	0	52	17	0	2	0	0	0	0	0	0	0	0	71
09:45	0	36	10	1	2	0	0	0	1	0	0	0	0	50
	0	159	59	1	6	0	0	0	2	0	0	0	0	227
10:00	0	42	9	0	1	0	0	1	2	0	0	0	0	55
10:15	0	43	10	0	2	1	0	0	0	0	0	0	0	56
10:30	1	53	8	2	0	0	0	2	0	0	0	0	0	66
10:45	0	43	17	0	0	0	0	0	0	0	0	0	0	60
	1	181	44	2	3	1	0	3	2	0	0	0	0	237
11:00	0	63	14	0	2	0	0	0	1	0	0	0	0	80
11:15	1	62	15	0	3	0	0	1	0	0	0	0	0	82
11:30	0	57	16	0	1	0	0	2	0	0	0	0	0	76
11:45	0	59	17	1	3	1	0	1	0	0	0	0	0	82
	1	241	62	1	9	1	0	4	1	0	0	0	0	320
Total	5	1222	328	9	67	5	0	13	10	0	0	0	0	1659
Percent	0.3%	73.7%	19.8%	0.5%	4.0%	0.3%	0.0%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	

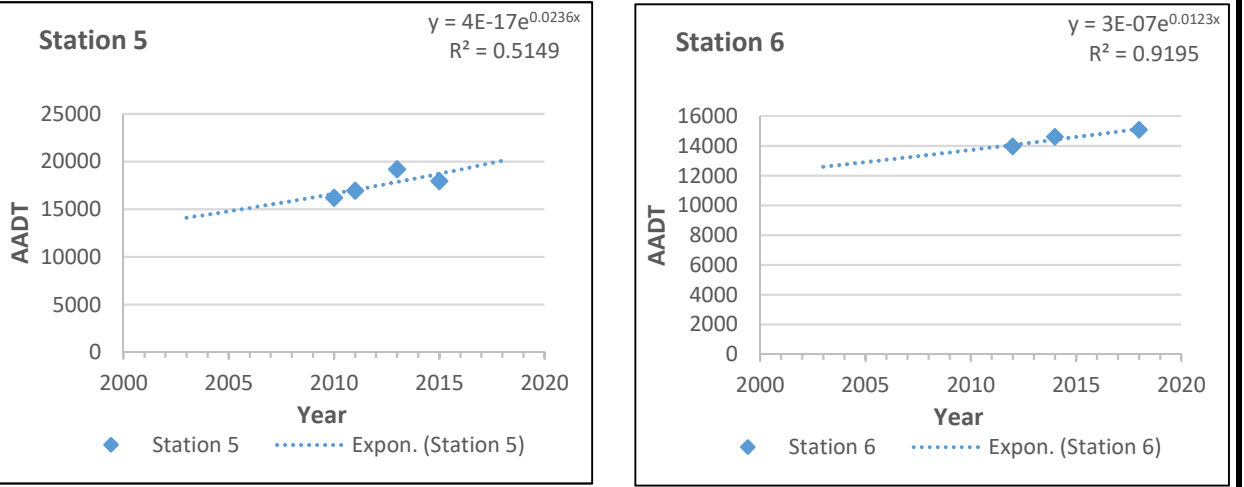
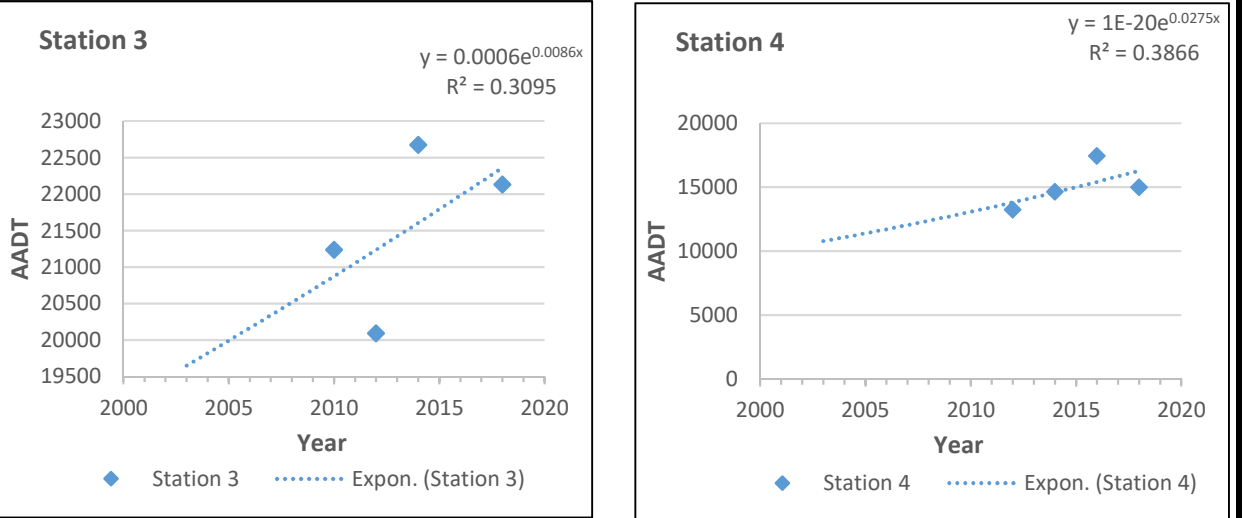
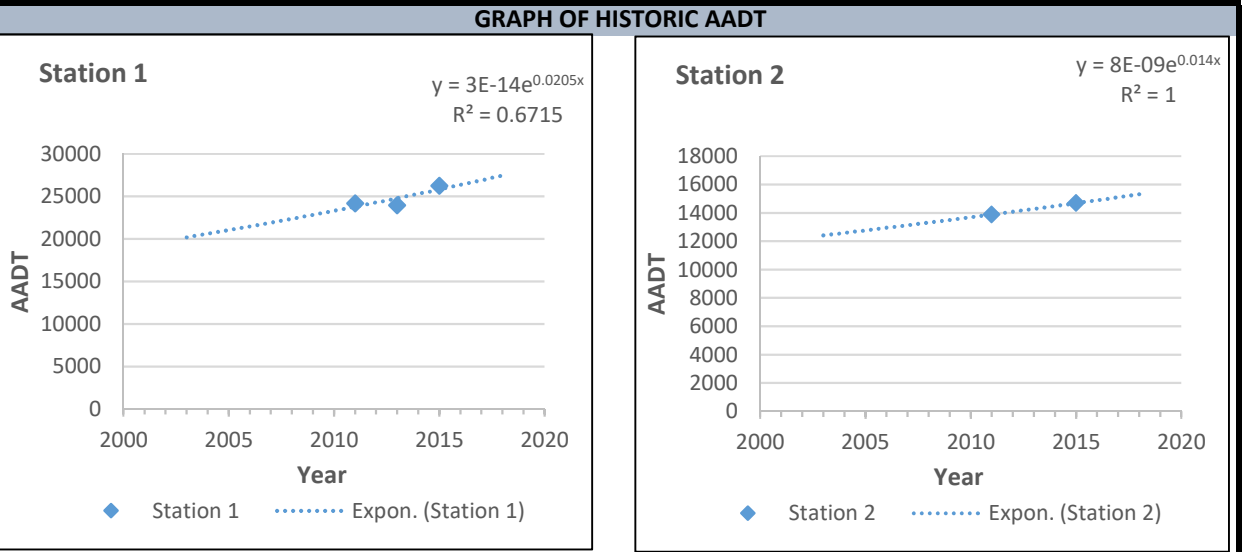
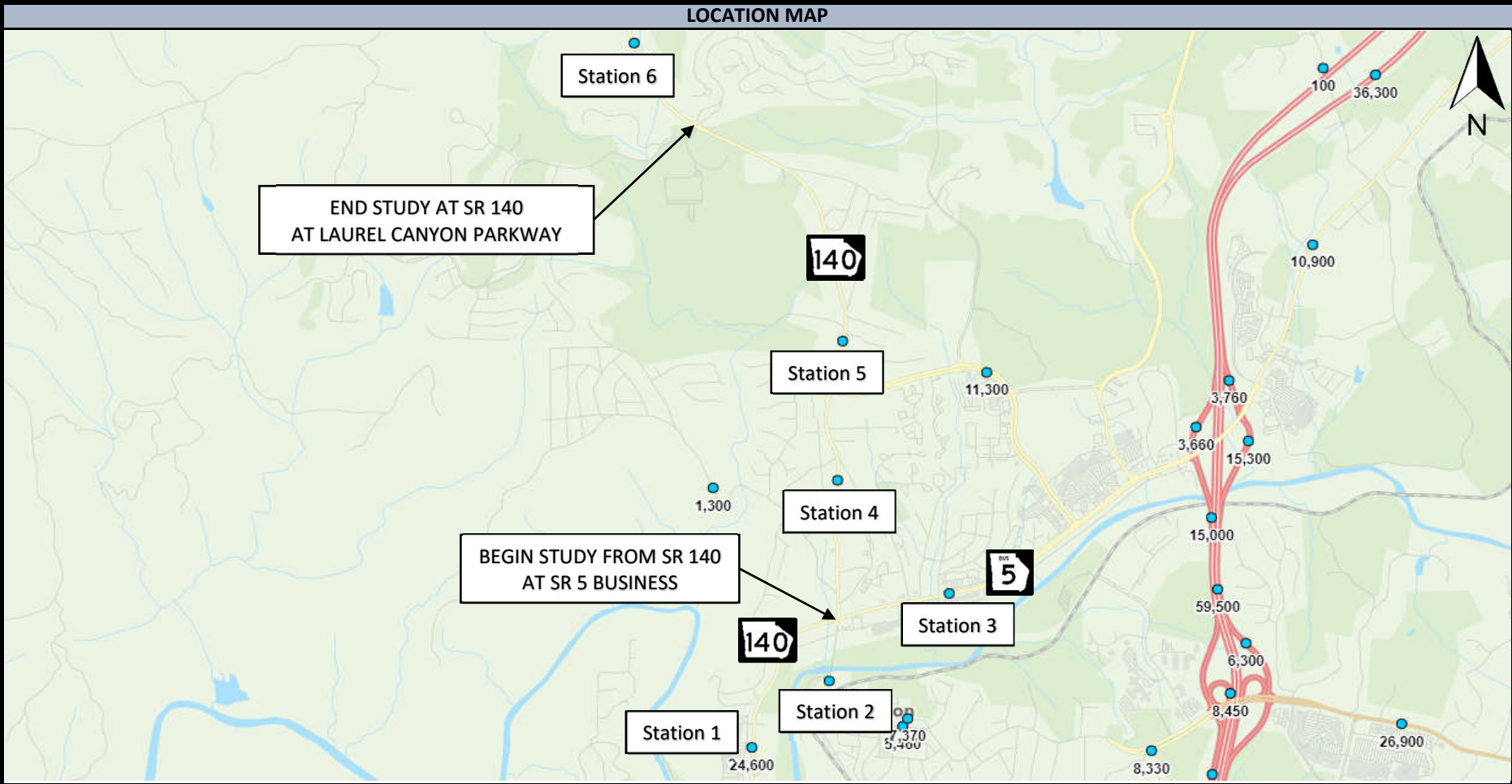
Site Code: N.5
Station ID: N.5
REINHART COLLEGE PKWY
EAST OF SR 140
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	55	10	0	1	1	0	0	0	0	0	0	0	67
12:15	0	77	12	0	0	0	0	1	0	0	0	0	0	90
12:30	0	67	12	0	3	0	0	0	1	0	0	0	0	83
12:45	0	66	17	0	2	1	0	0	0	0	0	0	0	86
	0	265	51	0	6	2	0	1	1	0	0	0	0	326
13:00	1	74	19	0	0	0	0	2	0	0	1	0	0	97
13:15	0	84	16	1	2	0	0	0	0	0	0	0	0	103
13:30	0	92	13	0	1	0	0	0	1	0	0	0	0	107
13:45	0	100	14	2	3	0	0	0	1	0	0	0	0	120
	1	350	62	3	6	0	0	2	2	0	1	0	0	427
14:00	0	95	13	0	2	0	0	1	1	0	0	0	0	112
14:15	2	66	12	0	0	0	0	0	0	0	0	0	0	80
14:30	1	92	14	0	1	0	0	1	0	0	0	0	0	109
14:45	0	77	14	0	0	0	0	0	1	0	0	0	0	92
	3	330	53	0	3	0	0	2	2	0	0	0	0	393
15:00	0	92	15	0	0	0	0	0	0	0	0	0	0	107
15:15	1	87	13	0	1	0	0	0	0	0	0	0	0	102
15:30	0	115	21	11	15	0	0	1	0	0	0	0	0	163
15:45	2	126	19	3	7	1	0	0	1	0	0	0	0	159
	3	420	68	14	23	1	0	1	1	0	0	0	0	531
16:00	0	109	22	0	4	0	0	1	1	0	0	0	0	137
16:15	0	68	16	0	4	0	0	1	1	0	0	0	0	90
16:30	0	105	9	0	0	0	0	1	0	0	0	0	0	115
16:45	1	104	19	0	3	0	0	0	0	0	0	0	0	127
	1	386	66	0	11	0	0	3	2	0	0	0	0	469
17:00	3	99	22	0	2	1	0	0	0	0	0	0	0	127
17:15	0	106	16	0	2	0	0	1	0	0	0	0	0	125
17:30	0	105	21	0	3	0	0	0	1	0	0	0	0	130
17:45	0	94	20	0	0	0	0	0	1	0	0	0	0	115
	3	404	79	0	7	1	0	1	2	0	0	0	0	497
18:00	1	104	22	0	1	1	0	1	0	0	0	0	0	130
18:15	1	82	14	0	0	0	0	0	1	0	0	0	0	98
18:30	0	83	16	0	0	0	0	1	1	0	0	0	0	101
18:45	0	85	9	0	0	0	0	0	0	0	0	0	0	94
	2	354	61	0	1	1	0	2	2	0	0	0	0	423
19:00	0	77	18	0	2	0	0	1	0	0	0	0	0	98
19:15	0	79	13	0	0	0	0	0	0	0	0	0	0	92
19:30	0	70	17	0	1	0	0	1	0	0	0	0	0	89
19:45	0	64	9	0	0	0	0	0	0	0	0	0	0	73
	0	290	57	0	3	0	0	2	0	0	0	0	0	352
20:00	1	53	12	0	2	0	0	0	0	0	0	0	0	68
20:15	0	50	5	0	0	0	0	0	0	0	0	0	0	55
20:30	0	64	9	0	0	0	0	0	0	0	0	0	0	73
20:45	0	56	10	0	2	0	0	1	0	0	0	0	0	69
	1	223	36	0	4	0	0	1	0	0	0	0	0	265
21:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
21:15	0	41	5	0	0	0	0	0	0	0	0	0	0	46
21:30	0	40	3	0	0	0	0	0	0	0	0	0	0	43
21:45	0	36	8	0	1	0	0	0	0	0	0	0	0	45
	0	154	23	0	2	0	0	0	0	0	0	0	0	179
22:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
22:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
22:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:45	0	21	4	0	0	0	0	0	0	0	0	0	0	25
	0	75	11	0	0	0	0	0	0	0	0	0	0	86
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	0	49	6	0	0	0	0	0	0	0	0	0	0	55
Total	14	3300	573	17	66	5	0	15	12	0	1	0	0	4003
Percent	0.3%	82.4%	14.3%	0.4%	1.6%	0.1%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
Grand Total	42	8932	1783	61	304	39	0	48	34	1	1	0	0	11245
Percent	0.4%	79.4%	15.9%	0.5%	2.7%	0.3%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

Appendix B. Annual Compound Growth Rate Calculation

GROWTH RATE



HISTORIC AADT (Source: Traffic Analysis and Data Application - TADA)											
Station 1 057-0105		Station 2 057-0283		Station 3 057-0028		Station 4 057-0104		Station 5 057-0102		Station 6 057-0100	
SR 140 btn School Dr and Anderson Ave		Waleska St South of Mill Ind Way		SR 5 Bus East of SR 140 and Waleska St		SR 140 btn N Etowah Dr and Old Donaldson Rd		SR 140 btn N Etowah Dr and Old Donaldson Rd		SR 140 btn Laurel Canyon Pkwy and Puckett Creek Rd	
Year	Actual	Year	Actual	Year	Actual	Year	Actual	Year	Actual	Year	Actual
2003		2003		2003		2003		2003		2003	
2004		2004		2004		2004		2004		2004	
2005		2005		2005		2005		2005		2005	
2006		2006		2006		2006		2006		2006	
2007		2007		2007		2007		2007		2007	
2008		2008		2008		2008		2008		2008	
2009		2009		2009		2009		2009		2009	
2010		2010		2010	21237	2010	13232	2010	16220	2010	13948
2011	24187	2011	13884	2011		2011	13232	2011	16956	2011	
2012		2012		2012	20094	2012	14628	2012	19200	2012	14598
2013	23978	2013		2013	22674	2013		2013	17939	2013	
2014		2014	14685	2014		2014	17446	2014		2014	15078
2015	26255	2015		2015	22132	2015		2015			
2016		2016		2016		2016		2016			
2017		2017		2017		2017		2017			
2018		2018		2018		2018		2018			
Growth Rate	2.05%	Growth Rate	1.40%	Growth Rate	0.86%	Growth Rate	2.75%	Growth Rate	2.36%	Growth Rate	1.23%

Average Growth Rate of Historic AADT 1.78%

GROWTH RATE

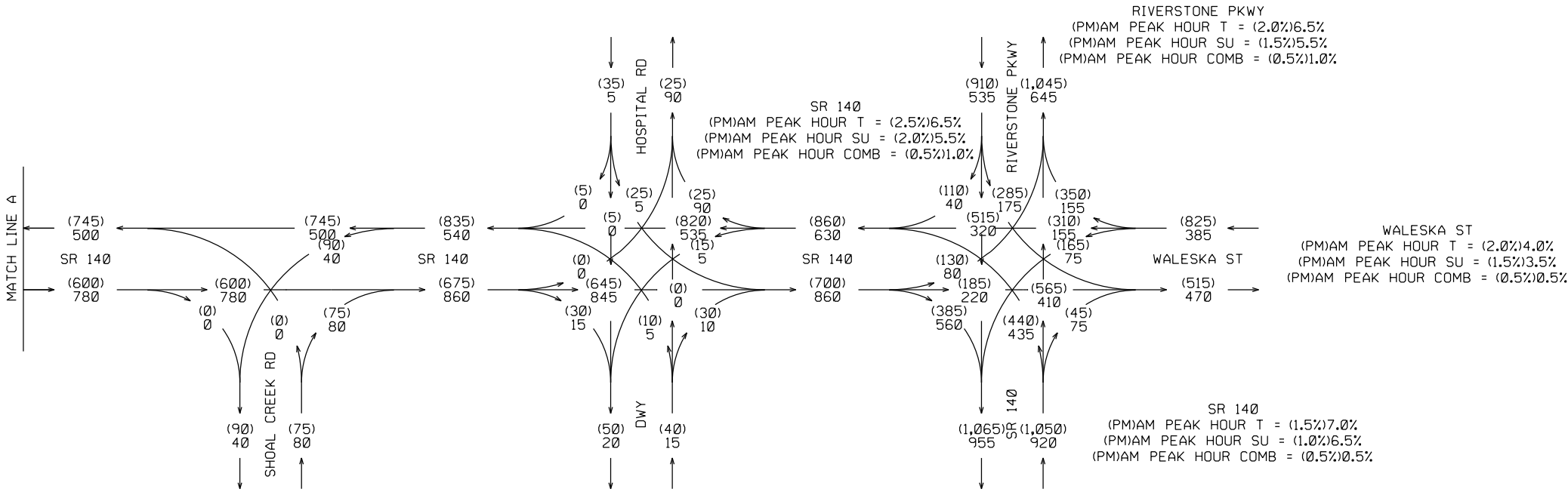
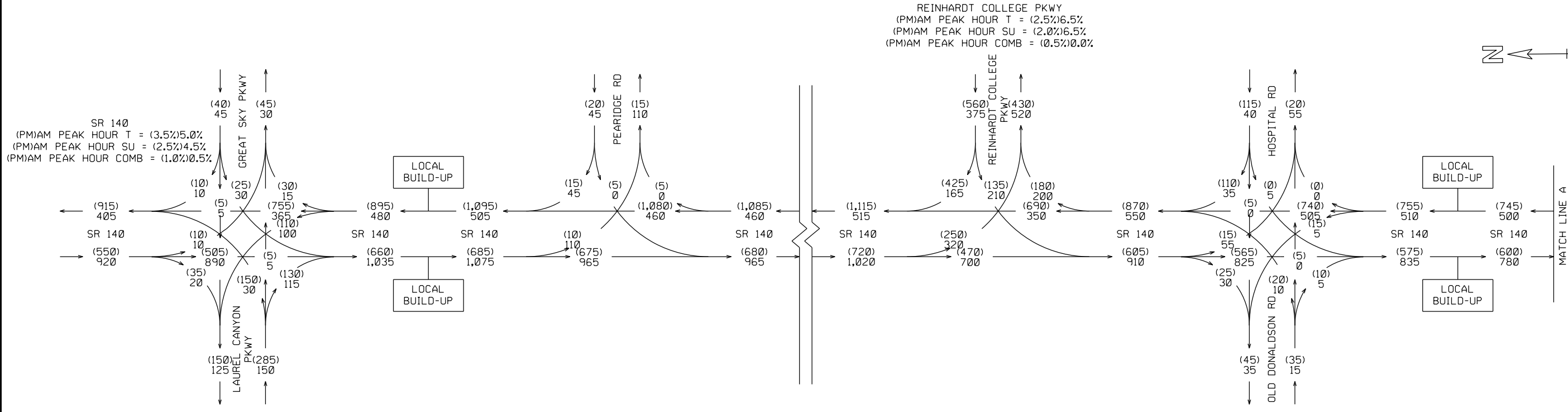
Population		
Year	Census Bureau	OPB*
2010	214346	215189
2017	247573	247573
Annual Compound Growth Rate	2.08%	2.02%
Average Growth Rate	2.05%	

