

Existing Site Details

| | | | |
|-----------------------------|--------------------------|--|-------------------|
| Location (County) | Rockingham County | Functional Classification² | Minor Arterial |
| Roadway/Corridor | Mt. Clinton Pike | Typical Section (lanes) | 4-lane, Undivided |
| From Intersection | Virginia Avenue (Rt 42) | One-way/Two-way | Two-way |
| To Intersection | US 11 (Lee Hwy)/Vine St | Typical Section (width, ft) | 48-feet |
| Distance¹ | 1.35 mi | Posted Speed Limit | 35 mph |
| Freight Status | No Restrictions/Priority | Urban/Rural | Urban |
| | | VDOT Pavement Quality | <i>Unknown</i> |

¹Measured from center of "from intersection" to "to intersection"

²Per VDOT 2014 Approved Functional Classification Map

Existing Conditions Analysis

Volume/Segment Operations

Traffic count, speed data, and capacity calculations can be found in Attachment A.

| | |
|-----------------------------------|---|
| Segment Tube Count Date(s) | Mt Clinton Pike East of Acorn Drive- December 9, 2021 (Thursday) |
| Intersection TMC Date(s) | Virginia Ave (Rt 42)/Mt Clinton Pike – January 25, 2022 (Tuesday) Pilgrim Pride Driveway/Mt Clinton Pike – January 25, 2022 (Tuesday) Liberty Street/Mt Clinton Pike – January 25, 2022 (Tuesday) Acorn Drive/Mt Clinton Pike – January 25, 2022 (Tuesday) Technology Drive/Mt Clinton Pike – January 25, 2022 (Tuesday) Valley Pike (US11)/Mt Clinton Pike – January 25, 2022 (Tuesday) |
| AM Peak Hour | 7:30AM -8:30AM |
| PM Peak Hour | 4:30PM-5:30PM |

Table 1 – Existing 2022 Segment Counts/Averages/Capacity

| Average Daily Count | | ADT ¹ | ADT for 4-3 Lane Conversion | Candidate for Road Reconfiguration? |
|---|---------------|------------------|-----------------------------|-------------------------------------|
| Direction | Weekday | | | |
| Between Acorn Drive and Technology Drive | | | | |
| Eastbound | 5,769 | 5,800 | 16,000² | Yes |
| Westbound | 5,940 | 6,000 | | |
| TOTAL | 11,709 | 11,800 | | |

¹ADT calculated as 7-day average rounded up to nearest 100 vehicles.

²Threshold identified under [VDOT Roadway Reconfiguration Guidance](#).