* Governor's Office of Planning and Budget

Growth Rate		
Historic AADT	1.78%	1.80%
Population	2.05%	
ARC TDM	1.59%	

SR 140 at SR 5 Business						
MPO Model (Source: ARC Travel Demand Model)						
Leg	Bound	2015	2040	Annual Compound Growth Rate	Average Growth Rate	
North	In	9668	12601	1.07%	1.85%	
	Out	9765	12719	1.06%		
South	In	5108	8629	2.12%		
	Out	5185	9515	2.46%		
East	In	3237	5678	2.27%		
	Out	3606	5693	1.84%		
West	In	9005	14782	2.00%		
	Out	8462	13767	1.97%		
SR 140 Corridor Going South of Puckett Creek Rd						
MPO Model (Source: ARC Travel Demand Model)						
Station Near	Bound	2015	2040	Annual Compound Growth Rate	Average Growth Rate	
Puckett Creek Rd	In	7356	10635	1.49%	1.32%	
	Out	7006	10028	1.44%		
Laurel Canyon	In	7470	10765	1.47%		
	Out	7115	10166	1.44%		
Pearidge Rd	In	8983	12517	1.34%		
	Out	8637	11892	1.29%		
Hospital Rd	In	9668	12601	1.07%		
	Out	9765	12719	1.06%		
Average Growth Rate of ARC TDM						1.59%

Appendix C. Traffic Volumes and Truck Percentages



MM • MINIMAL MOVEMENT

SI 04/2019

CITY OF CANTON
CHEROKEE COUNTY
SR 140 CORRIDOR PLANNING STUDY

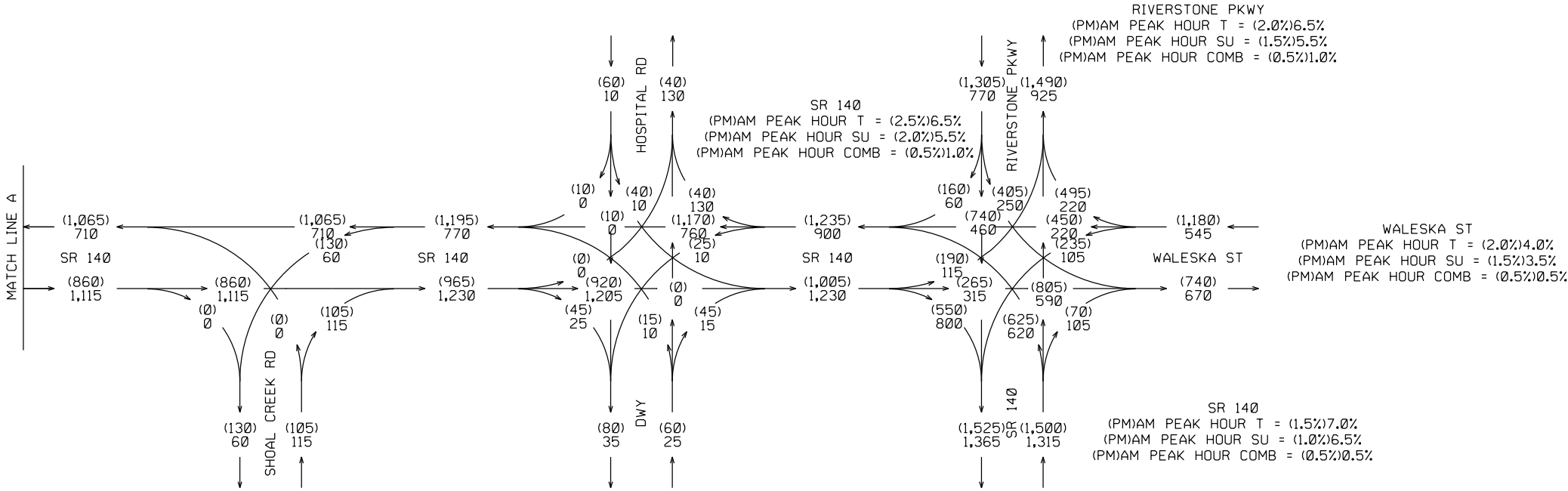
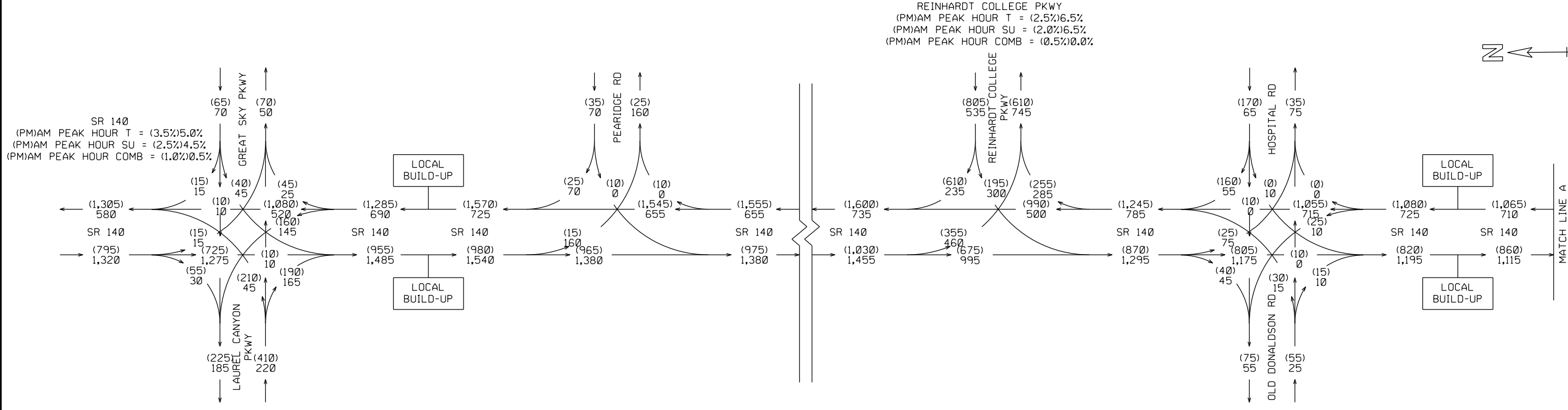
OPEN YEAR (2021)
PEAK HOUR PM = (XXX)
PEAK HOUR AM = XXX

ATKINS

REVISION DATES

TRAFFIC DIAGRAM
CITY OF CANTON
CHEROKEE COUNTY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-002
CORRECTED:	DATE:	
VERIFIED:	DATE:	



MM • MINIMAL MOVEMENT

SI 04/2019

CITY OF CANTON
CHEROKEE COUNTY
SR 140 CORRIDOR PLANNING STUDY

DESIGN YEAR (2041)
PEAK HOUR PM = (XXX)
PEAK HOUR AM = XXX

ATKINS

REVISION DATES

TRAFFIC DIAGRAM
CITY OF CANTON
CHEROKEE COUNTY

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	10-003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Location: SR 140 North of Laurel Canyon Pkwy/Great Sky Pkwy

AM Peak Hour: 07:30 AM - 08:30 AM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	878	15	699	124	0	29	3	0	6	1	1	0	0	0	3.5%	1.0%	4.5%
Northbound (Outbound)	349	8	281	48	0	11	0	0	0	1	0	0	0	0	3.0%	0.5%	3.5%
	1,227					43					9						

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	809	10	629	129	5	22	9	1	3	1	0	0	0	0	4.5%	0.5%	5.0%
Northbound (Outbound)	345	9	244	63	8	15	3	0	1	2	0	0	0	0	7.5%	1.0%	8.5%
	1,154					63				7							

AM DHV T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
1,191					53					8				4.5%	0.5%	5.0%

PM Peak Hour: 04:45 PM - 05:45 PM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	526	3	411	89	1	10	6	1	3	2	0	0	0	0	3.5%	1.0%	4.5%
Northbound (Outbound)	832	4	682	119	0	20	1	0	6	0	0	0	0	0	2.5%	0.5%	3.0%
	1,358					39					11						

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	541	10	439	77	2	7	0	0	4	2	0	0	0	0	1.5%	1.0%	2.5%
Northbound (Outbound)	827	3	668	124	1	19	3	0	7	1	0	1	0	0	3.0%	1.0%	4.0%
	1,368					32					15						

PM DHV T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
1,363					36					13				2.5%	1.0%	3.5%

24-hr

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	8,314	90	6,567	1,315	14	201	66	3	32	25	1	0	0	0	3.5%	0.5%	4.0%
Northbound (Outbound)	8,117	44	6,396	1,334	19	214	38	0	41	29	2	0	0	0	3.5%	1.0%	4.5%
	16,431					555					130						

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	8,398	102	6,618	1,368	20	171	56	4	31	28	0	0	0	0	3.0%	0.5%	3.5%
Northbound (Outbound)	8,289	44	6,512	1,424	37	176	31	0	34	29	0	2	0	0	3.0%	1.0%	4.0%
	16,687					495					124						

24-Hr T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
16,559					525					127				3.0%	1.0%	4.0%

Location: Reinhardt College Pkwy East of SR 140

AM Peak Hour: 07:30 AM - 08:30 AM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Westbound (Inbound)	365	1	249	75	9	25	4	0	0	2	0	0	0	0	10.5%	0.5%	11.0%
Eastbound (Outbound)	494	1	411	42	0	34	4	1	1	0	0	0	0	0	8.0%	0.0%	8.0%
	859				77				3								

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2																	
Westbound (Inbound)	388	1	280	69	3	30	1	0	2	2	0	0	0	0	9.0%	1.0%	10.0%
Eastbound (Outbound)	513	3	436	40	0	33	0	0	0	1	0	0	0	0	6.5%	0.0%	6.5%
	901				67				5								

AM DHV T%	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
	880				72				4								

PM Peak Hour: 04:45 PM - 05:45 PM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Westbound (Inbound)	540	3	446	76	1	12	1	0	1	0	0	0	0	0	2.5%	0.0%	2.5%
Eastbound (Outbound)	415	1	368	40	0	4	0	0	0	2	0	0	0	0	1.0%	0.5%	1.5%
	955				18				3								

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2																	
Westbound (Inbound)	509	4	414	78	0	10	1	0	1	1	0	0	0	0	2.0%	0.5%	2.5%
Eastbound (Outbound)	345	3	300	33	0	4	1	0	2	2	0	0	0	0	1.5%	1.0%	2.5%
	854				16				6								

PM DHV T%	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
	905				17				5								

24-hr

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Westbound (Inbound)	5,583	23	4,410	882	35	171	29	0	20	12	1	0	0	0	4.0%	0.5%	4.5%
Eastbound (Outbound)	5,571	18	4,769	592	1	135	38	2	5	9	1	1	0	0	3.0%	0.5%	3.5%
	11,154				411				49								

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2																	
Westbound (Inbound)	5,662	19	4,522	901	26	133	10	0	28	22	0	1	0	0	3.0%	1.0%	4.0%
Eastbound (Outbound)	5,503	22	4,743	575	0	121	12	0	11	18	0	1	0	0	2.5%	0.5%	3.0%
	11,165				302				81								

24-Hr T%	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
	11,160				357				65								

Location: SR 140 North of Marietta Hwy/Riverstone Pkwy

AM Peak Hour: 07:30 AM - 08:30 AM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	686	11	558	79	2	28	3	1	3	1	0	0	0	0	5.0%	0.5%	5.5%
Northbound (Outbound)	448	11	352	53	7	13	7	0	5	0	0	0	0	0	6.0%	1.0%	7.0%
	1,134				61					9							

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	666	16	537	74	1	29	3	0	4	2	0	0	0	0	5.0%	1.0%	6.0%
Northbound (Outbound)	480	9	355	76	16	14	3	1	4	2	0	0	0	0	7.0%	1.5%	8.5%
	1,146				67					12							

AM DHV T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
1,140				64					11					5.5%	1.0%	6.5%

PM Peak Hour: 04:45 PM - 05:45 PM

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	480	9	420	42	0	8	1	0	0	0	0	0	0	0	2.0%	0.0%	2.0%
Northbound (Outbound)	662	9	552	81	1	9	8	0	1	1	0	0	0	0	2.5%	0.5%	3.0%
	1,142				27					2							

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	512	11	434	57	1	4	1	0	2	1	1	0	0	0	1.0%	1.0%	2.0%
Northbound (Outbound)	661	12	546	79	1	10	6	0	5	2	0	0	0	0	2.5%	1.0%	3.5%
	1,173				23					11							

PM DHV T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
1,158				25					7					2.0%	0.5%	2.5%

24-hr

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1																	
Southbound (Inbound)	8,653	186	7,322	890	15	159	50	5	17	8	0	0	1	0	2.5%	0.5%	3.0%
Northbound (Outbound)	8,466	102	6,816	1,184	33	172	83	0	41	28	5	1	1	0	3.5%	1.0%	4.5%
	17,119				517					102							

Day 2

	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Southbound (Inbound)	8,926	180	7,510	1,015	10	131	46	1	20	8	2	1	1	1	2.0%	0.5%	2.5%
Northbound (Outbound)	8,581	134	6,886	1,208	41	165	71	5	42	20	2	2	3	2	3.5%	1.0%	4.5%
	17,507				470					104							

24-Hr T%

Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
17,313				494					103					3.0%	0.5%	3.5%

Location: Riverstone Pkwy East of SR 140/Waleska St

AM Peak Hour: 07:30 AM - 08:30 AM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Westbound (Inbound)	496	4	371	88	6	21	2	0	2	2	0	0	0	0	6.0%	1.0%	7.0%
	Eastbound (Outbound)	581	7	492	48	1	19	10	0	2	2	0	0	0	0	5.0%	0.5%	5.5%
		1,077					59						8					
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Westbound (Inbound)	573	5	418	104	7	31	1	1	3	1	1	1	0	0	7.0%	1.0%	8.0%
	Eastbound (Outbound)	555	16	480	37	0	13	6	0	1	1	0	0	0	1	3.5%	0.5%	4.0%
		1,128					59					9						
AM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		1,103					59					9				5.5%	1.0%	6.5%
PM Peak Hour: 04:45 PM - 05:45 PM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Westbound (Inbound)	762	8	630	107	0	11	4	0	2	0	0	0	0	0	2.0%	0.5%	2.5%
	Eastbound (Outbound)	939	16	826	79	1	1	7	1	4	1	1	0	2	0	1.0%	1.0%	2.0%
		1,701					25					10						
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Westbound (Inbound)	723	10	581	109	1	14	4	0	4	0	0	0	0	0	2.5%	0.5%	3.0%
	Eastbound (Outbound)	1,063	16	954	81	2	0	7	0	2	1	0	0	0	0	1.0%	0.5%	1.5%
		1,786					28					7						
PM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		1,744					27					9				1.5%	0.5%	2.0%
24-hr		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Westbound (Inbound)	9,767	79	7,474	1,701	28	362	60	3	44	10	1	1	2	2	4.5%	0.5%	5.0%
	Eastbound (Outbound)	11,172	225	9,814	864	10	92	89	10	29	23	9	4	2	1	2.0%	0.5%	2.5%
		20,939					654					128						
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Westbound (Inbound)	9,606	120	7,427	1,577	30	343	40	3	55	5	5	1	0	0	4.5%	0.5%	5.0%
	Eastbound (Outbound)	11,121	176	9,811	908	10	86	71	2	26	16	6	2	4	3	1.5%	0.5%	2.0%
		20,727					585					123						
24-Hr T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		20,833					620					126				3.0%	0.5%	3.5%

Location: Waleska St South of Marietta Hwy/Riverstone Pkwy

AM Peak Hour: 07:30 AM - 08:30 AM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Northbound (Inbound)	369	3	266	78	7	9	3	0	3	0	0	0	0	0	5.0%	1.0%	6.0%
	Southbound (Outbound)	475	6	395	64	0	7	2	0	1	0	0	0	0	0	2.0%	0.0%	2.0%
		844					28											
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Northbound (Inbound)	382	0	282	74	9	14	1	0	1	1	0	0	0	0	6.5%	0.5%	7.0%
	Southbound (Outbound)	499	1	427	65	0	5	1	0	0	0	0	0	0	0	1.0%	0.0%	1.0%
		881					30											
AM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		863					29									3.5%	0.5%	4.0%
PM Peak Hour: 04:45 PM - 05:45 PM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Northbound (Inbound)	724	6	599	99	0	13	1	0	5	0	1	0	0	0	2.0%	1.0%	3.0%
	Southbound (Outbound)	450	9	372	59	0	7	2	0	1	0	0	0	0	0	2.0%	0.0%	2.0%
		1,174					23											
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Northbound (Inbound)	768	9	642	100	0	13	1	0	3	0	0	0	0	0	2.0%	0.5%	2.5%
	Southbound (Outbound)	442	6	365	67	0	1	1	1	0	1	0	0	0	0	0.5%	0.0%	0.5%
		1,210					17											
PM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		1,192					20									1.5%	0.5%	2.0%
24-hr		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Northbound (Inbound)	8,030	61	6,439	1,284	27	159	13	1	41	3	1	0	0	1	2.5%	0.5%	3.0%
	Southbound (Outbound)	7,065	91	6,004	829	3	90	27	2	15	3	0	0	1	0	1.5%	0.5%	2.0%
		15,095					322											
		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Northbound (Inbound)	8,043	75	6,430	1,299	22	172	13	1	25	2	3	0	1	0	2.5%	0.5%	3.0%
	Southbound (Outbound)	7,050	83	5,948	880	5	80	34	5	10	4	0	0	1	0	2.0%	0.0%	2.0%
		15,093					332											
24-Hr T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		15,094					327									2.0%	0.5%	2.5%

Location: Marietta Hwy West of SR 140/Waleska St
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AM Peak Hour: 07:30 AM - 08:30 AM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Eastbound (Inbound)	829	8	658	103	2	43	6	0	2	4	3	0	0	0	6.0%	1.0%	7.0%
	Westbound (Outbound)	816	9	637	113	0	46	6	1	1	2	1	0	0	0	6.5%	0.5%	7.0%
		1,645				104				13								

		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Eastbound (Inbound)	811	14	606	126	4	41	11	2	1	1	3	0	0	2	7.0%	1.0%	8.0%
	Westbound (Outbound)	835	10	588	175	0	48	9	2	1	1	0	0	0	1	7.0%	0.5%	7.5%
		1,646				117				10								

AM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		1,646				111				12								

PM Peak Hour: 04:45 PM - 05:45 PM		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Eastbound (Inbound)	944	9	761	162	0	1	6	2	0	0	3	0	0	0	1.0%	0.5%	1.5%
	Westbound (Outbound)	975	6	903	54	0	4	3	1	1	1	1	1	0	0	1.0%	0.5%	1.5%
		1,919				17				7								

		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Eastbound (Inbound)	997	10	844	117	7	4	8	2	0	3	2	0	0	0	2.0%	0.5%	2.5%
	Westbound (Outbound)	992	6	927	44	2	2	5	0	2	4	0	0	0	0	1.0%	0.5%	1.5%
		1,989				30				11								

PM DHV T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		1,954				24				9								

24-hr		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 1	Eastbound (Inbound)	11,289	106	8,814	1,992	34	135	83	18	9	52	43	0	0	3	2.5%	1.0%	3.5%
	Westbound (Outbound)	11,931	161	10,150	1,297	2	157	78	10	17	39	14	2	0	4	2.0%	0.5%	2.5%
		23,220				517				183								

		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
Day 2	Eastbound (Inbound)	11,235	116	8,998	1,736	36	131	104	17	7	46	36	2	0	6	2.5%	1.0%	3.5%
	Westbound (Outbound)	11,960	127	10,146	1,376	7	148	76	10	9	45	10	0	0	6	2.0%	0.5%	2.5%
		23,195				529				167								

24-Hr T%		Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	SU T%	COMB T%	Total T%
		23,208				523				175								

Appendix D. Synchro and SIDRA Analysis Results

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	110	30	5	10	95	345	15	10	845	20
Future Volume (vph)	30	5	110	30	5	10	95	345	15	10	845	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1641	1624	1538	1736	1496		1641	1792	1417	1597	1827	1455
Flt Permitted	0.74	1.00	1.00	0.62	1.00		0.10	1.00	1.00	0.54	1.00	1.00
Satd. Flow (perm)	1278	1624	1538	1125	1496		177	1792	1417	906	1827	1455
Peak-hour factor, PHF	0.95	0.95	0.95	0.57	0.57	0.57	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	32	5	116	53	9	18	103	375	16	12	983	23
RTOR Reduction (vph)	0	0	107	0	16	0	0	0	5	0	0	9
Lane Group Flow (vph)	32	5	9	53	11	0	103	375	11	12	983	14
Heavy Vehicles (%)	10%	17%	5%	4%	43%	0%	10%	6%	14%	13%	4%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	17.1	11.5	11.5	23.0	14.7		109.5	100.0	100.0	96.9	93.7	93.7
Effective Green, g (s)	17.1	11.5	11.5	23.0	14.7		109.5	100.0	100.0	96.9	93.7	93.7
Actuated g/C Ratio	0.11	0.08	0.08	0.15	0.10		0.73	0.67	0.67	0.65	0.62	0.62
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	159	124	117	206	146		221	1194	944	600	1141	908
v/s Ratio Prot	0.01	0.00		c0.01	0.01		c0.03	c0.21		0.00	c0.54	
v/s Ratio Perm	0.02		0.01	c0.03			0.31		0.01	0.01		0.01
v/c Ratio	0.20	0.04	0.08	0.26	0.07		0.47	0.31	0.01	0.02	0.86	0.02
Uniform Delay, d1	60.0	64.1	64.3	55.5	61.5		24.2	10.5	8.4	9.5	22.9	10.7
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	0.6	0.1	0.3	0.7	0.2		1.6	0.7	0.0	0.0	6.9	0.0
Delay (s)	60.7	64.3	64.6	56.1	61.7		25.7	11.2	8.4	9.5	29.7	10.7
Level of Service	E	E	E	E	E		C	B	A	A	C	B
Approach Delay (s)		63.8			58.0			14.2			29.1	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			29.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			76.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	45	435	0	105	915
Future Volume (Veh/h)	0	45	435	0	105	915
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	83	458	0	114	995
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	1681	458			458	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1681	458			458	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	86			89	
cM capacity (veh/h)	94	579			1067	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	83	458	1109			
Volume Left	0	0	114			
Volume Right	83	0	0			
cSH	579	1700	1067			
Volume to Capacity	0.14	0.27	0.11			
Queue Length 95th (ft)	12	0	9			
Control Delay (s)	12.3	0.0	2.9			
Lane LOS	B		A			
Approach Delay (s)	12.3	0.0	2.9			
Approach LOS	B					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		90.2%		ICU Level of Service		E
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	155	330	190	305	660
Future Volume (vph)	200	155	330	190	305	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1597	1468	1792	1357	1752	1827
Flt Permitted	0.95	1.00	1.00	1.00	0.42	1.00
Satd. Flow (perm)	1597	1468	1792	1357	770	1827
Peak-hour factor, PHF	0.81	0.81	0.86	0.86	0.96	0.96
Adj. Flow (vph)	247	191	384	221	318	688
RTOR Reduction (vph)	0	154	0	104	0	0
Lane Group Flow (vph)	247	37	384	117	318	688
Heavy Vehicles (%)	13%	10%	6%	19%	3%	4%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	24.5	24.5	66.0	66.0	87.0	87.0
Effective Green, g (s)	24.5	24.5	66.0	66.0	87.0	87.0
Actuated g/C Ratio	0.20	0.20	0.53	0.53	0.70	0.70
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	313	287	946	716	645	1271
v/s Ratio Prot	c0.15		0.21		0.06	c0.38
v/s Ratio Perm		0.03		0.09	0.29	
v/c Ratio	0.79	0.13	0.41	0.16	0.49	0.54
Uniform Delay, d1	47.8	41.5	17.7	15.2	8.6	9.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.4	0.2	1.3	0.5	0.6	1.7
Delay (s)	60.2	41.7	19.0	15.7	9.2	10.9
Level of Service	E	D	B	B	A	B
Approach Delay (s)	52.1		17.8			10.4
Approach LOS	D		B			B
Intersection Summary						
HCM 2000 Control Delay			21.5	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.64			
Actuated Cycle Length (s)			125.0	Sum of lost time (s)		20.5
Intersection Capacity Utilization			62.4%	ICU Level of Service		B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	5	5	0	35	5	475	0	50	780	30
Future Volume (Veh/h)	10	0	5	5	0	35	5	475	0	50	780	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	0	6	6	0	41	6	528	0	54	839	32
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	1544	1503	855	1509	1519	528	871			528		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1544	1503	855	1509	1519	528	871			528		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.4	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.4			2.2		
p0 queue free %	85	100	98	94	100	92	99			95		
cM capacity (veh/h)	79	115	361	94	113	520	703			1039		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	47	534	925								
Volume Left	12	6	6	54								
Volume Right	6	41	0	32								
cSH	107	329	703	1039								
Volume to Capacity	0.17	0.14	0.01	0.05								
Queue Length 95th (ft)	14	12	1	4								
Control Delay (s)	45.3	17.7	0.2	1.4								
Lane LOS	E	C	A	A								
Approach Delay (s)	45.3	17.7	0.2	1.4								
Approach LOS	E	C										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			84.2%		ICU Level of Service				E			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	75	40	470	740	0
Future Volume (Veh/h)	0	75	40	470	740	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.91	0.91	0.88	0.88
Hourly flow rate (vph)	0	106	44	516	841	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				477		
pX, platoon unblocked	0.69					
vC, conflicting volume	1445	841	841			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1420	841	841			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	71	94			
cM capacity (veh/h)	99	360	790			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	106	560	841			
Volume Left	0	44	0			
Volume Right	106	0	0			
cSH	360	790	1700			
Volume to Capacity	0.29	0.06	0.49			
Queue Length 95th (ft)	30	4	0			
Control Delay (s)	19.1	1.5	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.1	1.5	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		1.9				
Intersection Capacity Utilization		69.1%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	5	0	0	5	505	85	0	800	15
Future Volume (Veh/h)	5	0	10	5	0	0	5	505	85	0	800	15
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.65	0.65	0.65	0.67	0.67	0.67	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	8	0	15	7	0	0	6	574	97	0	899	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)							311					
pX, platoon unblocked	0.66	0.66		0.66	0.66	0.66				0.66		
vC, conflicting volume	1534	1582	899	1534	1550	622	916			671		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1550	1623	899	1550	1576	180	916			253		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	95	88	100	100	99			100		
cM capacity (veh/h)	62	68	325	59	73	577	753			880		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	8	15	7	677	899	17						
Volume Left	8	0	7	6	0	0						
Volume Right	0	15	0	97	0	17						
cSH	62	325	59	753	880	1700						
Volume to Capacity	0.13	0.05	0.12	0.01	0.00	0.01						
Queue Length 95th (ft)	10	4	10	1	0	0						
Control Delay (s)	71.7	16.6	74.1	0.2	0.0	0.0						
Lane LOS	F	C	F	A								
Approach Delay (s)	35.8		74.1	0.2	0.0							
Approach LOS	E		F									
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			58.8%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	390	70	165	305	40	70	145	145	75	210	530
Future Volume (vph)	410	390	70	165	305	40	70	145	145	75	210	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1656	3292		1752	3318		1703	1776	1553	1687	1845	1482
Flt Permitted	0.36	1.00		0.44	1.00		0.45	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	623	3292		820	3318		799	1776	1553	1024	1845	1482
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.77	0.77	0.77	0.85	0.85	0.85
Adj. Flow (vph)	494	470	84	183	339	44	91	188	188	88	247	624
RTOR Reduction (vph)	0	7	0	0	5	0	0	0	127	0	0	146
Lane Group Flow (vph)	494	547	0	183	378	0	91	188	61	88	247	478
Heavy Vehicles (%)	9%	7%	8%	3%	6%	14%	6%	7%	4%	7%	3%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	93.5	70.9		64.0	48.5		73.9	60.3	60.3	69.4	58.0	58.0
Effective Green, g (s)	93.5	70.9		64.0	48.5		73.9	60.3	60.3	69.4	58.0	58.0
Actuated g/C Ratio	0.51	0.38		0.35	0.26		0.40	0.33	0.33	0.38	0.31	0.31
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	527	1261		361	869		385	578	506	424	578	464
v/s Ratio Prot	c0.19	0.17		0.04	0.11		c0.02	0.11		0.01	0.13	
v/s Ratio Perm	c0.28			0.13			0.08		0.04	0.06		c0.32
v/c Ratio	0.94	0.43		0.51	0.43		0.24	0.33	0.12	0.21	0.43	1.03
Uniform Delay, d1	34.5	42.2		44.2	56.8		36.0	47.0	43.8	38.2	50.3	63.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.4	0.2		1.1	1.6		0.3	0.3	0.1	0.2	0.5	49.6
Delay (s)	58.9	42.4		45.3	58.4		36.3	47.3	43.9	38.4	50.8	113.1
Level of Service	E	D		D	E		D	D	D	D	D	F
Approach Delay (s)		50.2			54.2			43.8			90.2	
Approach LOS		D			D			D			F	
Intersection Summary												
HCM 2000 Control Delay			62.6			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			73.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	5	125	25	5	10	105	715	30	10	480	35
Future Volume (vph)	140	5	125	25	5	10	105	715	30	10	480	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1538	1736	1499		1736	1881	1615	1597	1863	1615
Flt Permitted	0.34	1.00	1.00	0.75	1.00		0.37	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	635	1900	1538	1377	1499		671	1881	1615	445	1863	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	156	6	139	52	10	21	112	761	32	11	505	37
RTOR Reduction (vph)	0	0	124	0	20	0	0	0	12	0	0	15
Lane Group Flow (vph)	156	6	15	52	11	0	112	761	20	11	505	22
Heavy Vehicles (%)	1%	0%	5%	4%	43%	0%	4%	1%	0%	13%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	31.0	16.5	16.5	14.0	6.0		104.4	95.3	95.3	92.6	89.4	89.4
Effective Green, g (s)	31.0	16.5	16.5	14.0	6.0		104.4	95.3	95.3	92.6	89.4	89.4
Actuated g/C Ratio	0.21	0.11	0.11	0.09	0.04		0.70	0.64	0.64	0.62	0.60	0.60
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	277	209	169	147	59		531	1195	1026	299	1110	962
v/s Ratio Prot	c0.07	0.00		0.02	0.01		c0.01	c0.40		0.00	0.27	
v/s Ratio Perm	c0.04		0.01	0.01			0.13		0.01	0.02		0.01
v/c Ratio	0.56	0.03	0.09	0.35	0.18		0.21	0.64	0.02	0.04	0.45	0.02
Uniform Delay, d1	51.9	59.6	60.0	63.6	69.6		9.3	16.8	10.1	13.5	16.8	12.4
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	2.6	0.1	0.2	1.5	1.5		0.2	2.6	0.0	0.1	0.3	0.0
Delay (s)	54.5	59.7	60.2	65.0	71.1		9.5	19.4	10.1	13.5	17.1	12.4
Level of Service	D	E	E	E	E		A	B	B	B	B	B
Approach Delay (s)		57.2			67.3			17.8			16.7	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			26.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			75.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	15	1025	5	10	640
Future Volume (Veh/h)	5	15	1025	5	10	640
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	8	24	1068	5	11	688
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	1780	1070			1073	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1780	1070			1073	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	91	91			98	
cM capacity (veh/h)	90	271			620	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	32	1073	699			
Volume Left	8	0	11			
Volume Right	24	5	0			
cSH	180	1700	620			
Volume to Capacity	0.18	0.63	0.02			
Queue Length 95th (ft)	16	0	1			
Control Delay (s)	29.3	0.0	0.5			
Lane LOS	D		A			
Approach Delay (s)	29.3	0.0	0.5			
Approach LOS	D					
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		64.3%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	405	655	170	235	445
Future Volume (vph)	130	405	655	170	235	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	1599	1881	1599	1787	1845
Flt Permitted	0.95	1.00	1.00	1.00	0.24	1.00
Satd. Flow (perm)	1719	1599	1881	1599	460	1845
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.91	0.91
Adj. Flow (vph)	149	466	675	175	258	489
RTOR Reduction (vph)	0	321	0	61	0	0
Lane Group Flow (vph)	149	145	675	114	258	489
Heavy Vehicles (%)	5%	1%	1%	1%	1%	3%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	18.2	18.2	72.1	72.1	93.3	93.3
Effective Green, g (s)	18.2	18.2	72.1	72.1	93.3	93.3
Actuated g/C Ratio	0.15	0.15	0.58	0.58	0.75	0.75
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	250	232	1084	922	494	1377
v/s Ratio Prot	0.09		c0.36		c0.06	0.27
v/s Ratio Perm		c0.09		0.07	0.33	
v/c Ratio	0.60	0.62	0.62	0.12	0.52	0.36
Uniform Delay, d1	50.0	50.2	17.5	12.1	10.8	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	5.1	2.7	0.3	1.0	0.7
Delay (s)	53.7	55.3	20.2	12.3	11.8	6.2
Level of Service	D	E	C	B	B	A
Approach Delay (s)	54.9		18.6			8.1
Approach LOS	D		B			A
Intersection Summary						
HCM 2000 Control Delay			25.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	20.5
Intersection Capacity Utilization			71.8%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	10	0	5	105	15	700	0	15	535	25
Future Volume (Veh/h)	20	5	10	0	5	105	15	700	0	15	535	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	27	7	13	0	7	152	15	714	0	16	588	27
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	1533	1378	602	1394	1391	714	615			714		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1533	1378	602	1394	1391	714	615			714		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	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 %	54	95	97	100	95	65	98			98		
cM capacity (veh/h)	59	141	504	110	139	435	974			895		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	159	729	631								
Volume Left	27	0	15	16								
Volume Right	13	152	0	27								
cSH	88	397	974	895								
Volume to Capacity	0.54	0.40	0.02	0.02								
Queue Length 95th (ft)	59	47	1	1								
Control Delay (s)	85.8	20.0	0.4	0.5								
Lane LOS	F	C	A	A								
Approach Delay (s)	85.8	20.0	0.4	0.5								
Approach LOS	F	C										
Intersection Summary												
Average Delay			5.0									
Intersection Capacity Utilization			59.0%	ICU Level of Service					B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	70	85	705	570	0
Future Volume (Veh/h)	0	70	85	705	570	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.70	0.95	0.95	0.86	0.86
Hourly flow rate (vph)	0	100	89	742	663	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				477		
pX, platoon unblocked	0.65					
vC, conflicting volume	1583	663	663			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1627	663	663			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	78	90			
cM capacity (veh/h)	67	465	926			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	100	831	663			
Volume Left	0	89	0			
Volume Right	100	0	0			
cSH	465	926	1700			
Volume to Capacity	0.22	0.10	0.39			
Queue Length 95th (ft)	20	8	0			
Control Delay (s)	14.9	2.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.9	2.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		86.1%		ICU Level of Service		E
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	30	25	5	5	15	775	25	0	610	30
Future Volume (Veh/h)	10	0	30	25	5	5	15	775	25	0	610	30
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.91	0.91	0.91	0.86	0.86	0.86
Hourly flow rate (vph)	13	0	38	41	8	8	16	852	27	0	709	35
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	0.65	0.65		0.65	0.65	0.65				0.65		
vC, conflicting volume	1618	1620	709	1606	1642	866	744			879		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1684	1686	709	1665	1719	517	744			538		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	69	100	91	9	86	98	98			100		
cM capacity (veh/h)	42	60	427	45	57	363	873			672		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	13	38	57	895	709	35						
Volume Left	13	0	41	16	0	0						
Volume Right	0	38	8	27	0	35						
cSH	42	427	53	873	672	1700						
Volume to Capacity	0.31	0.09	1.07	0.02	0.00	0.02						
Queue Length 95th (ft)	26	7	122	1	0	0						
Control Delay (s)	125.2	14.2	269.1	0.5	0.0	0.0						
Lane LOS	F	B	F	A								
Approach Delay (s)	42.5		269.1	0.5	0.0							
Approach LOS	E		F									
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												
ICU Level of Service												
C												

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	415	535	45	270	490	105	155	295	330	125	175	365
Future Volume (vph)	415	535	45	270	490	105	155	295	330	125	175	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3530		1787	3485		1787	1881	1615	1770	1845	1553
Flt Permitted	0.25	1.00		0.43	1.00		0.41	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	461	3530		801	3485		767	1881	1615	399	1845	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	428	552	46	284	516	111	182	347	388	149	208	435
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	240	0	0	138
Lane Group Flow (vph)	428	595	0	284	618	0	182	347	148	149	208	297
Heavy Vehicles (%)	2%	1%	2%	1%	1%	0%	1%	1%	0%	2%	3%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	105.9	80.9		80.4	62.5		61.9	42.9	42.9	56.6	40.2	40.2
Effective Green, g (s)	105.9	80.9		80.4	62.5		61.9	42.9	42.9	56.6	40.2	40.2
Actuated g/C Ratio	0.57	0.44		0.43	0.34		0.33	0.23	0.23	0.31	0.22	0.22
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	521	1543		443	1177		361	436	374	243	400	337
v/s Ratio Prot	c0.16	0.17		0.06	0.18		0.05	c0.18		c0.05	0.11	
v/s Ratio Perm	c0.31			0.22			0.12		0.09	0.13		c0.19
v/c Ratio	0.82	0.39		0.64	0.53		0.50	0.80	0.39	0.61	0.52	0.88
Uniform Delay, d1	27.1	35.2		35.3	49.3		46.3	66.9	60.1	50.6	63.9	70.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.1	0.2		3.2	1.7		1.1	9.7	0.7	4.5	1.2	22.6
Delay (s)	37.1	35.4		38.4	51.0		47.4	76.6	60.8	55.1	65.1	92.7
Level of Service	D	D		D	D		D	E	E	E	E	F
Approach Delay (s)		36.1			47.1			64.1			78.4	
Approach LOS		D			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			55.1			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			84.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Future Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1641	1624	1538	1736	1496		1641	1792	1417	1597	1827	1455
Flt Permitted	0.74	1.00	1.00	0.62	1.00		0.07	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	1278	1624	1538	1129	1496		120	1792	1417	887	1827	1455
Peak-hour factor, PHF	0.95	0.95	0.95	0.57	0.57	0.57	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	32	5	121	53	9	18	109	397	16	12	1035	23
RTOR Reduction (vph)	0	0	112	0	16	0	0	0	5	0	0	9
Lane Group Flow (vph)	32	5	9	53	11	0	109	397	11	12	1035	14
Heavy Vehicles (%)	10%	17%	5%	4%	43%	0%	10%	6%	14%	13%	4%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	17.3	11.7	11.7	23.2	14.9		109.6	99.8	99.8	96.4	93.2	93.2
Effective Green, g (s)	17.3	11.7	11.7	23.2	14.9		109.6	99.8	99.8	96.4	93.2	93.2
Actuated g/C Ratio	0.12	0.08	0.08	0.15	0.10		0.73	0.67	0.67	0.64	0.62	0.62
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	126	119	208	148		187	1192	942	585	1135	904
v/s Ratio Prot	0.01	0.00		c0.01	0.01		c0.04	0.22		0.00	c0.57	
v/s Ratio Perm	0.02		0.01	c0.03			0.39		0.01	0.01		0.01
v/c Ratio	0.20	0.04	0.08	0.25	0.07		0.58	0.33	0.01	0.02	0.91	0.02
Uniform Delay, d1	59.9	64.0	64.2	55.3	61.3		30.4	10.8	8.5	9.6	24.8	10.9
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	0.6	0.1	0.3	0.6	0.2		4.6	0.8	0.0	0.0	11.0	0.0
Delay (s)	60.5	64.1	64.4	56.0	61.5		34.9	11.5	8.5	9.7	35.8	10.9
Level of Service	E	E	E	E	E		C	B	A	A	D	B
Approach Delay (s)		63.6			57.8			16.3			35.0	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			33.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			78.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	45	460	0	110	965
Future Volume (Veh/h)	0	45	460	0	110	965
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	83	484	0	120	1049
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	1773	484			484	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1773	484			484	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	85			88	
cM capacity (veh/h)	82	559			1043	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	83	484	1169			
Volume Left	0	0	120			
Volume Right	83	0	0			
cSH	559	1700	1043			
Volume to Capacity	0.15	0.28	0.12			
Queue Length 95th (ft)	13	0	10			
Control Delay (s)	12.6	0.0	3.3			
Lane LOS	B		A			
Approach Delay (s)	12.6	0.0	3.3			
Approach LOS	B					
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		94.4%		ICU Level of Service		F
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	210	165	350	200	320	700
Future Volume (vph)	210	165	350	200	320	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1597	1468	1792	1357	1752	1827
Flt Permitted	0.95	1.00	1.00	1.00	0.39	1.00
Satd. Flow (perm)	1597	1468	1792	1357	728	1827
Peak-hour factor, PHF	0.81	0.81	0.86	0.86	0.96	0.96
Adj. Flow (vph)	259	204	407	233	333	729
RTOR Reduction (vph)	0	163	0	112	0	0
Lane Group Flow (vph)	259	41	407	121	333	729
Heavy Vehicles (%)	13%	10%	6%	19%	3%	4%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	25.4	25.4	64.7	64.7	86.1	86.1
Effective Green, g (s)	25.4	25.4	64.7	64.7	86.1	86.1
Actuated g/C Ratio	0.20	0.20	0.52	0.52	0.69	0.69
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	324	298	927	702	619	1258
v/s Ratio Prot	c0.16		0.23		0.06	c0.40
v/s Ratio Perm		0.03		0.09	0.31	
v/c Ratio	0.80	0.14	0.44	0.17	0.54	0.58
Uniform Delay, d1	47.4	40.8	18.8	16.0	9.4	10.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.9	0.2	1.5	0.5	0.9	2.0
Delay (s)	60.3	41.0	20.3	16.5	10.3	12.0
Level of Service	E	D	C	B	B	B
Approach Delay (s)	51.8		18.9			11.5
Approach LOS	D		B			B
Intersection Summary						
HCM 2000 Control Delay			22.3	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			125.0	Sum of lost time (s)		20.5
Intersection Capacity Utilization			64.9%	ICU Level of Service		C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	5	5	0	35	5	505	0	55	825	30
Future Volume (Veh/h)	10	0	5	5	0	35	5	505	0	55	825	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	0	6	6	0	41	6	561	0	59	887	32
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	1635	1594	903	1600	1610	561	919			561		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1635	1594	903	1600	1610	561	919			561		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.4	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.4			2.2		
p0 queue free %	82	100	98	93	100	92	99			94		
cM capacity (veh/h)	68	101	339	81	99	498	673			1010		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	47	567	978								
Volume Left	12	6	6	59								
Volume Right	6	41	0	32								
cSH	92	300	673	1010								
Volume to Capacity	0.20	0.16	0.01	0.06								
Queue Length 95th (ft)	17	14	1	5								
Control Delay (s)	53.2	19.2	0.2	1.6								
Lane LOS	F	C	A	A								
Approach Delay (s)	53.2	19.2	0.2	1.6								
Approach LOS	F	C										
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	88.5%			ICU Level of Service					E			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	80	40	500	780	0
Future Volume (Veh/h)	0	80	40	500	780	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.91	0.91	0.88	0.88
Hourly flow rate (vph)	0	113	44	549	886	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				477		
pX, platoon unblocked	0.66					
vC, conflicting volume	1523	886	886			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1535	886	886			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	67	94			
cM capacity (veh/h)	80	339	760			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	113	593	886			
Volume Left	0	44	0			
Volume Right	113	0	0			
cSH	339	760	1700			
Volume to Capacity	0.33	0.06	0.52			
Queue Length 95th (ft)	36	5	0			
Control Delay (s)	20.8	1.5	0.0			
Lane LOS	C	A				
Approach Delay (s)	20.8	1.5	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		2.1				
Intersection Capacity Utilization		70.9%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	5	0	0	5	535	90	0	845	15
Future Volume (Veh/h)	5	0	10	5	0	0	5	535	90	0	845	15
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.65	0.65	0.65	0.67	0.67	0.67	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	8	0	15	7	0	0	6	608	102	0	949	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)	311											
pX, platoon unblocked	0.63	0.63		0.63	0.63	0.63				0.63		
vC, conflicting volume	1620	1671	949	1620	1637	659	966			710		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1689	1770	949	1689	1716	173	966			253		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	100	95	84	100	100	99			100		
cM capacity (veh/h)	47	53	304	45	57	555	721			839		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	8	15	7	716	949	17						
Volume Left	8	0	7	6	0	0						
Volume Right	0	15	0	102	0	17						
cSH	47	304	45	721	839	1700						
Volume to Capacity	0.17	0.05	0.16	0.01	0.00	0.01						
Queue Length 95th (ft)	14	4	13	1	0	0						
Control Delay (s)	96.4	17.5	99.7	0.2	0.0	0.0						
Lane LOS	F	C	F	A								
Approach Delay (s)	44.9		99.7	0.2	0.0							
Approach LOS	E		F									
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				61.1%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	410	75	175	320	40	75	155	155	80	220	560
Future Volume (vph)	435	410	75	175	320	40	75	155	155	80	220	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1656	3291		1752	3322		1703	1776	1553	1687	1845	1482
Flt Permitted	0.34	1.00		0.43	1.00		0.43	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	599	3291		797	3322		765	1776	1553	990	1845	1482
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.77	0.77	0.77	0.85	0.85	0.85
Adj. Flow (vph)	524	494	90	194	356	44	97	201	201	94	259	659
RTOR Reduction (vph)	0	8	0	0	5	0	0	0	136	0	0	148
Lane Group Flow (vph)	524	576	0	194	395	0	97	201	65	94	259	511
Heavy Vehicles (%)	9%	7%	8%	3%	6%	14%	6%	7%	4%	7%	3%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	93.5	70.5		64.4	48.5		74.0	59.9	59.9	69.3	57.5	57.5
Effective Green, g (s)	93.5	70.5		64.4	48.5		74.0	59.9	59.9	69.3	57.5	57.5
Actuated g/C Ratio	0.51	0.38		0.35	0.26		0.40	0.32	0.32	0.37	0.31	0.31
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	519	1254		359	870		377	575	502	415	573	460
v/s Ratio Prot	c0.21	0.18		0.05	0.12		c0.02	0.11		0.01	0.14	
v/s Ratio Perm	c0.30			0.14			0.08		0.04	0.07		c0.34
v/c Ratio	1.01	0.46		0.54	0.45		0.26	0.35	0.13	0.23	0.45	1.11
Uniform Delay, d1	37.3	43.0		44.2	57.2		36.2	47.7	44.2	38.4	51.1	63.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.9	0.3		1.7	1.7		0.4	0.4	0.1	0.3	0.6	75.6
Delay (s)	79.2	43.2		45.9	58.9		36.6	48.1	44.3	38.7	51.7	139.3
Level of Service	E	D		D	E		D	D	D	D	D	F
Approach Delay (s)		60.2			54.6			44.3			107.6	
Approach LOS		E			D			D			F	
Intersection Summary												
HCM 2000 Control Delay			71.6			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			75.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	5	130	25	5	10	110	755	30	10	505	35
Future Volume (vph)	150	5	130	25	5	10	110	755	30	10	505	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1538	1736	1499		1736	1881	1615	1597	1863	1615
Flt Permitted	0.34	1.00	1.00	0.75	1.00		0.35	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)	635	1900	1538	1377	1499		632	1881	1615	396	1863	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	167	6	144	52	10	21	117	803	32	11	532	37
RTOR Reduction (vph)	0	0	127	0	20	0	0	0	12	0	0	15
Lane Group Flow (vph)	167	6	17	52	11	0	117	803	20	11	532	22
Heavy Vehicles (%)	1%	0%	5%	4%	43%	0%	4%	1%	0%	13%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	31.7	17.3	17.3	13.9	6.0		103.9	94.6	94.6	91.7	88.5	88.5
Effective Green, g (s)	31.7	17.3	17.3	13.9	6.0		103.9	94.6	94.6	91.7	88.5	88.5
Actuated g/C Ratio	0.21	0.12	0.12	0.09	0.04		0.69	0.63	0.63	0.61	0.59	0.59
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	219	177	146	59		506	1186	1018	267	1099	952
v/s Ratio Prot	c0.08	0.00		0.02	0.01		c0.01	c0.43		0.00	0.29	
v/s Ratio Perm	c0.05		0.01	0.01			0.15		0.01	0.02		0.01
v/c Ratio	0.59	0.03	0.09	0.36	0.18		0.23	0.68	0.02	0.04	0.48	0.02
Uniform Delay, d1	51.6	58.9	59.3	63.7	69.6		9.9	17.9	10.4	14.7	17.6	12.8
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	3.1	0.1	0.2	1.5	1.5		0.2	3.1	0.0	0.1	0.3	0.0
Delay (s)	54.7	58.9	59.6	65.1	71.1		10.1	21.0	10.4	14.7	18.0	12.8
Level of Service	D	E	E	E	E		B	C	B	B	B	B
Approach Delay (s)		57.0			67.4			19.3			17.6	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			27.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			78.5%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	15	1080	5	10	675
Future Volume (Veh/h)	5	15	1080	5	10	675
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	8	24	1125	5	11	726
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	1876	1128			1130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1876	1128			1130	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	90	90			98	
cM capacity (veh/h)	78	251			590	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	32	1130	737			
Volume Left	8	0	11			
Volume Right	24	5	0			
cSH	162	1700	590			
Volume to Capacity	0.20	0.66	0.02			
Queue Length 95th (ft)	18	0	1			
Control Delay (s)	32.7	0.0	0.5			
Lane LOS	D		A			
Approach Delay (s)	32.7	0.0	0.5			
Approach LOS	D					
Intersection Summary						
Average Delay						
Intersection Capacity Utilization						
Analysis Period (min)						

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	135	425	690	180	250	470
Future Volume (vph)	135	425	690	180	250	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	1599	1881	1599	1787	1845
Flt Permitted	0.95	1.00	1.00	1.00	0.20	1.00
Satd. Flow (perm)	1719	1599	1881	1599	371	1845
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.91	0.91
Adj. Flow (vph)	155	489	711	186	275	516
RTOR Reduction (vph)	0	307	0	66	0	0
Lane Group Flow (vph)	155	182	711	120	275	516
Heavy Vehicles (%)	5%	1%	1%	1%	1%	3%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	20.0	20.0	67.7	67.7	91.5	91.5
Effective Green, g (s)	20.0	20.0	67.7	67.7	91.5	91.5
Actuated g/C Ratio	0.16	0.16	0.54	0.54	0.73	0.73
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	275	255	1018	866	461	1350
v/s Ratio Prot	0.09		c0.38		c0.08	0.28
v/s Ratio Perm		c0.11		0.08	0.36	
v/c Ratio	0.56	0.72	0.70	0.14	0.60	0.38
Uniform Delay, d1	48.5	49.8	21.1	14.2	14.2	6.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	9.2	4.0	0.3	2.1	0.8
Delay (s)	51.1	59.0	25.1	14.5	16.3	7.1
Level of Service	D	E	C	B	B	A
Approach Delay (s)	57.1		22.9			10.3
Approach LOS	E		C			B
Intersection Summary						
HCM 2000 Control Delay			28.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	20.5
Intersection Capacity Utilization			74.7%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	10	0	5	110	15	740	0	15	565	25
Future Volume (Veh/h)	20	5	10	0	5	110	15	740	0	15	565	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	27	7	13	0	7	159	15	755	0	16	621	27
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	1614	1452	634	1468	1465	755	648			755		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1614	1452	634	1468	1465	755	648			755		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	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 %	44	95	97	100	94	61	98			98		
cM capacity (veh/h)	48	127	482	97	125	412	947			865		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	166	770	664								
Volume Left	27	0	15	16								
Volume Right	13	159	0	27								
cSH	73	376	947	865								
Volume to Capacity	0.64	0.44	0.02	0.02								
Queue Length 95th (ft)	71	55	1	1								
Control Delay (s)	116.8	22.0	0.4	0.5								
Lane LOS	F	C	A	A								
Approach Delay (s)	116.8	22.0	0.4	0.5								
Approach LOS	F	C										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			61.2%	ICU Level of Service					B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	75	90	745	600	0
Future Volume (Veh/h)	0	75	90	745	600	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.70	0.95	0.95	0.86	0.86
Hourly flow rate (vph)	0	107	95	784	698	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				477		
pX, platoon unblocked	0.62					
vC, conflicting volume	1672	698	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1776	698	698			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	76	89			
cM capacity (veh/h)	51	444	898			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	107	879	698			
Volume Left	0	95	0			
Volume Right	107	0	0			
cSH	444	898	1700			
Volume to Capacity	0.24	0.11	0.41			
Queue Length 95th (ft)	23	9	0			
Control Delay (s)	15.7	2.7	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.7	2.7	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		90.4%		ICU Level of Service		E
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	30	25	5	5	15	820	25	0	645	30
Future Volume (Veh/h)	10	0	30	25	5	5	15	820	25	0	645	30
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.91	0.91	0.91	0.86	0.86	0.86
Hourly flow rate (vph)	13	0	38	41	8	8	16	901	27	0	750	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)	311											
pX, platoon unblocked	0.62	0.62		0.62	0.62	0.62				0.62		
vC, conflicting volume	1708	1710	750	1696	1732	914	785			928		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1838	1841	750	1819	1876	550	785			572		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	57	100	91	0	82	98	98			100		
cM capacity (veh/h)	30	46	405	33	44	332	843			623		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	SB 2						
Volume Total	13	38	57	944	750	35						
Volume Left	13	0	41	16	0	0						
Volume Right	0	38	8	27	0	35						
cSH	30	405	40	843	623	1700						
Volume to Capacity	0.43	0.09	1.43	0.02	0.00	0.02						
Queue Length 95th (ft)	35	8	146	1	0	0						
Control Delay (s)	196.9	14.8	454.1	0.5	0.0	0.0						
Lane LOS	F	B	F	A								
Approach Delay (s)	61.2		454.1	0.5	0.0							
Approach LOS	F		F									
Intersection Summary												
Average Delay				16.1								
Intersection Capacity Utilization				72.0%	ICU Level of Service				C			
Analysis Period (min)				15								

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	565	45	285	515	110	165	310	350	130	185	385
Future Volume (vph)	440	565	45	285	515	110	165	310	350	130	185	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1787	3486		1787	1881	1615	1770	1845	1553
Flt Permitted	0.20	1.00		0.41	1.00		0.40	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	368	3532		778	3486		748	1881	1615	397	1845	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	454	582	46	300	542	116	194	365	412	155	220	458
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	238	0	0	136
Lane Group Flow (vph)	454	625	0	300	649	0	194	365	174	155	220	322
Heavy Vehicles (%)	2%	1%	2%	1%	1%	0%	1%	1%	0%	2%	3%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	103.1	77.4		73.5	54.9		65.1	45.5	45.5	59.0	42.4	42.4
Effective Green, g (s)	103.1	77.4		73.5	54.9		65.1	45.5	45.5	59.0	42.4	42.4
Actuated g/C Ratio	0.56	0.42		0.40	0.30		0.35	0.25	0.25	0.32	0.23	0.23
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	517	1477		410	1034		373	462	397	249	422	355
v/s Ratio Prot	c0.20	0.18		0.07	0.19		0.06	c0.19		c0.06	0.12	
v/s Ratio Perm	c0.29			0.22			0.13		0.11	0.14		c0.21
v/c Ratio	0.88	0.42		0.73	0.63		0.52	0.79	0.44	0.62	0.52	0.91
Uniform Delay, d1	37.8	38.0		40.8	56.2		44.5	65.3	58.9	49.1	62.4	69.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.5	0.2		6.6	2.9		1.3	8.9	0.8	4.8	1.2	25.9
Delay (s)	53.3	38.2		47.4	59.1		45.8	74.2	59.7	53.9	63.6	95.3
Level of Service	D	D		D	E		D	E	E	D	E	F
Approach Delay (s)		44.5			55.4			62.4			79.2	
Approach LOS		D			E			E			E	
Intersection Summary												
HCM 2000 Control Delay			59.3			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			87.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Future Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1641	1624	1538	1736	1496		1641	1792	1417	1597	1827	1455
Flt Permitted	0.74	1.00	1.00	0.62	1.00		0.07	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	1278	1624	1538	1129	1496		120	1792	1417	887	1827	1455
Peak-hour factor, PHF	0.95	0.95	0.95	0.57	0.57	0.57	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	32	5	121	53	9	18	109	397	16	12	1035	23
RTOR Reduction (vph)	0	0	112	0	16	0	0	0	5	0	0	9
Lane Group Flow (vph)	32	5	9	53	11	0	109	397	11	12	1035	14
Heavy Vehicles (%)	10%	17%	5%	4%	43%	0%	10%	6%	14%	13%	4%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	17.3	11.7	11.7	23.2	14.9		109.6	99.8	99.8	96.4	93.2	93.2
Effective Green, g (s)	17.3	11.7	11.7	23.2	14.9		109.6	99.8	99.8	96.4	93.2	93.2
Actuated g/C Ratio	0.12	0.08	0.08	0.15	0.10		0.73	0.67	0.67	0.64	0.62	0.62
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	126	119	208	148		187	1192	942	585	1135	904
v/s Ratio Prot	0.01	0.00		c0.01	0.01		c0.04	0.22		0.00	c0.57	
v/s Ratio Perm	0.02		0.01	c0.03			0.39		0.01	0.01		0.01
v/c Ratio	0.20	0.04	0.08	0.25	0.07		0.58	0.33	0.01	0.02	0.91	0.02
Uniform Delay, d1	59.9	64.0	64.2	55.3	61.3		30.4	10.8	8.5	9.6	24.8	10.9
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	0.6	0.1	0.3	0.6	0.2		4.6	0.8	0.0	0.0	11.0	0.0
Delay (s)	60.5	64.1	64.4	56.0	61.5		34.9	11.5	8.5	9.7	35.8	10.9
Level of Service	E	E	E	E	E		C	B	A	A	D	B
Approach Delay (s)		63.6			57.8			16.3			35.0	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			33.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			78.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	45	460	0	110	965
Future Volume (Veh/h)	0	45	460	0	110	965
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	83	484	0	120	1049
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	1773	484			484	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1773	484			484	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	85			88	
cM capacity (veh/h)	82	559			1043	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	83	484	0	120	1049	
Volume Left	0	0	0	120	0	
Volume Right	83	0	0	0	0	
cSH	559	1700	1700	1043	1700	
Volume to Capacity	0.15	0.28	0.00	0.12	0.62	
Queue Length 95th (ft)	13	0	0	10	0	
Control Delay (s)	12.6	0.0	0.0	8.9	0.0	
Lane LOS	B			A		
Approach Delay (s)	12.6	0.0		0.9		
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			60.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	210	165	350	200	320	700
Future Volume (vph)	210	165	350	200	320	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	6.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1597	1468	1792	1357	1752	1827
Flt Permitted	0.95	1.00	1.00	1.00	0.38	1.00
Satd. Flow (perm)	1597	1468	1792	1357	705	1827
Peak-hour factor, PHF	0.81	0.81	0.86	0.86	0.96	0.96
Adj. Flow (vph)	259	204	407	233	333	729
RTOR Reduction (vph)	0	158	0	118	0	0
Lane Group Flow (vph)	259	46	407	115	333	729
Heavy Vehicles (%)	13%	10%	6%	19%	3%	4%
Turn Type	Prot	Perm	NA	Perm	custom	NA
Protected Phases	4!		2		1	4 6!
Permitted Phases		4		2	6	
Actuated Green, G (s)	28.0	28.0	61.7	61.7	83.5	125.0
Effective Green, g (s)	28.0	28.0	61.7	61.7	83.5	118.0
Actuated g/C Ratio	0.22	0.22	0.49	0.49	0.67	0.94
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	357	328	884	669	594	1724
v/s Ratio Prot	c0.16		0.23		c0.07	0.40
v/s Ratio Perm		0.03		0.08	c0.31	
v/c Ratio	0.73	0.14	0.46	0.17	0.56	0.42
Uniform Delay, d1	44.9	38.8	20.7	17.5	10.6	0.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	0.2	1.7	0.6	1.2	0.2
Delay (s)	52.1	39.0	22.5	18.1	11.8	0.5
Level of Service	D	D	C	B	B	A
Approach Delay (s)	46.3		20.9			4.0
Approach LOS	D		C			A
Intersection Summary						
HCM 2000 Control Delay			18.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	20.5
Intersection Capacity Utilization			64.9%		ICU Level of Service	C
Analysis Period (min)			15			
! Phase conflict between lane groups.						
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	5	5	0	35	5	505	0	55	825	30
Future Volume (Veh/h)	10	0	5	5	0	35	5	505	0	55	825	30
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	12	0	6	6	0	41	6	561	0	59	887	32
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	1635	1594	903	1584	1610	561	919	561				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1635	1594	903	1584	1610	561	919	561				
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.4	4.3	4.1				
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.4	2.2				
p0 queue free %	82	100	98	93	100	92	99	94				
cM capacity (veh/h)	68	101	339	83	99	498	673	1010				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	18	47	6	561	59	919						
Volume Left	12	6	6	0	59	0						
Volume Right	6	41	0	0	0	32						
cSH	92	303	673	1700	1010	1700						
Volume to Capacity	0.20	0.15	0.01	0.33	0.06	0.54						
Queue Length 95th (ft)	17	14	1	0	5	0						
Control Delay (s)	53.2	19.0	10.4	0.0	8.8	0.0						
Lane LOS	F	C	B	A								
Approach Delay (s)	53.2	19.0	0.1	0.5								
Approach LOS	F	C										
Intersection Summary												
Average Delay	1.5											
Intersection Capacity Utilization	55.7%			ICU Level of Service				B				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd/Mary Ln

04/11/2019

																								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR												
Lane Configurations																								
Traffic Volume (veh/h)	5	0	80	5	0	0	45	495	0	0	780	0												
Future Volume (Veh/h)	5	0	80	5	0	0	45	495	0	0	780	0												
Sign Control	Stop			Stop			Free			Free														
Grade	0%			0%			0%			0%														
Peak Hour Factor	0.71	0.92	0.71	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.88	0.88												
Hourly flow rate (vph)	7	0	113	5	0	0	49	544	0	0	886	0												
Pedestrians																								
Lane Width (ft)																								
Walking Speed (ft/s)																								
Percent Blockage																								
Right turn flare (veh)																								
Median type							None			None														
Median storage (veh)																								
Upstream signal (ft)	1000																							
pX, platoon unblocked	0.76	0.76		0.76	0.76	0.76				0.76														
vC, conflicting volume	1528	1528	886	1641	1528	544	886			544														
vC1, stage 1 conf vol																								
vC2, stage 2 conf vol																								
vCu, unblocked vol	1537	1537	886	1686	1537	237	886			237														
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	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 %	90	100	67	86	100	100	94			100														
cM capacity (veh/h)	69	82	339	36	82	607	760			1007														
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3																
Volume Total	120	5	49	544	0	0	886	0																
Volume Left	7	5	49	0	0	0	0	0																
Volume Right	113	0	0	0	0	0	0	0																
cSH	276	36	760	1700	1700	1700	1700	1700																
Volume to Capacity	0.43	0.14	0.06	0.32	0.00	0.00	0.52	0.00																
Queue Length 95th (ft)	52	11	5	0	0	0	0	0																
Control Delay (s)	27.7	121.6	10.1	0.0	0.0	0.0	0.0	0.0																
Lane LOS	D	F	B																					
Approach Delay (s)	27.7	121.6	0.8				0.0																	
Approach LOS	D	F																						
Intersection Summary																								
Average Delay				2.8																				
Intersection Capacity Utilization				52.8%	ICU Level of Service				A															
Analysis Period (min)				15																				

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	10	0	0	0	0	540	90	0	850	15
Future Volume (Veh/h)	0	0	10	0	0	0	0	540	90	0	850	15
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.65	0.65	0.65	0.67	0.67	0.67	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	15	0	0	0	0	614	102	0	955	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)	311											
pX, platoon unblocked												
vC, conflicting volume	1262	1671	478	1142	1637	358	972				716	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1262	1671	478	1142	1637	358	972				716	
tC, single (s)	7.5	6.5	7.1	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	97	100	100	100	100				100	
cM capacity (veh/h)	129	97	510	153	102	644	717				894	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	15	0	409	307	478	478	17					
Volume Left	0	0	0	0	0	0	0					
Volume Right	15	0	0	102	0	0	17					
cSH	510	1700	1700	1700	1700	1700	1700					
Volume to Capacity	0.03	0.00	0.24	0.18	0.28	0.28	0.01					
Queue Length 95th (ft)	2	0	0	0	0	0	0					
Control Delay (s)	12.3	0.0	0.0	0.0	0.0	0.0	0.0					
Lane LOS	B	A										
Approach Delay (s)	12.3	0.0	0.0	0.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			33.5%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	410	75	175	320	40	75	155	155	80	220	560
Future Volume (vph)	435	410	75	175	320	40	75	155	155	80	220	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	7.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1656	3291		1752	3322		1703	1776	1553	1687	1845	1482
Flt Permitted	0.40	1.00		0.43	1.00		0.23	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	692	3291		797	3322		411	1776	1553	684	1845	1482
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.77	0.77	0.77	0.85	0.85	0.85
Adj. Flow (vph)	524	494	90	194	356	44	97	201	201	94	259	659
RTOR Reduction (vph)	0	6	0	0	5	0	0	0	166	0	0	171
Lane Group Flow (vph)	524	578	0	194	395	0	97	201	35	94	259	488
Heavy Vehicles (%)	9%	7%	8%	3%	6%	14%	6%	7%	4%	7%	3%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	120.0	98.8		78.3	64.2		45.5	31.8	31.8	44.8	31.4	80.2
Effective Green, g (s)	120.0	98.8		78.3	64.2		45.5	31.8	31.8	44.8	31.4	80.2
Actuated g/C Ratio	0.65	0.53		0.42	0.35		0.25	0.17	0.17	0.24	0.17	0.43
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	703	1757		410	1152		196	305	266	238	313	642
v/s Ratio Prot	c0.20	0.18		0.04	0.12		c0.04	0.11		0.03	c0.14	c0.20
v/s Ratio Perm	c0.29			0.16			0.08		0.02	0.07		0.13
v/c Ratio	0.75	0.33		0.47	0.34		0.49	0.66	0.13	0.39	0.83	0.76
Uniform Delay, d1	18.5	24.4		34.6	44.8		56.9	71.5	64.9	56.7	74.2	44.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.1		0.9	0.8		2.0	5.1	0.2	1.1	16.2	5.3
Delay (s)	22.8	24.5		35.5	45.6		58.9	76.6	65.1	57.8	90.4	49.6
Level of Service	C	C		D	D		E	E	E	E	F	D
Approach Delay (s)		23.7			42.3			68.5			60.8	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			45.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			75.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	5	130	25	5	10	110	755	30	10	505	35
Future Volume (vph)	150	5	130	25	5	10	110	755	30	10	505	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	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	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1538	1736	1499		1736	1881	1615	1597	1863	1615
Flt Permitted	0.34	1.00	1.00	0.75	1.00		0.35	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)	635	1900	1538	1377	1499		632	1881	1615	396	1863	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	167	6	144	52	10	21	117	803	32	11	532	37
RTOR Reduction (vph)	0	0	127	0	20	0	0	0	12	0	0	15
Lane Group Flow (vph)	167	6	17	52	11	0	117	803	20	11	532	22
Heavy Vehicles (%)	1%	0%	5%	4%	43%	0%	4%	1%	0%	13%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	31.7	17.3	17.3	13.9	6.0		103.9	94.6	94.6	91.7	88.5	88.5
Effective Green, g (s)	31.7	17.3	17.3	13.9	6.0		103.9	94.6	94.6	91.7	88.5	88.5
Actuated g/C Ratio	0.21	0.12	0.12	0.09	0.04		0.69	0.63	0.63	0.61	0.59	0.59
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	219	177	146	59		506	1186	1018	267	1099	952
v/s Ratio Prot	c0.08	0.00		0.02	0.01		c0.01	c0.43		0.00	0.29	
v/s Ratio Perm	c0.05		0.01	0.01			0.15		0.01	0.02		0.01
v/c Ratio	0.59	0.03	0.09	0.36	0.18		0.23	0.68	0.02	0.04	0.48	0.02
Uniform Delay, d1	51.6	58.9	59.3	63.7	69.6		9.9	17.9	10.4	14.7	17.6	12.8
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	3.1	0.1	0.2	1.5	1.5		0.2	3.1	0.0	0.1	0.3	0.0
Delay (s)	54.7	58.9	59.6	65.1	71.1		10.1	21.0	10.4	14.7	18.0	12.8
Level of Service	D	E	E	E	E		B	C	B	B	B	B
Approach Delay (s)		57.0			67.4			19.3			17.6	
Approach LOS		E			E			B			B	
Intersection Summary												
HCM 2000 Control Delay			27.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			78.5%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	15	1080	5	10	675
Future Volume (Veh/h)	5	15	1080	5	10	675
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	8	24	1125	5	11	726
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	1873	1125			1130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1873	1125			1130	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	90	90			98	
cM capacity (veh/h)	79	252			590	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	32	1125	5	11	726	
Volume Left	8	0	0	11	0	
Volume Right	24	0	5	0	0	
cSH	162	1700	1700	590	1700	
Volume to Capacity	0.20	0.66	0.00	0.02	0.43	
Queue Length 95th (ft)	18	0	0	1	0	
Control Delay (s)	32.6	0.0	0.0	11.2	0.0	
Lane LOS	D			B		
Approach Delay (s)	32.6	0.0		0.2		
Approach LOS	D					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			66.8%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	135	425	690	180	250	470
Future Volume (vph)	135	425	690	180	250	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	6.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	1599	1881	1599	1787	1845
Flt Permitted	0.95	1.00	1.00	1.00	0.18	1.00
Satd. Flow (perm)	1719	1599	1881	1599	337	1845
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.91	0.91
Adj. Flow (vph)	155	489	711	186	275	516
RTOR Reduction (vph)	0	299	0	69	0	0
Lane Group Flow (vph)	155	190	711	117	275	516
Heavy Vehicles (%)	5%	1%	1%	1%	1%	3%
Turn Type	Prot	Perm	NA	Perm	custom	NA
Protected Phases	4!		2		1	4 6!
Permitted Phases		4		2	6	
Actuated Green, G (s)	22.7	22.7	64.9	64.9	88.8	125.0
Effective Green, g (s)	22.7	22.7	64.9	64.9	88.8	118.0
Actuated g/C Ratio	0.18	0.18	0.52	0.52	0.71	0.94
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	312	290	976	830	435	1741
v/s Ratio Prot	0.09		c0.38		c0.09	0.28
v/s Ratio Perm		c0.12		0.07	0.36	
v/c Ratio	0.50	0.66	0.73	0.14	0.63	0.30
Uniform Delay, d1	46.0	47.5	23.2	15.6	16.0	0.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	5.3	4.8	0.4	3.0	0.1
Delay (s)	47.3	52.8	28.0	15.9	19.0	0.4
Level of Service	D	D	C	B	B	A
Approach Delay (s)	51.5		25.5			6.8
Approach LOS	D		C			A
Intersection Summary						
HCM 2000 Control Delay			26.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	20.5
Intersection Capacity Utilization			74.7%		ICU Level of Service	D
Analysis Period (min)			15			
! Phase conflict between lane groups.						
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	5	10	0	5	110	15	740	0	15	565	25
Future Volume (Veh/h)	20	5	10	0	5	110	15	740	0	15	565	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	27	7	13	0	7	159	15	755	0	16	621	27
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	1614	1452	634	1454	1465	755	648			755		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1614	1452	634	1454	1465	755	648			755		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	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 %	44	95	97	100	94	61	98			98		
cM capacity (veh/h)	48	127	482	99	125	412	947			865		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	47	166	15	755	16	648						
Volume Left	27	0	15	0	16	0						
Volume Right	13	159	0	0	0	27						
cSH	73	376	947	1700	865	1700						
Volume to Capacity	0.64	0.44	0.02	0.44	0.02	0.38						
Queue Length 95th (ft)	71	55	1	0	1	0						
Control Delay (s)	116.8	22.0	8.9	0.0	9.2	0.0						
Lane LOS	F	C	A		A							
Approach Delay (s)	116.8	22.0	0.2		0.2							
Approach LOS	F	C										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			54.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd/Mary Ln

04/11/2019

																																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR																							
Lane Configurations																																			
Traffic Volume (veh/h)	10	0	75	30	0	0	105	735	0	0	600	0																							
Future Volume (Veh/h)	10	0	75	30	0	0	105	735	0	0	600	0																							
Sign Control	Stop			Stop			Free			Free																									
Grade	0%			0%			0%			0%																									
Peak Hour Factor	0.70	0.92	0.70	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.86	0.86																							
Hourly flow rate (vph)	14	0	107	33	0	0	111	774	0	0	698	0																							
Pedestrians																																			
Lane Width (ft)																																			
Walking Speed (ft/s)																																			
Percent Blockage																																			
Right turn flare (veh)																																			
Median type							None			None																									
Median storage (veh)																																			
Upstream signal (ft)	1000																																		
pX, platoon unblocked	0.65	0.65		0.65	0.65	0.65				0.65																									
vC, conflicting volume	1694	1694	698	1801	1694	774	698			774																									
vC1, stage 1 conf vol																																			
vC2, stage 2 conf vol																																			
vCu, unblocked vol	1799	1799	698	1965	1799	380	698			380																									
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	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 %	62	100	76	0	100	100	88			100																									
cM capacity (veh/h)	37	45	444	21	45	432	898			764																									
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3																											
Volume Total	121	33	111	774	0	0	698	0																											
Volume Left	14	33	111	0	0	0	0	0																											
Volume Right	107	0	0	0	0	0	0	0																											
cSH	195	21	898	1700	1700	1700	1700	1700																											
Volume to Capacity	0.62	1.57	0.12	0.46	0.00	0.00	0.41	0.00																											
Queue Length 95th (ft)	89	109	11	0	0	0	0	0																											
Control Delay (s)	49.9	673.8	9.6	0.0	0.0	0.0	0.0	0.0																											
Lane LOS	E	F	A																																
Approach Delay (s)	49.9	673.8	1.2	0.0																															
Approach LOS	E	F																																	
Intersection Summary																																			
Average Delay	16.9																																		
Intersection Capacity Utilization	60.3%			ICU Level of Service					B																										
Analysis Period (min)	15																																		

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	30	0	0	5	0	835	25	0	670	35
Future Volume (Veh/h)	0	0	30	0	0	5	0	835	25	0	670	35
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.91	0.91	0.91	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	38	0	0	8	0	918	27	0	779	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	311											
pX, platoon unblocked												
vC, conflicting volume	1238	1724	390	1321	1752	472	820				945	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1238	1724	390	1321	1752	472	820				945	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	94	100	100	99	100				100	
cM capacity (veh/h)	132	90	598	109	86	543	818				734	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	38	8	612	333	390	390	41					
Volume Left	0	0	0	0	0	0	0					
Volume Right	38	8	0	27	0	0	41					
cSH	598	543	1700	1700	1700	1700	1700					
Volume to Capacity	0.06	0.01	0.36	0.20	0.23	0.23	0.02					
Queue Length 95th (ft)	5	1	0	0	0	0	0					
Control Delay (s)	11.4	11.7	0.0	0.0	0.0	0.0	0.0					
Lane LOS	B	B										
Approach Delay (s)	11.4	11.7	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			33.9%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	565	45	285	515	110	165	310	350	130	185	385
Future Volume (vph)	440	565	45	285	515	110	165	310	350	130	185	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	7.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3532		1787	3486		1787	1881	1615	1770	1845	1553
Flt Permitted	0.20	1.00		0.41	1.00		0.38	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	375	3532		778	3486		716	1881	1615	328	1845	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	454	582	46	300	542	116	194	365	412	155	220	458
RTOR Reduction (vph)	0	3	0	0	9	0	0	0	243	0	0	88
Lane Group Flow (vph)	454	625	0	300	649	0	194	365	169	155	220	370
Heavy Vehicles (%)	2%	1%	2%	1%	1%	0%	1%	1%	0%	2%	3%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	105.9	79.4		75.1	55.7		62.0	42.5	42.5	56.5	39.7	82.9
Effective Green, g (s)	105.9	79.4		75.1	55.7		62.0	42.5	42.5	56.5	39.7	82.9
Actuated g/C Ratio	0.57	0.43		0.41	0.30		0.34	0.23	0.23	0.31	0.21	0.45
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	540	1515		421	1049		352	432	371	231	395	695
v/s Ratio Prot	c0.20	0.18		0.07	0.19		0.06	c0.19		c0.06	0.12	0.12
v/s Ratio Perm	c0.28			0.21			0.13		0.10	0.14		0.11
v/c Ratio	0.84	0.41		0.71	0.62		0.55	0.84	0.45	0.67	0.56	0.53
Uniform Delay, d1	35.4	36.6		39.4	55.5		46.7	68.1	61.3	51.2	64.8	37.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.3	0.2		5.6	2.7		1.9	14.1	0.9	7.4	1.7	0.8
Delay (s)	46.7	36.8		45.1	58.3		48.6	82.2	62.2	58.7	66.5	37.8
Level of Service	D	D		D	E		D	F	E	E	E	D
Approach Delay (s)		41.0			54.1			67.0			49.3	
Approach LOS		D			D			E			D	
Intersection Summary												
HCM 2000 Control Delay			52.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			87.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	10	165	45	10	15	145	520	25	15	1275	30
Future Volume (vph)	45	10	165	45	10	15	145	520	25	15	1275	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1641	1624	1538	1736	1473		1641	3406	1417	1597	3471	1455
Flt Permitted	0.73	1.00	1.00	0.58	1.00		0.08	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1258	1624	1538	1068	1473		147	3406	1417	740	3471	1455
Peak-hour factor, PHF	0.95	0.95	0.95	0.57	0.57	0.57	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	47	11	174	79	18	26	158	565	27	17	1483	35
RTOR Reduction (vph)	0	0	160	0	23	0	0	0	10	0	0	15
Lane Group Flow (vph)	47	11	14	79	21	0	158	565	17	17	1483	20
Heavy Vehicles (%)	10%	17%	5%	4%	43%	0%	10%	6%	14%	13%	4%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	20.2	12.2	12.2	27.9	16.3		106.2	96.0	96.0	89.4	86.2	86.2
Effective Green, g (s)	20.2	12.2	12.2	27.9	16.3		106.2	96.0	96.0	89.4	86.2	86.2
Actuated g/C Ratio	0.13	0.08	0.08	0.19	0.11		0.71	0.64	0.64	0.60	0.57	0.57
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	189	132	125	250	160		233	2179	906	459	1994	836
v/s Ratio Prot	0.01	0.01		c0.02	0.01		c0.06	0.17		0.00	c0.43	
v/s Ratio Perm	0.02		0.01	c0.03			0.42		0.01	0.02		0.01
v/c Ratio	0.25	0.08	0.11	0.32	0.13		0.68	0.26	0.02	0.04	0.74	0.02
Uniform Delay, d1	57.8	63.7	63.9	52.1	60.4		25.3	11.7	9.8	12.4	23.7	13.8
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	0.7	0.3	0.4	0.7	0.4		7.6	0.3	0.0	0.0	1.5	0.0
Delay (s)	58.5	64.0	64.3	52.8	60.8		32.9	11.9	9.9	12.4	25.2	13.8
Level of Service	E	E	E	D	E		C	B	A	B	C	B
Approach Delay (s)		63.1			55.7			16.3			24.8	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			27.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			69.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	70	655	0	160	1380
Future Volume (Veh/h)	0	70	655	0	160	1380
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	130	689	0	174	1500
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	1787	344			689	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1787	344			689	
tC, single (s)	6.8	7.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	79			80	
cM capacity (veh/h)	59	618			856	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	130	459	230	674	1000	
Volume Left	0	0	0	174	0	
Volume Right	130	0	0	0	0	
cSH	618	1700	1700	856	1700	
Volume to Capacity	0.21	0.27	0.14	0.20	0.59	
Queue Length 95th (ft)	20	0	0	19	0	
Control Delay (s)	12.4	0.0	0.0	4.8	0.0	
Lane LOS	B			A		
Approach Delay (s)	12.4	0.0		2.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			75.2%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	300	235	500	285	460	995
Future Volume (vph)	300	235	500	285	460	995
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1597	1468	3406	1357	1752	3471
Flt Permitted	0.95	1.00	1.00	1.00	0.33	1.00
Satd. Flow (perm)	1597	1468	3406	1357	613	3471
Peak-hour factor, PHF	0.81	0.81	0.86	0.86	0.96	0.96
Adj. Flow (vph)	370	290	581	331	479	1036
RTOR Reduction (vph)	0	217	0	186	0	0
Lane Group Flow (vph)	370	73	581	145	479	1036
Heavy Vehicles (%)	13%	10%	6%	19%	3%	4%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	31.6	31.6	54.7	54.7	79.9	79.9
Effective Green, g (s)	31.6	31.6	54.7	54.7	79.9	79.9
Actuated g/C Ratio	0.25	0.25	0.44	0.44	0.64	0.64
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	403	371	1490	593	557	2218
v/s Ratio Prot	c0.23		0.17		c0.13	0.30
v/s Ratio Perm		0.05		0.11	c0.42	
v/c Ratio	0.92	0.20	0.39	0.24	0.86	0.47
Uniform Delay, d1	45.4	36.7	23.8	22.1	13.3	11.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.4	0.3	0.8	1.0	12.6	0.7
Delay (s)	70.8	37.0	24.6	23.1	25.8	12.3
Level of Service	E	D	C	C	C	B
Approach Delay (s)	56.0		24.1			16.6
Approach LOS	E		C			B
Intersection Summary						
HCM 2000 Control Delay			27.2	HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.91			
Actuated Cycle Length (s)			125.0	Sum of lost time (s)		20.5
Intersection Capacity Utilization			75.9%	ICU Level of Service		D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	10	10	0	55	10	715	0	75	1175	45
Future Volume (Veh/h)	15	0	10	10	0	55	10	715	0	75	1175	45
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	18	0	12	12	0	64	11	794	0	81	1263	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)												
pX, platoon unblocked												
vC, conflicting volume	1932	2265	656	1622	2289	397	1311				794	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1932	2265	656	1622	2289	397	1311				794	
tC, single (s)	7.7	6.5	6.9	7.5	6.5	7.3	4.5				4.1	
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.4				2.2	
p0 queue free %	39	100	97	80	100	89	97				90	
cM capacity (veh/h)	29	36	413	61	35	559	437				823	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	30	76	408	397	712	680						
Volume Left	18	12	11	0	81	0						
Volume Right	12	64	0	0	0	48						
cSH	47	245	437	1700	823	1700						
Volume to Capacity	0.64	0.31	0.03	0.23	0.10	0.40						
Queue Length 95th (ft)	62	32	2	0	8	0						
Control Delay (s)	170.1	26.1	0.8	0.0	2.5	0.0						
Lane LOS	F	D	A		A							
Approach Delay (s)	170.1	26.1	0.4		1.3							
Approach LOS	F	D										
Intersection Summary												
Average Delay				4.0								
Intersection Capacity Utilization				70.4%	ICU Level of Service				C			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	115	60	710	1115	0
Future Volume (Veh/h)	0	115	60	710	1115	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.71	0.71	0.91	0.91	0.88	0.88
Hourly flow rate (vph)	0	162	66	780	1267	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				477		
pX, platoon unblocked						
vC, conflicting volume	1789	634	1267			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1789	634	1267			
tC, single (s)	6.8	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	61	88			
cM capacity (veh/h)	65	415	539			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	162	326	520	634	634	
Volume Left	0	66	0	0	0	
Volume Right	162	0	0	0	0	
cSH	415	539	1700	1700	1700	
Volume to Capacity	0.39	0.12	0.31	0.37	0.37	
Queue Length 95th (ft)	45	10	0	0	0	
Control Delay (s)	19.1	4.0	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	19.1	1.5		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			69.3%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	15	10	0	0	10	760	130	0	1205	25
Future Volume (Veh/h)	10	0	15	10	0	0	10	760	130	0	1205	25
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.65	0.65	0.65	0.67	0.67	0.67	0.88	0.88	0.88	0.89	0.89	0.89
Hourly flow rate (vph)	15	0	23	15	0	0	11	864	148	0	1354	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)							311					
pX, platoon unblocked												
vC, conflicting volume	1808	2388	677	1637	2342	506	1382				1012	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1808	2388	677	1637	2342	506	1382				1012	
tC, single (s)	7.5	6.5	7.1	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	70	100	94	76	100	100	98				100	
cM capacity (veh/h)	50	34	375	63	36	517	502				693	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	15	23	15	443	580	451	903	28				
Volume Left	15	0	15	11	0	0	0	0				
Volume Right	0	23	0	0	148	0	0	28				
cSH	50	375	63	502	1700	693	1700	1700				
Volume to Capacity	0.30	0.06	0.24	0.02	0.34	0.00	0.53	0.02				
Queue Length 95th (ft)	26	5	21	2	0	0	0	0				
Control Delay (s)	106.2	15.2	79.7	0.7	0.0	0.0	0.0	0.0				
Lane LOS	F	C	F	A								
Approach Delay (s)	51.1		79.7	0.3	0.0							
Approach LOS	F		F									
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			50.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	620	590	105	250	460	60	105	220	220	115	315	800
Future Volume (vph)	620	590	105	250	460	60	105	220	220	115	315	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1656	3292		1752	3317		1703	1776	1553	1687	3505	1482
Flt Permitted	0.21	1.00		0.26	1.00		0.43	1.00	1.00	0.42	1.00	1.00
Satd. Flow (perm)	372	3292		476	3317		766	1776	1553	742	3505	1482
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.77	0.77	0.77	0.85	0.85	0.85
Adj. Flow (vph)	747	711	127	278	511	67	136	286	286	135	371	941
RTOR Reduction (vph)	0	8	0	0	5	0	0	0	194	0	0	286
Lane Group Flow (vph)	747	830	0	278	573	0	136	286	92	135	371	655
Heavy Vehicles (%)	9%	7%	8%	3%	6%	14%	6%	7%	4%	7%	3%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	93.5	68.5		66.4	48.5		73.5	56.9	56.9	69.8	55.0	55.0
Effective Green, g (s)	93.5	68.5		66.4	48.5		73.5	56.9	56.9	69.8	55.0	55.0
Actuated g/C Ratio	0.51	0.37		0.36	0.26		0.40	0.31	0.31	0.38	0.30	0.30
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	451	1218		294	869		388	546	477	355	1042	440
v/s Ratio Prot	c0.34	0.25		0.09	0.17		c0.03	0.16		0.03	0.11	
v/s Ratio Perm	c0.50			0.25			0.11		0.06	0.11		c0.44
v/c Ratio	1.66	0.68		0.95	0.66		0.35	0.52	0.19	0.38	0.36	1.49
Uniform Delay, d1	42.8	49.1		49.4	60.9		36.9	52.9	47.2	39.8	51.1	65.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	305.1	1.6		37.8	3.9		0.5	0.9	0.2	0.7	0.2	231.7
Delay (s)	347.9	50.7		87.2	64.8		37.5	53.8	47.3	40.4	51.3	296.7
Level of Service	F	D		F	E		D	D	D	D	D	F
Approach Delay (s)		190.7			72.1			48.0			209.9	
Approach LOS		F			E			D			F	
Intersection Summary												
HCM 2000 Control Delay		152.7					HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio		1.50										
Actuated Cycle Length (s)		185.0					Sum of lost time (s)		27.0			
Intersection Capacity Utilization		88.8%					ICU Level of Service		E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	10	190	40	10	15	160	1080	45	15	725	55
Future Volume (vph)	210	10	190	40	10	15	160	1080	45	15	725	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1538	1736	1474		1736	3574	1615	1597	3539	1615
Flt Permitted	0.40	1.00	1.00	0.75	1.00		0.28	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	746	1900	1538	1371	1474		511	3574	1615	333	3539	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	233	11	211	83	21	31	170	1149	48	16	763	58
RTOR Reduction (vph)	0	0	182	0	29	0	0	0	20	0	0	27
Lane Group Flow (vph)	233	11	29	83	23	0	170	1149	28	16	763	31
Heavy Vehicles (%)	1%	0%	5%	4%	43%	0%	4%	1%	0%	13%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	38.5	20.8	20.8	19.6	8.4		98.0	87.8	87.8	82.8	79.6	79.6
Effective Green, g (s)	38.5	20.8	20.8	19.6	8.4		98.0	87.8	87.8	82.8	79.6	79.6
Actuated g/C Ratio	0.26	0.14	0.14	0.13	0.06		0.65	0.59	0.59	0.55	0.53	0.53
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	358	263	213	206	82		426	2091	945	210	1878	857
v/s Ratio Prot	c0.10	0.01		0.03	0.02		c0.03	c0.32		0.00	0.22	
v/s Ratio Perm	c0.06		0.02	0.02			0.23		0.02	0.04		0.02
v/c Ratio	0.65	0.04	0.14	0.40	0.28		0.40	0.55	0.03	0.08	0.41	0.04
Uniform Delay, d1	47.8	56.0	56.7	59.5	67.9		11.7	19.0	13.1	16.1	21.1	16.8
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	4.2	0.1	0.3	1.3	1.8		0.6	1.0	0.1	0.2	0.1	0.0
Delay (s)	52.0	56.0	57.0	60.8	69.7		12.4	20.1	13.2	16.2	21.2	16.9
Level of Service	D	E	E	E	E		B	C	B	B	C	B
Approach Delay (s)		54.4			64.3			18.9			20.8	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			27.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			71.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	25	1545	10	15	965
Future Volume (Veh/h)	10	25	1545	10	15	965
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	16	40	1609	10	16	1038
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	2165	810			1619	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2165	810			1619	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	59	88			96	
cM capacity (veh/h)	39	327			363	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	56	1073	546	362	692	
Volume Left	16	0	0	16	0	
Volume Right	40	0	10	0	0	
cSH	106	1700	1700	363	1700	
Volume to Capacity	0.53	0.63	0.32	0.04	0.41	
Queue Length 95th (ft)	60	0	0	3	0	
Control Delay (s)	71.7	0.0	0.0	1.5	0.0	
Lane LOS	F			A		
Approach Delay (s)	71.7	0.0		0.5		
Approach LOS	F					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			53.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	195	610	990	255	355	675
Future Volume (vph)	195	610	990	255	355	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	1599	3574	1599	1787	3505
Flt Permitted	0.95	1.00	1.00	1.00	0.14	1.00
Satd. Flow (perm)	1719	1599	3574	1599	258	3505
Peak-hour factor, PHF	0.87	0.87	0.97	0.97	0.91	0.91
Adj. Flow (vph)	224	701	1021	263	390	742
RTOR Reduction (vph)	0	225	0	151	0	0
Lane Group Flow (vph)	224	476	1021	112	390	742
Heavy Vehicles (%)	5%	1%	1%	1%	1%	3%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	6	
Actuated Green, G (s)	33.5	33.5	53.0	53.0	78.0	78.0
Effective Green, g (s)	33.5	33.5	53.0	53.0	78.0	78.0
Actuated g/C Ratio	0.27	0.27	0.42	0.42	0.62	0.62
Clearance Time (s)	6.5	6.5	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	460	428	1515	677	381	2187
v/s Ratio Prot	0.13		0.29		c0.15	0.21
v/s Ratio Perm		c0.30		0.07	c0.49	
v/c Ratio	0.49	1.11	0.67	0.16	1.02	0.34
Uniform Delay, d1	38.5	45.8	29.0	22.3	30.5	11.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	77.2	2.4	0.5	52.3	0.4
Delay (s)	39.3	123.0	31.4	22.8	82.8	11.6
Level of Service	D	F	C	C	F	B
Approach Delay (s)	102.7		29.7			36.1
Approach LOS	F		C			D
Intersection Summary						
HCM 2000 Control Delay			52.1		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.08			
Actuated Cycle Length (s)			125.0		Sum of lost time (s)	20.5
Intersection Capacity Utilization			76.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	15	0	10	160	25	1055	0	25	805	40
Future Volume (Veh/h)	30	10	15	0	10	160	25	1055	0	25	805	40
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	40	13	20	0	14	232	26	1077	0	27	885	44
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	1790	2090	464	1652	2112	538	929				1077	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1790	2090	464	1652	2112	538	929				1077	
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 %	0	74	96	100	71	53	97				96	
cM capacity (veh/h)	20	49	550	48	48	492	744				655	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	73	246	564	538	470	486						
Volume Left	40	0	26	0	27	0						
Volume Right	20	232	0	0	0	44						
cSH	32	322	744	1700	655	1700						
Volume to Capacity	2.29	0.76	0.03	0.32	0.04	0.29						
Queue Length 95th (ft)	210	149	3	0	3	0						
Control Delay (s)	854.2	44.8	0.9	0.0	1.2	0.0						
Lane LOS	F	E	A		A							
Approach Delay (s)	854.2	44.8	0.5		0.6							
Approach LOS	F	E										
Intersection Summary												
Average Delay				31.3								
Intersection Capacity Utilization				70.8%	ICU Level of Service				C			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	105	130	1065	860	0
Future Volume (Veh/h)	0	105	130	1065	860	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.70	0.70	0.95	0.95	0.86	0.86
Hourly flow rate (vph)	0	150	137	1121	1000	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				477		
pX, platoon unblocked						
vC, conflicting volume	1834	500	1000			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1834	500	1000			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	71	80			
cM capacity (veh/h)	55	522	688			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	150	511	747	500	500	
Volume Left	0	137	0	0	0	
Volume Right	150	0	0	0	0	
cSH	522	688	1700	1700	1700	
Volume to Capacity	0.29	0.20	0.44	0.29	0.29	
Queue Length 95th (ft)	30	18	0	0	0	
Control Delay (s)	14.7	5.2	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	14.7	2.1		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			73.5%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	45	40	10	10	25	1170	40	0	920	45
Future Volume (Veh/h)	15	0	45	40	10	10	25	1170	40	0	920	45
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.91	0.91	0.91	0.86	0.86	0.86
Hourly flow rate (vph)	19	0	57	66	16	16	27	1286	44	0	1070	52
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	1791	2454	535	1897	2484	665	1122				1330	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1791	2454	535	1897	2484	665	1122				1330	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	30	100	88	0	44	96	96				100	
cM capacity (veh/h)	27	30	480	37	29	407	630				526	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3				
Volume Total	19	57	98	670	687	357	713	52				
Volume Left	19	0	66	27	0	0	0	0				
Volume Right	0	57	16	0	44	0	0	52				
cSH	27	480	41	630	1700	526	1700	1700				
Volume to Capacity	0.70	0.12	2.39	0.04	0.40	0.00	0.42	0.03				
Queue Length 95th (ft)	55	10	265	3	0	0	0	0				
Control Delay (s)	287.0	13.5	842.4	1.2	0.0	0.0	0.0	0.0				
Lane LOS	F	B	F	A								
Approach Delay (s)	81.9		842.4	0.6	0.0							
Approach LOS	F		F									
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	805	70	405	740	160	235	450	495	190	265	550
Future Volume (vph)	625	805	70	405	740	160	235	450	495	190	265	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3529		1787	3485		1787	1881	1615	1770	3505	1553
Flt Permitted	0.07	1.00		0.22	1.00		0.50	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	134	3529		408	3485		932	1881	1615	150	3505	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	644	830	72	426	779	168	276	529	582	226	315	655
RTOR Reduction (vph)	0	4	0	0	10	0	0	0	198	0	0	243
Lane Group Flow (vph)	644	898	0	426	937	0	276	529	384	226	315	412
Heavy Vehicles (%)	2%	1%	2%	1%	1%	0%	1%	1%	0%	2%	3%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	93.5	68.5		66.4	48.5		70.1	48.3	48.3	73.2	49.8	49.8
Effective Green, g (s)	93.5	68.5		66.4	48.5		70.1	48.3	48.3	73.2	49.8	49.8
Actuated g/C Ratio	0.51	0.37		0.36	0.26		0.38	0.26	0.26	0.40	0.27	0.27
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6	6.6	6.7	6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	403	1306		279	913		453	491	421	264	943	418
v/s Ratio Prot	c0.33	0.25		0.15	0.27		0.07	c0.28		c0.11	0.09	
v/s Ratio Perm	c0.48			0.40			0.16		0.24	0.23		0.27
v/c Ratio	1.60	0.69		1.53	1.03		0.61	1.08	0.91	0.86	0.33	0.98
Uniform Delay, d1	62.2	49.2		50.5	68.2		42.3	68.3	66.3	56.8	54.3	67.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	280.6	1.5		254.5	36.8		2.3	63.0	23.7	22.8	0.2	39.7
Delay (s)	342.8	50.7		305.0	105.0		44.6	131.4	90.0	79.6	54.5	106.9
Level of Service	F	D		F	F		D	F	F	E	D	F
Approach Delay (s)		172.4			167.1			96.8			88.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		133.6			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.36										
Actuated Cycle Length (s)		185.0			Sum of lost time (s)			27.0				
Intersection Capacity Utilization		116.2%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Future Volume (vph)	30	5	115	30	5	10	100	365	15	10	890	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1641	1624	1538	1736	1496		1641	3406	1417	1597	3471	1455
Flt Permitted	0.74	1.00	1.00	0.62	1.00		0.21	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	1278	1624	1538	1129	1496		371	3406	1417	871	3471	1455
Peak-hour factor, PHF	0.95	0.95	0.95	0.57	0.57	0.57	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	32	5	121	53	9	18	109	397	16	12	1035	23
RTOR Reduction (vph)	0	0	112	0	16	0	0	0	5	0	0	9
Lane Group Flow (vph)	32	5	9	53	11	0	109	397	11	12	1035	14
Heavy Vehicles (%)	10%	17%	5%	4%	43%	0%	10%	6%	14%	13%	4%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	17.3	11.7	11.7	23.2	14.9		108.6	99.8	99.8	97.4	94.2	94.2
Effective Green, g (s)	17.3	11.7	11.7	23.2	14.9		108.6	99.8	99.8	97.4	94.2	94.2
Actuated g/C Ratio	0.12	0.08	0.08	0.15	0.10		0.72	0.67	0.67	0.65	0.63	0.63
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	160	126	119	208	148		343	2266	942	581	2179	913
v/s Ratio Prot	0.01	0.00		c0.01	0.01		c0.02	0.12		0.00	c0.30	
v/s Ratio Perm	0.02		0.01	c0.03			0.21		0.01	0.01		0.01
v/c Ratio	0.20	0.04	0.08	0.25	0.07		0.32	0.18	0.01	0.02	0.47	0.02
Uniform Delay, d1	59.9	64.0	64.2	55.3	61.3		8.3	9.5	8.5	9.3	14.8	10.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1	0.3	0.6	0.2		0.5	0.2	0.0	0.0	0.2	0.0
Delay (s)	60.5	64.1	64.4	56.0	61.5		8.8	9.7	8.5	9.3	15.0	10.5
Level of Service	E	E	E	E	E		A	A	A	A	B	B
Approach Delay (s)		63.6			57.8			9.5			14.8	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			19.4			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			56.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	70	655	0	160	1380
Future Volume (Veh/h)	0	70	655	0	160	1380
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.54	0.54	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	0	130	689	0	174	1500
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	1787	344			689	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1787	344			689	
tC, single (s)	6.8	7.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	100	79			80	
cM capacity (veh/h)	59	618			856	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	130	459	230	174	750	750
Volume Left	0	0	0	174	0	0
Volume Right	130	0	0	0	0	0
cSH	618	1700	1700	856	1700	1700
Volume to Capacity	0.21	0.27	0.14	0.20	0.44	0.44
Queue Length 95th (ft)	20	0	0	19	0	0
Control Delay (s)	12.4	0.0	0.0	10.3	0.0	0.0
Lane LOS	B			B		
Approach Delay (s)	12.4	0.0		1.1		
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			49.1%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

3: SR 140 & Reinhardt College Pkwy

04/11/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Right Turn Channelized				MOYes		
Traffic Volume (veh/h)	300	235	500	285	460	995
Future Volume (veh/h)	300	235	500	285	460	995
Peak Hour Factor	0.81	0.81	0.86	0.86	0.96	0.96
Hourly flow rate (vph)	370	290	581	331	479	1036
Approach Volume (veh/h)	660		581			1515
Crossing Volume (veh/h)	581		479			370
High Capacity (veh/h)	875		949			1035
High v/c (veh/h)	0.75		0.61			1.46
Low Capacity (veh/h)	702		768			845
Low v/c (veh/h)	0.94		0.76			1.79
Intersection Summary						
Maximum v/c High			1.46			
Maximum v/c Low			1.79			
Intersection Capacity Utilization			90.4%	ICU Level of Service		E

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	10	10	0	55	10	715	0	75	1175	45
Future Volume (Veh/h)	15	0	10	10	0	55	10	715	0	75	1175	45
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.90	0.90	0.90	0.93	0.93	0.93
Hourly flow rate (vph)	18	0	12	12	0	64	11	794	0	81	1263	48
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	1932	2265	656	1622	2289	397	1311				794	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1932	2265	656	1622	2289	397	1311				794	
tC, single (s)	7.7	6.5	6.9	7.5	6.5	7.3	4.5				4.1	
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.5	2.4				2.2	
p0 queue free %	39	100	97	80	100	89	97				90	
cM capacity (veh/h)	29	36	413	61	35	559	437				823	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	30	76	11	529	265	81	842	469				
Volume Left	18	12	11	0	0	81	0	0				
Volume Right	12	64	0	0	0	0	0	48				
cSH	47	245	437	1700	1700	823	1700	1700				
Volume to Capacity	0.64	0.31	0.03	0.31	0.16	0.10	0.50	0.28				
Queue Length 95th (ft)	62	32	2	0	0	8	0	0				
Control Delay (s)	170.1	26.1	13.5	0.0	0.0	9.9	0.0	0.0				
Lane LOS	F	D	B				A					
Approach Delay (s)	170.1	26.1	0.2				0.6					
Approach LOS	F	D										
Intersection Summary												
Average Delay				3.5								
Intersection Capacity Utilization				51.5%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd/Mary Ln

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	115	10	0	0	60	700	0	0	1115	0
Future Volume (Veh/h)	10	0	115	10	0	0	60	700	0	0	1115	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.71	0.92	0.71	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	14	0	162	11	0	0	66	769	0	0	1267	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None							None				
Median storage veh												
Upstream signal (ft)	1000											
pX, platoon unblocked	0.71	0.71		0.71	0.71	0.71					0.71	
vC, conflicting volume	2168	2168	634	1696	2168	769	1267				769	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2443	2443	634	1777	2443	468	1267				468	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.2				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 %	0	100	61	46	100	100	88				100	
cM capacity (veh/h)	11	19	415	20	19	384	539				772	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	176	11	66	769	0	0	845	422				
Volume Left	14	11	66	0	0	0	0	0				
Volume Right	162	0	0	0	0	0	0	0				
cSH	103	20	539	1700	1700	1700	1700	1700				
Volume to Capacity	1.70	0.54	0.12	0.45	0.00	0.00	0.50	0.25				
Queue Length 95th (ft)	346	38	10	0	0	0	0	0				
Control Delay (s)	426.0	309.2	12.6	0.0	0.0	0.0	0.0	0.0				
Lane LOS	F	F	B									
Approach Delay (s)	426.0	309.2	1.0	0.0								
Approach LOS	F	F										
Intersection Summary												
Average Delay	34.6											
Intersection Capacity Utilization	57.6%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

																					
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR									
Lane Configurations																					
Traffic Volume (veh/h)	0	0	15	0	0	0	10	760	130	0	1215	25									
Future Volume (Veh/h)	0	0	15	0	0	0	10	760	130	0	1215	25									
Sign Control	Stop			Stop				Free			Free										
Grade	0%			0%				0%			0%										
Peak Hour Factor	0.65	0.65	0.65	0.67	0.67	0.67	0.88	0.88	0.88	0.89	0.89	0.89									
Hourly flow rate (vph)	0	0	23	0	0	0	11	864	148	0	1365	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)	311																				
pX, platoon unblocked	0.85	0.85		0.85	0.85	0.85				0.85											
vC, conflicting volume	1819	2399	682	1642	2353	506	1393			1012											
vC1, stage 1 conf vol																					
vC2, stage 2 conf vol																					
vCu, unblocked vol	1616	2296	682	1410	2242	78	1393			671											
tC, single (s)	7.5	6.5	7.1	7.5	6.5	6.9	4.1			4.1											
tC, 2 stage (s)																					
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2											
p0 queue free %	100	100	94	100	100	100	98			100											
cM capacity (veh/h)	59	33	372	79	36	831	497			793											
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3														
Volume Total	23	0	443	580	682	682	28														
Volume Left	0	0	11	0	0	0	0														
Volume Right	23	0	0	148	0	0	28														
cSH	372	1700	497	1700	1700	1700	1700														
Volume to Capacity	0.06	0.00	0.02	0.34	0.40	0.40	0.02														
Queue Length 95th (ft)	5	0	2	0	0	0	0														
Control Delay (s)	15.3	0.0	0.7	0.0	0.0	0.0	0.0														
Lane LOS	C	A	A																		
Approach Delay (s)	15.3	0.0	0.3	0.0																	
Approach LOS	C	A																			
Intersection Summary																					
Average Delay			0.3																		
Intersection Capacity Utilization			43.6%	ICU Level of Service				A													
Analysis Period (min)			15																		

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	620	590	105	250	460	60	105	220	220	115	315	800
Future Volume (vph)	620	590	105	250	460	60	105	220	220	115	315	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6		6.7	6.6	7.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.95		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3213	3292		3400	3317		3303	3165		1687	1845	1482
Flt Permitted	0.21	1.00		0.34	1.00		0.17	1.00		0.14	1.00	1.00
Satd. Flow (perm)	721	3292		1204	3317		602	3165		254	1845	1482
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.77	0.77	0.77	0.85	0.85	0.85
Adj. Flow (vph)	747	711	127	278	511	67	136	286	286	135	371	941
RTOR Reduction (vph)	0	6	0	0	5	0	0	102	0	0	0	84
Lane Group Flow (vph)	747	832	0	278	573	0	136	470	0	135	371	857
Heavy Vehicles (%)	9%	7%	8%	3%	6%	14%	6%	7%	4%	7%	3%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2			4			8		8
Actuated Green, G (s)	111.9	92.6		60.7	48.5		47.9	37.0		58.6	42.3	98.7
Effective Green, g (s)	111.9	92.6		60.7	48.5		47.9	37.0		58.6	42.3	98.7
Actuated g/C Ratio	0.60	0.50		0.33	0.26		0.26	0.20		0.32	0.23	0.53
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6		6.7	6.6	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1195	1647		539	869		315	633		206	421	790
v/s Ratio Prot	0.19	0.25		0.03	c0.17		0.03	0.15		c0.06	0.20	c0.33
v/s Ratio Perm	0.19			0.13			0.09			0.15		0.25
v/c Ratio	0.63	0.51		0.52	0.66		0.43	0.74		0.66	0.88	1.09
Uniform Delay, d1	24.2	30.9		45.5	60.9		54.8	69.5		49.6	68.9	43.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.2		0.8	3.9		1.0	4.7		7.3	18.9	57.7
Delay (s)	25.2	31.1		46.3	64.8		55.8	74.2		56.9	87.9	100.9
Level of Service	C	C		D	E		E	E		E	F	F
Approach Delay (s)		28.3			58.8			70.7			93.4	
Approach LOS		C			E			E			F	
Intersection Summary												
HCM 2000 Control Delay			61.0			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			185.0			Sum of lost time (s)				27.0		
Intersection Capacity Utilization			86.1%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: SR 140 & Laurel Canyon Pkwy/Great Sky Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	10	190	40	10	15	160	1080	45	15	725	55
Future Volume (vph)	210	10	190	40	10	15	160	1080	45	15	725	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1900	1538	1736	1474		1736	3574	1615	1597	3539	1615
Flt Permitted	0.40	1.00	1.00	0.75	1.00		0.28	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	746	1900	1538	1371	1474		511	3574	1615	333	3539	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.48	0.48	0.48	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	233	11	211	83	21	31	170	1149	48	16	763	58
RTOR Reduction (vph)	0	0	182	0	29	0	0	0	20	0	0	27
Lane Group Flow (vph)	233	11	29	83	23	0	170	1149	28	16	763	31
Heavy Vehicles (%)	1%	0%	5%	4%	43%	0%	4%	1%	0%	13%	2%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8		8	4			2		2	6		6
Actuated Green, G (s)	38.5	20.8	20.8	19.6	8.4		98.0	87.8	87.8	82.8	79.6	79.6
Effective Green, g (s)	38.5	20.8	20.8	19.6	8.4		98.0	87.8	87.8	82.8	79.6	79.6
Actuated g/C Ratio	0.26	0.14	0.14	0.13	0.06		0.65	0.59	0.59	0.55	0.53	0.53
Clearance Time (s)	6.5	6.0	6.0	6.5	5.5		7.0	7.5	7.5	7.0	7.5	7.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	358	263	213	206	82		426	2091	945	210	1878	857
v/s Ratio Prot	c0.10	0.01		0.03	0.02		c0.03	c0.32		0.00	0.22	
v/s Ratio Perm	c0.06		0.02	0.02			0.23		0.02	0.04		0.02
v/c Ratio	0.65	0.04	0.14	0.40	0.28		0.40	0.55	0.03	0.08	0.41	0.04
Uniform Delay, d1	47.8	56.0	56.7	59.5	67.9		11.7	19.0	13.1	16.1	21.1	16.8
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	4.2	0.1	0.3	1.3	1.8		0.6	1.0	0.1	0.2	0.1	0.0
Delay (s)	52.0	56.0	57.0	60.8	69.7		12.4	20.1	13.2	16.2	21.2	16.9
Level of Service	D	E	E	E	E		B	C	B	B	C	B
Approach Delay (s)		54.4			64.3			18.9			20.8	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			27.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			71.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: SR 140 & Pearidge Rd

04/11/2019

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	10	25	1545	10	15	965	
Future Volume (Veh/h)	10	25	1545	10	15	965	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.63	0.63	0.96	0.96	0.93	0.93	
Hourly flow rate (vph)	16	40	1609	10	16	1038	
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	2160	804			1619		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2160	804			1619		
tC, single (s)	6.8	6.9			4.3		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.3		
p0 queue free %	60	88			96		
cM capacity (veh/h)	40	330			363		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	56	804	804	10	16	519	519
Volume Left	16	0	0	0	16	0	0
Volume Right	40	0	0	10	0	0	0
cSH	107	1700	1700	1700	363	1700	1700
Volume to Capacity	0.52	0.47	0.47	0.01	0.04	0.31	0.31
Queue Length 95th (ft)	60	0	0	0	3	0	0
Control Delay (s)	70.8	0.0	0.0	0.0	15.4	0.0	0.0
Lane LOS	F				C		
Approach Delay (s)	70.8	0.0			0.2		
Approach LOS	F						
Intersection Summary							
Average Delay			1.5				
Intersection Capacity Utilization			52.7%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis 3: SR 140 & Reinhardt College Pkwy

04/11/2019



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Right Turn Channelized				MOYes		
Traffic Volume (veh/h)	195	610	990	255	355	675
Future Volume (veh/h)	195	610	990	255	355	675
Peak Hour Factor	0.87	0.87	0.97	0.97	0.91	0.91
Hourly flow rate (vph)	224	701	1021	263	390	742
Approach Volume (veh/h)	925		1021			1132
Crossing Volume (veh/h)	1021		390			224
High Capacity (veh/h)	612		1019			1162
High v/c (veh/h)	1.51		1.00			0.97
Low Capacity (veh/h)	474		831			959
Low v/c (veh/h)	1.95		1.23			1.18
Intersection Summary						
Maximum v/c High			1.51			
Maximum v/c Low			1.95			
Intersection Capacity Utilization			85.3%	ICU Level of Service		E

HCM Unsignalized Intersection Capacity Analysis

4: SR 140 & Old Donaldson Rd/Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	15	0	10	160	25	1055	0	25	805	40
Future Volume (Veh/h)	30	10	15	0	10	160	25	1055	0	25	805	40
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	40	13	20	0	14	232	26	1077	0	27	885	44
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	1790	2090	464	1652	2112	538	929			1077		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1790	2090	464	1652	2112	538	929			1077		
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 %	0	74	96	100	71	53	97			96		
cM capacity (veh/h)	20	49	550	48	48	492	744			655		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	73	246	26	718	359	27	590	339				
Volume Left	40	0	26	0	0	27	0	0				
Volume Right	20	232	0	0	0	0	0	44				
cSH	32	322	744	1700	1700	655	1700	1700				
Volume to Capacity	2.29	0.76	0.03	0.42	0.21	0.04	0.35	0.20				
Queue Length 95th (ft)	210	149	3	0	0	3	0	0				
Control Delay (s)	854.2	44.8	10.0	0.0	0.0	10.7	0.0	0.0				
Lane LOS	F	E	B			B						
Approach Delay (s)	854.2	44.8	0.2			0.3						
Approach LOS	F	E										
Intersection Summary												
Average Delay			31.1									
Intersection Capacity Utilization			52.9%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: SR 140 & Shoal Creek Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	105	50	0	0	130	1050	0	0	860	0
Future Volume (Veh/h)	15	0	105	50	0	0	130	1050	0	0	860	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.70	0.92	0.70	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.86	0.86
Hourly flow rate (vph)	21	0	150	54	0	0	137	1105	0	0	1000	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)	1000											
pX, platoon unblocked	0.58	0.58		0.58	0.58	0.58				0.58		
vC, conflicting volume	2379	2379	500	2029	2379	1105	1000				1105	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3021	3021	500	2416	3021	816	1000				816	
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 %	0	100	71	0	100	100	80				100	
cM capacity (veh/h)	3	6	522	6	6	185	688				466	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	171	54	137	1105	0	0	667	333				
Volume Left	21	54	137	0	0	0	0	0				
Volume Right	150	0	0	0	0	0	0	0				
cSH	23	6	688	1700	1700	1700	1700	1700				
Volume to Capacity	7.57	9.15	0.20	0.65	0.00	0.00	0.39	0.20				
Queue Length 95th (ft)	Err	Err	18	0	0	0	0	0				
Control Delay (s)	Err	Err	11.5	0.0	0.0	0.0	0.0	0.0				
Lane LOS	F	F	B									
Approach Delay (s)	Err	Err	1.3	0.0								
Approach LOS	F	F										
Intersection Summary												
Average Delay	912.6											
Intersection Capacity Utilization	78.0%			ICU Level of Service				D				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

6: SR 140 & Hospital Rd

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	0	0	45	0	0	10	25	1170	40	0	960	55
Future Volume (Veh/h)	0	0	45	0	0	10	25	1170	40	0	960	55
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.79	0.79	0.79	0.61	0.61	0.61	0.91	0.91	0.91	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	57	0	0	16	27	1286	44	0	1116	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)	311											
pX, platoon unblocked	0.65	0.65		0.65	0.65	0.65				0.65		
vC, conflicting volume	1813	2500	558	1920	2542	665	1180				1330	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1165	2227	558	1330	2292	0	1180				418	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	88	100	100	98	95				100	
cM capacity (veh/h)	93	27	463	63	25	706	599				745	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	57	16	670	687	558	558	64					
Volume Left	0	0	27	0	0	0	0					
Volume Right	57	16	0	44	0	0	64					
cSH	463	706	599	1700	1700	1700	1700					
Volume to Capacity	0.12	0.02	0.05	0.40	0.33	0.33	0.04					
Queue Length 95th (ft)	10	2	4	0	0	0	0					
Control Delay (s)	13.9	10.2	1.2	0.0	0.0	0.0	0.0					
Lane LOS	B	B	A									
Approach Delay (s)	13.9	10.2	0.6	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			54.9%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: Waleska St & SR 140 & Riverstone Pkwy

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	625	805	70	405	740	160	235	450	495	190	265	550
Future Volume (vph)	625	805	70	405	740	160	235	450	495	190	265	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.5		7.1	6.5		6.8	6.6		6.7	6.6	7.0
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.95		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3529		3467	3485		3467	3311		1770	1845	1553
Flt Permitted	0.07	1.00		0.21	1.00		0.42	1.00		0.07	1.00	1.00
Satd. Flow (perm)	248	3529		774	3485		1546	3311		134	1845	1553
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	644	830	72	426	779	168	276	529	582	226	315	655
RTOR Reduction (vph)	0	4	0	0	9	0	0	104	0	0	0	43
Lane Group Flow (vph)	644	898	0	426	938	0	276	1007	0	226	315	612
Heavy Vehicles (%)	2%	1%	2%	1%	1%	0%	1%	1%	0%	2%	3%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases	6			2			4			8		8
Actuated Green, G (s)	93.5	69.4		68.4	51.4		63.5	48.8		78.4	56.9	92.0
Effective Green, g (s)	93.5	69.4		68.4	51.4		63.5	48.8		78.4	56.9	92.0
Actuated g/C Ratio	0.51	0.38		0.37	0.28		0.34	0.26		0.42	0.31	0.50
Clearance Time (s)	7.0	6.5		7.1	6.5		6.8	6.6		6.7	6.6	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	729	1323		533	968		683	873		259	567	772
v/s Ratio Prot	c0.17	0.25		0.07	c0.27		0.03	c0.30		c0.11	0.17	c0.15
v/s Ratio Perm	0.28			0.22			0.11			0.26		0.24
v/c Ratio	0.88	0.68		0.80	0.97		0.40	1.15		0.87	0.56	0.79
Uniform Delay, d1	59.4	48.5		43.1	66.0		43.8	68.1		58.3	53.5	38.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.3	1.4		8.2	22.3		0.4	82.2		26.0	1.2	5.6
Delay (s)	71.6	49.9		51.3	88.3		44.2	150.3		84.2	54.7	44.2
Level of Service	E	D		D	F		D	F		F	D	D
Approach Delay (s)		58.9			76.8			129.2			54.5	
Approach LOS		E			E			F			D	
Intersection Summary												
HCM 2000 Control Delay	80.1			HCM 2000 Level of Service			F					
HCM 2000 Volume to Capacity ratio	1.00											
Actuated Cycle Length (s)	185.0			Sum of lost time (s)			27.0					
Intersection Capacity Utilization	104.6%			ICU Level of Service			G					
Analysis Period (min)	15											
c Critical Lane Group												

LANE SUMMARY

 Site: 101 [SR 140 At Reinhardt College Pkwy - Design Year AM]

Design Year AM
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 140													
Lane 1	454	6.0	842	0.539	100	11.9	LOS B	4.4	114.7	Full	1600	0.0	0.0
Lane 2 ^d	459	15.4	850	0.539	100	11.8	LOS B	4.4	123.2	Full	1600	0.0	0.0
Approach	913	10.7		0.539		11.8	LOS B	4.4	123.2				
East: Reinhardt College Pkwy													
Lane 1 ^d	370	13.0	869	0.426	100	9.3	LOS A	2.5	69.8	Full	1600	0.0	0.0
Lane 2	290	10.0	756	0.384	100	9.6	LOS A	2.1	56.2	Full	1600	0.0	0.0
Approach	660	11.7		0.426		9.4	LOS A	2.5	69.8				
North: SR 140													
Lane 1	715	3.3	948	0.754	100	18.2	LOS C	9.3	237.7	Full	1600	0.0	0.0
Lane 2 ^d	801	4.0	1062	0.754	100	16.7	LOS C	9.5	246.3	Full	1600	0.0	0.0
Approach	1516	3.7		0.754		17.4	LOS C	9.5	246.3				
Intersection	3089	7.5		0.754		14.1	LOS B	9.5	246.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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 > 1 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 6).

Roundabout Capacity Model: SIDRA Standard.

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

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

^d Dominant lane on roundabout approach

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LANE SUMMARY

 **Site: 101 [SR 140 At Reinhardt College Pkwy - Design Year PM]**

Design Year PM
Roundabout

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 140													
Lane 1	604	1.0	1011	0.597	100	11.7	LOS B	5.1	128.4	Full	1600	0.0	0.0
Lane 2 ^d	680	1.0	1139	0.597	100	10.7	LOS B	5.2	130.5	Full	1600	0.0	0.0
Approach	1284	1.0		0.597		11.2	LOS B	5.2	130.5				
East: Reinhardt College Pkwy													
Lane 1	224	5.0	524	0.428	100	14.0	LOS B	2.2	58.0	Full	1600	0.0	0.0
Lane 2 ^d	701	1.0	832	0.843	100	26.9	LOS D	9.5	238.8	Full	1600	0.0	0.0
Approach	925	2.0		0.843		23.8	LOS C	9.5	238.8				
North: SR 140													
Lane 1	545	1.6	1135	0.480	100	8.5	LOS A	3.4	86.9	Full	1600	0.0	0.0
Lane 2 ^d	587	3.0	1223	0.480	100	8.0	LOS A	3.5	89.8	Full	1600	0.0	0.0
Approach	1132	2.3		0.480		8.2	LOS A	3.5	89.8				
Intersection	3341	1.7		0.843		13.7	LOS B	9.5	238.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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 > 1 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 6).

Roundabout Capacity Model: SIDRA Standard.

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

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

^d Dominant lane on roundabout approach

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Appendix E. Intersection Control Evaluation (ICE) Analysis

GDOT PI # (or N/A): Request By:

County: GDOT District: 6 - Cartersville

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2018 Existing (current data) Year
 2021 Project Opening Year
 2041 Project Design Year

Annual Growth Rate:
 K Factor:

965 (680) [18500]
 0 0 660 305
 0 0 660 305
 0 0 660 305
 0 0 660 305

2018 Intersection Daily Entering Volume: 48,500
 200 (130)
 0 (0)
 155 (405)

0 330 190 0
 (0) (655) (170) (0)

520 (825) [18800]

Legend:
 000 = AM Peak Approach Vol
 (000) = PM Peak Approach Vol
 [000] = ADT Volume (Estimate)

Approach Splits: SR 140 - 0.77 / Reinhardt Pkwy - 0.23

2021 Opening Year Volumes
 1020 (720) [21100]

0 0 700 320
 0 0 700 320
 0 0 700 320
 0 0 700 320

2021 Intersection Daily Entering Volume: 48,500
 165 (425)
 0 (0)
 210 (135)

0 350 200 0
 (0) (690) (180) (0)

550 (870) [18300]

2041 Design Year Volumes
 1455 (1030) [30100]

0 0 995 460
 0 0 995 460
 0 0 995 460
 0 0 995 460

2041 Intersection Daily Entering Volume: 48,500
 235 (610)
 0 (0)
 300 (195)

0 500 285 0
 (0) (990) (255) (0)

785 (1245) [26200]

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #	NA	Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with further evaluation in Stage 2? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:							
Project Location:	SR 140 @ Reinhardt Pkwy								
Prepared by:	Atkins								
Analyst:	SI								
Date:	1/8/2019								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Mini Roundabout	No	No	No	No	No	No	No	Reinhardt approach is multilane
	Single Lane Roundabout	No	No	No	No	No	No	No	Reinhardt approach is multilane
	Multilane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Consider for Stage 2
	RCUT (stop control)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Existing control is Traffic Signal
	High-T (unsignalized)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Offset-T Intersections	No	No	No	No	No	No	No	T-intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	Add LT Lanes on No RT Lane Improvements	No	No	No	No	No	No	No	Does not need additional left turn lane
	Other unsignalized (provide description):	No	No	No	No	No	No	No	NA
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No median for downstream U-turn
	RCUT (signalized)	No	No	No	No	No	No	No	No median for downstream U-turn
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
	Continuous Green-T	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Consider for Stage 2
	Jughandle	No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway	No	No	No	No	No	No	No	No quadrant roadway
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	NA
	No RT Lane Improvements	No	No	No	No	No	No	No	NA
	Other Signalized (provide description):	No	No	No	No	No	No	No	NA

☒ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI # (or N/A) NA

County: Cherokee

GDOT District: 6 - Cartersville

Area Type: Urban

Date: 1/8/2019

Agency/Firm: Atkins

Analyst: SI

Project Location: SR 140 @ Reinhardt Pkwy

Existing Intersection Control: Signal (turn lanes on mainline)

Type of Analysis: Conventional Non-Safety Funded Project

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro 10	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2021 Opening Yr No-Build Peak Hr Intersection Delay	22.3 sec	28.1 sec
2021 Opening Yr No-Build Peak Hr Intersection V/C ratio	0.80	0.87
2041 Design Yr No-Build Peak Hr Intersection Delay	27.2 sec	52.1 sec
2041 Design Yr No-Build Peak Hr Intersection V/C ratio	0.92	1.07

Complete Streets Warrants Met?

☐ PEDESTRIANS

☐ BICYCLES

☐ TRANSIT

Crash Type	Crash Severity			
	PDO	Injury Crash*	Fatal Crash*	
Crash Data: Enter 5 most recent years of intersection crash data				
Angle	5	3	0	17%
Head-On	0	0	0	0%
Rear End	29	6	0	74%
Sideswipe - same	0	0	0	0%
Sideswipe - opposite	0	0	0	0%
Not Collision w/Motor Veh	4	0	0	9%
TOTALS:	38	9	0	47

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Multilane Roundabout	Continuous Green-T	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here			
Construction Cost	\$1,409,000	\$495,000			
ROW Cost	\$611,000	\$0			
Environmental Cost	\$0	\$0			
Reimbursable Utility Cost	\$42,000	\$17,000			
Design & Contingency Cost	\$394,000	\$123,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	\$2,456,000	\$635,000			

Traffic Operations:

Traffic Analysis Software Used	SIDRA 7		Synchro 10		
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	
2041 Design Yr Build Intersection Delay	14.1 sec	13.7 sec	16.9 sec	26.3 sec	
2041 Design Yr Build Intersection V/C	0.75	0.84	0.73	0.83	

Safety Analysis:

Predefined CRF: PDO	26%	1%			
Predefined CRF: Fatal/Inj	71%	15%			
Predefined CRF Source:	FHWA Clearinghouse #s 4196 / 4195	FHWA Clearinghouse #s 8655 / 8656			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Neutral	Neutral			
GDOT Support	Neutral	Neutral			

Final ICE Stage 2 Score:	5.5	5.2			
Rank of Control Type Alternatives:	1	2			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

A Continuous Green T intersection is proposed as an interim alternative due to cost. The long term alternative is proposed to be a multilane roundabout as suggested in ICE Stage 2.

GDOT PI # (or N/A): Request By:

County: GDOT District:

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2018 Existing (current data) Year
 2021 Project Opening Year
 2041 Project Design Year

Annual Growth Rate:
 K Factor:

815 (665) [18100]
 (0) (365) (175) (125)
 0 530 210 75
 SB SR 140

EB Riverstone Pkwy
 Peds
 (415) 410
 (535) 390
 (45) 70
 (0) 0
 870 (995) [23600]

2018 Intersection Daily Entering Volume: 73,300
 70 145 145 0
 (155) (295) (330) (0)
 360 (780) [13000]
 NB SR 140

WB Riverstone Pkwy
 Peds
 0 (0)
 40 (105)
 305 (490)
 165 (270)
 510 (865) [18600]

Legend:
 000 = AM Peak Approach Vol
 (000) = PM Peak Approach Vol
 [000] = ADT Volume (Estimate)

Approach Splits: SR 140 - 0.44 / Riverstone Pkwy - 0.56

Peak Hour % Trucks
 EB WB NB SB
 0% 0% 0% 0%

2021 Opening Year Volumes
 860 (700) [19100]
 (0) (385) (185) (130)
 0 560 220 80
 SB SR 140

EB Riverstone Pkwy
 Peds
 (440) 435
 (565) 410
 (45) 75
 (0) 0
 920 (1050) [24900]

2021 Intersection Daily Entering Volume: 73,300
 75 155 155 0
 (165) (310) (350) (0)
 385 (825) [13700]
 NB SR 140

WB Riverstone Pkwy
 Peds
 0 (0)
 40 (110)
 320 (515)
 175 (285)
 535 (910) [19600]

2041 Design Year Volumes
 1230 (1005) [27300]
 (0) (550) (265) (190)
 0 800 315 115
 SB SR 140

EB Riverstone Pkwy
 Peds
 (625) 620
 (805) 590
 (70) 105
 (0) 0
 1315 (1500) [35700]

2041 Intersection Daily Entering Volume: 73,300
 105 220 220 0
 (235) (450) (495) (0)
 545 (1180) [19600]
 NB SR 140

WB Riverstone Pkwy
 Peds
 0 (0)
 60 (160)
 460 (740)
 250 (405)
 770 (1305) [28100]

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #	NA	Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) traffic characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with further evaluation in Stage 2? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:							
Project Location:	SR 140 @ Riverstone Pkwy								
Prepared by:	Atkins								
Analyst:	SI								
Date:	1/8/2019								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Mini Roundabout	No	No	No	No	No	No	No	Mainline is multilane
	Single Lane Roundabout	No	No	No	No	No	No	No	Mainline is multilane
	Multilane Roundabout	No	No	No	No	No	No	No	High conflicting volumes
	RCUT (stop control)	No	No	No	No	No	No	No	High left turns from minor approaches
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	High left turning volumes
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections	No	No	No	No	No	No	No	ROW constraints
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	Add LT Lanes on No RT Lane Improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Consider for Stage 2
	Other unsignalized (provide description):	No	No	No	No	No	No	No	NA
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Existing control is Traffic Signal
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	High left turning volumes
	RCUT (signalized)	No	No	No	No	No	No	No	High left turns from minor approaches
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway	No	No	No	No	No	No	No	No quadrant roadway
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	NA
	No RT Lane Improvements	No	No	No	No	No	No	No	NA
	Other Signalized (provide description):	No	No	No	No	No	No	No	NA

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 140 @ Riverstone Pkwy
County: Cherokee
GDOT District: 6 - Cartersville
Area Type: Urban
Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): NA
Requested By: City of Canton
Prepared By: Atkins
Analyst: SI
Date: 1/8/2019

Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	18,100	
Existing Avg Daily Traffic (Minor Street):	23,600	
Analysis Period:	AM Peak	PM Peak
2021 Opening Yr Peak Hour Intersection Delay:	71.6 sec	59.3 sec
2021 Opening Yr Peak Hour Intersection V/C:	1.08	0.93
2041 Design Yr Peak Hour Intersection Delay:	152.7 sec	133.6 sec
2041 Design Yr Peak Hour Intersection V/C:	1.66	1.60

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Type	Crash Severity		
	PDO	Injury Crash*	Fatal Crash*
Angle	47	8	0
Head-On	0	1	0
Rear End	58	4	0
Sideswipe - same	16	0	0
Sideswipe - opposite	1	0	0
Not Collision w/Motor Veh	2	0	0
TOTALS:	124	13	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Additional left turning lanes are proposed as alternative.

Proposed Intersection Control: Traffic Signal

REQUESTED BY: Shah Imran **Date:** 4/11/2019

Title: Senior Engineer

APPROVED BY: _____ **Date:** _____

Name: _____

District Engineer or (Approved Delegate)

Appendix F. Proposed Improvement Layouts

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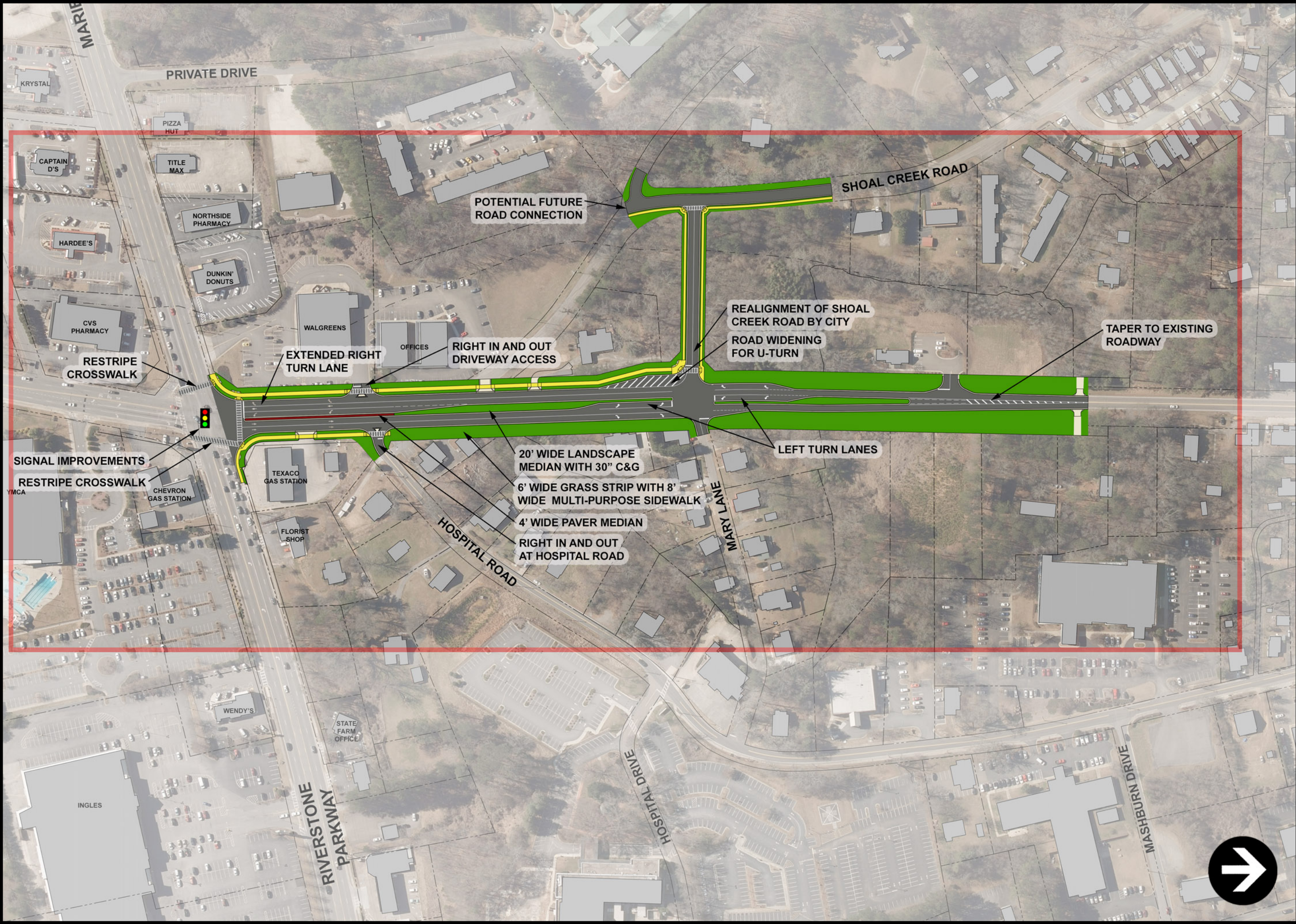
SR 140 Corridor Study

Quick Response Project

April 2019



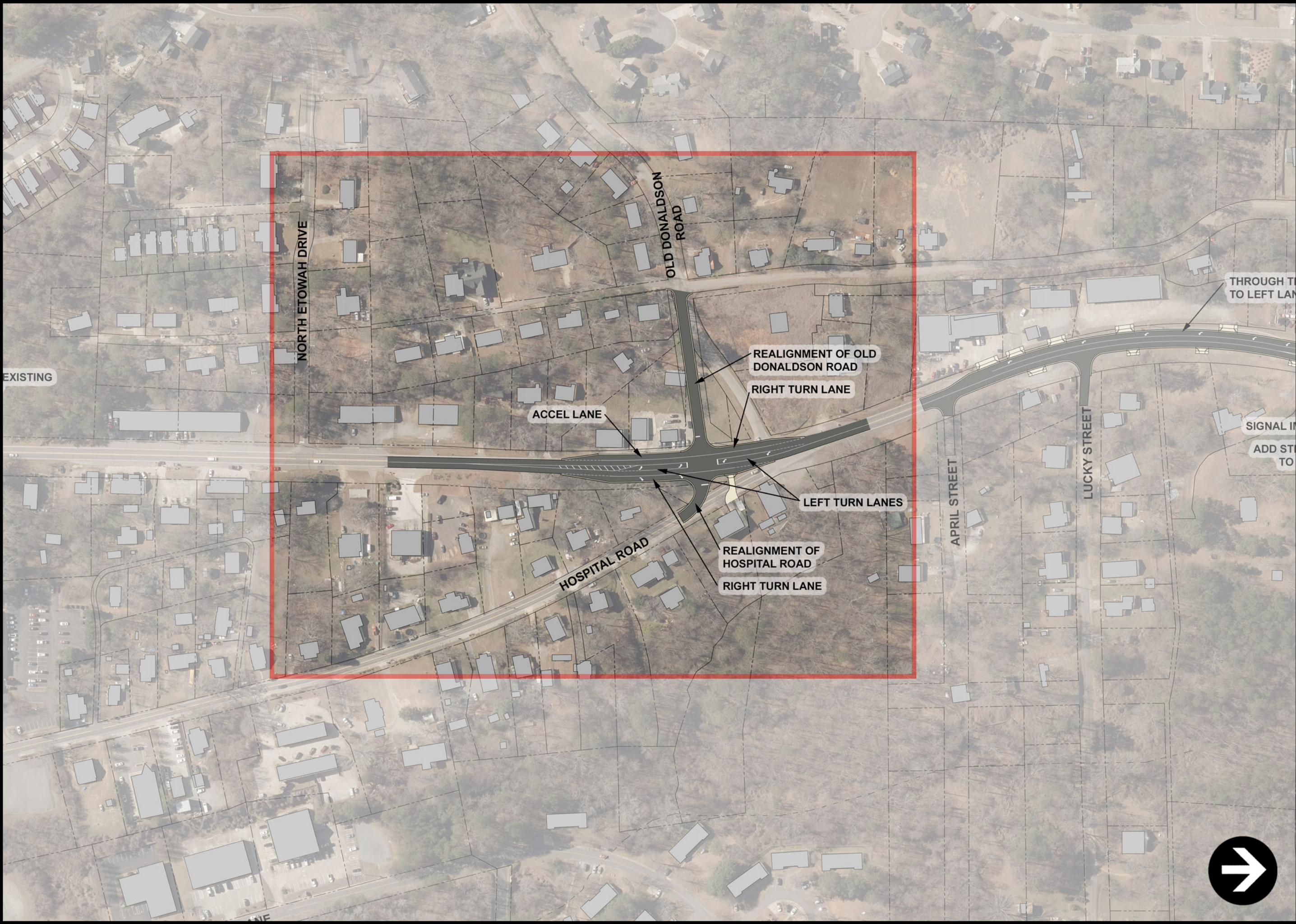
ATKINS



SR 140 Corridor Study

Interim Conceptual Plan Area 1

April 2019



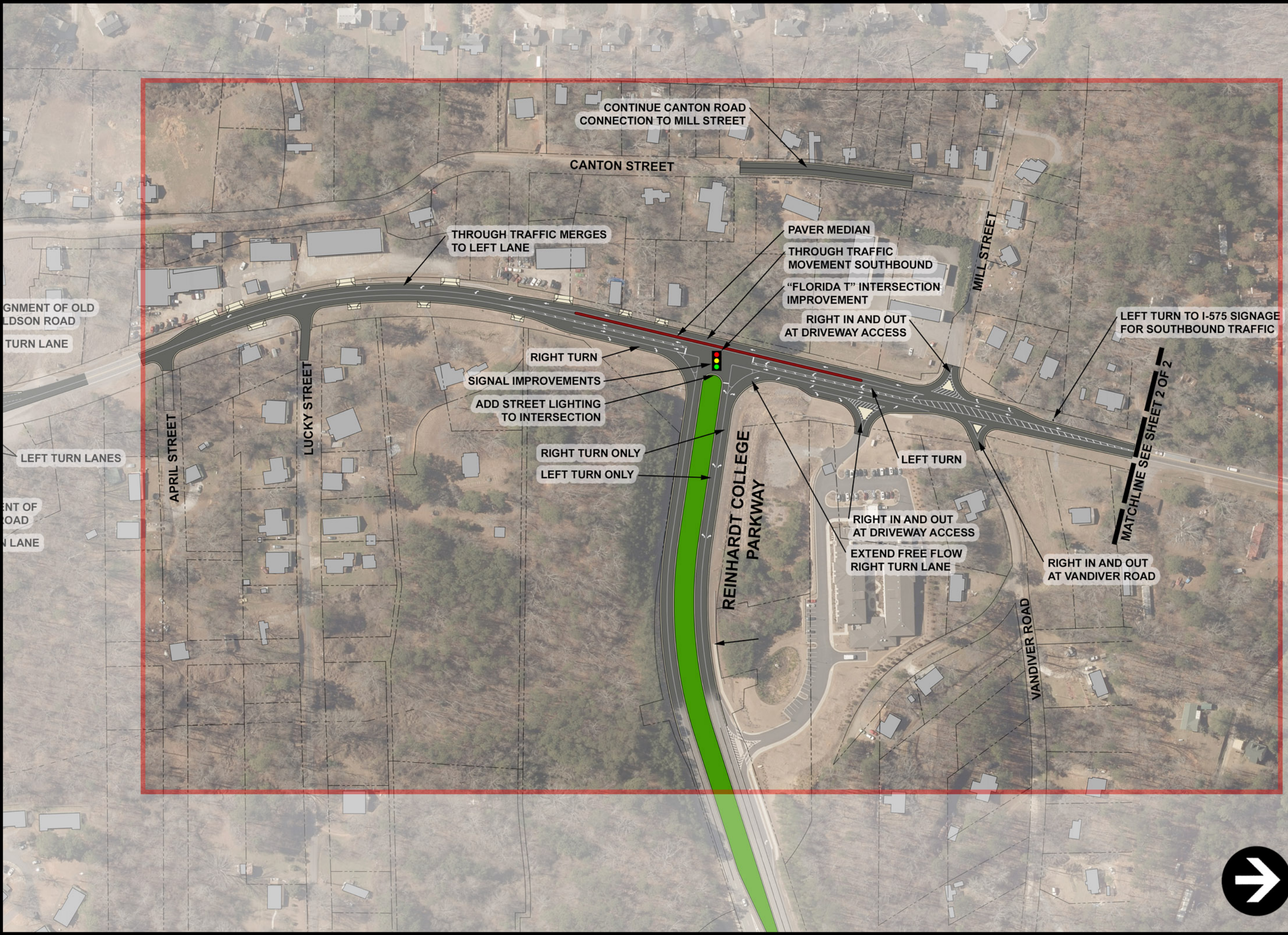
SR 140 Corridor Study

Interim Conceptual Plan Area 2

April 2019



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SR 140 Corridor Study

Interim Conceptual Plan Area 3

April 2019



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SR 140 Corridor Study

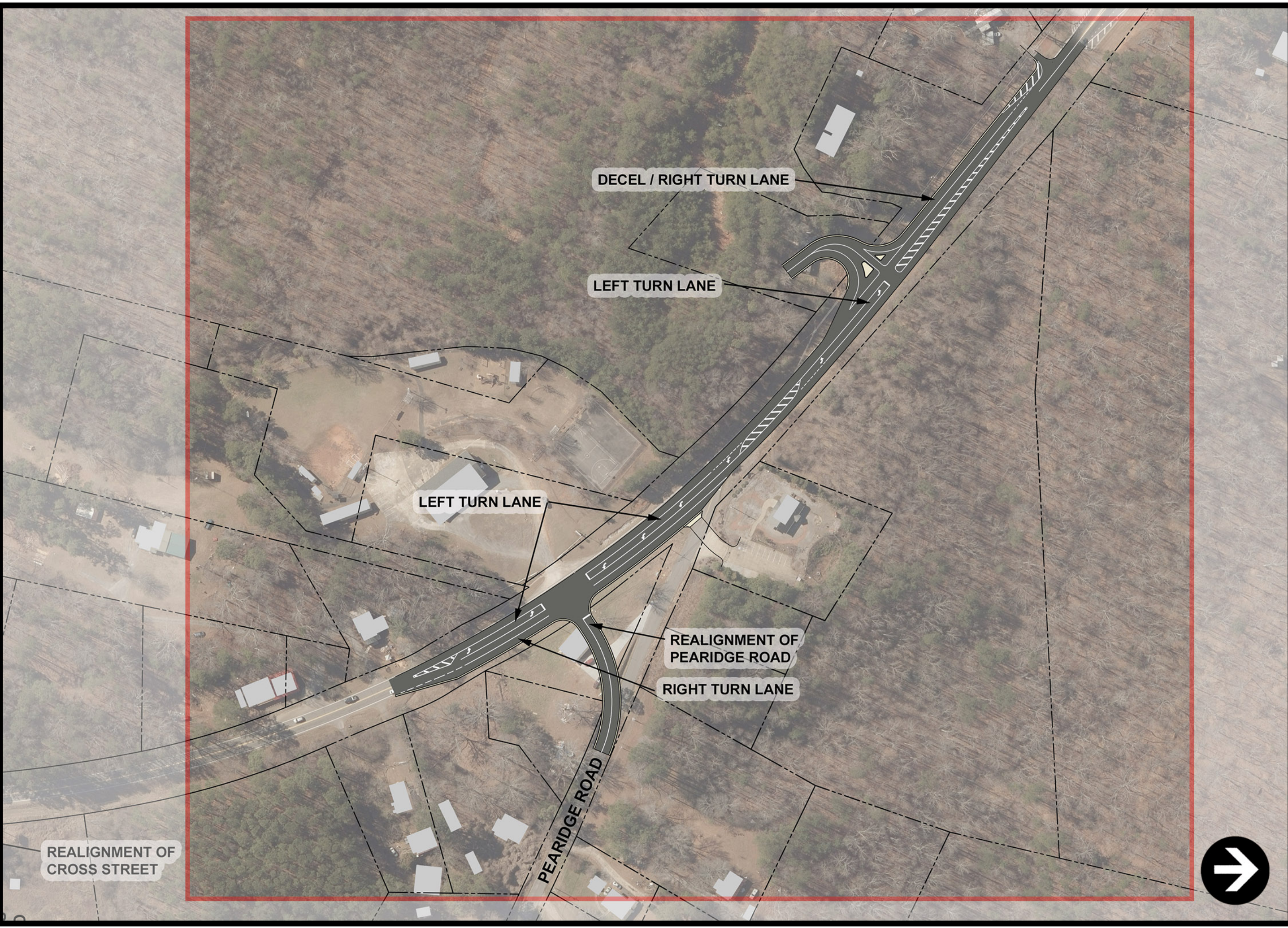
Interim Conceptual Plan Area 4

April 2019



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SR 140 Corridor Study

Interim Conceptual Plan Area 6

April 2019



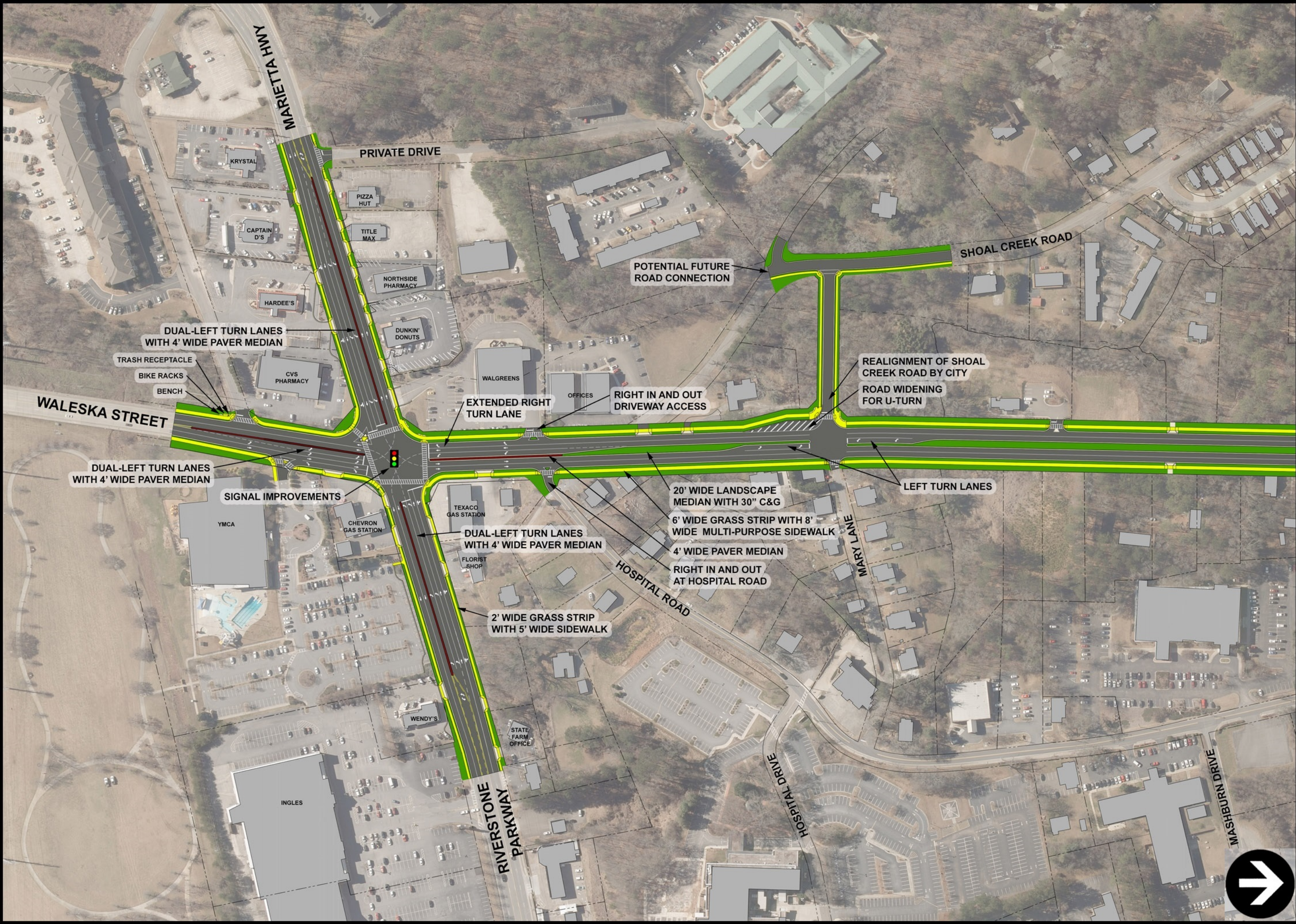
SR 140 Corridor Study

Interim Conceptual Plan Area 7

April 2019



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SR 140 Corridor Study

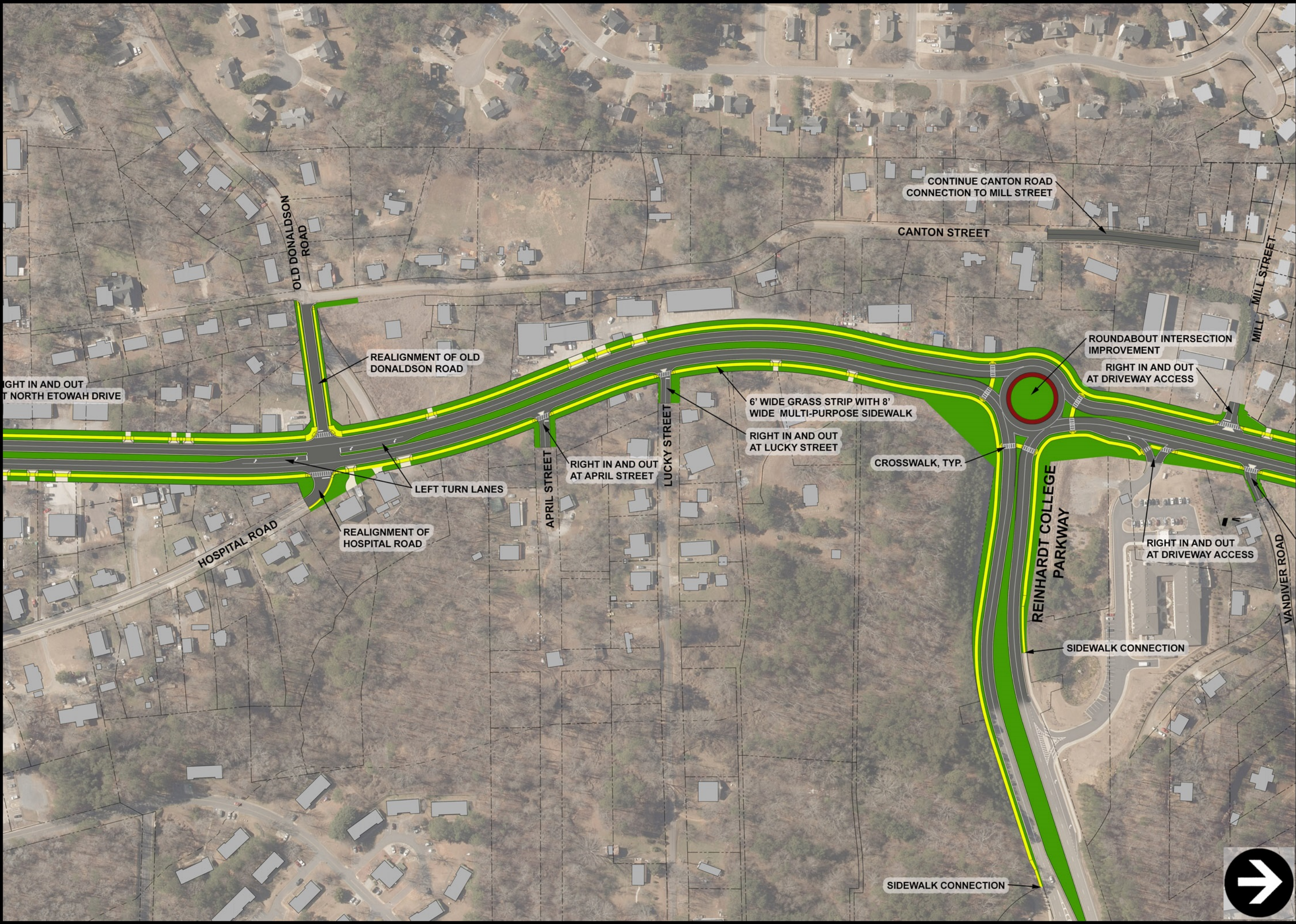
Long Term Conceptual Plan Area 1

April 2019



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SR 140 Corridor Study

Long Term Conceptual Plan Area 4

April 2019



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SR 140 Corridor Study

Long Term Conceptual Plan Area 5

April 2019



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SR 140 Corridor Study

Long Term Conceptual Plan Area 6

April 2019



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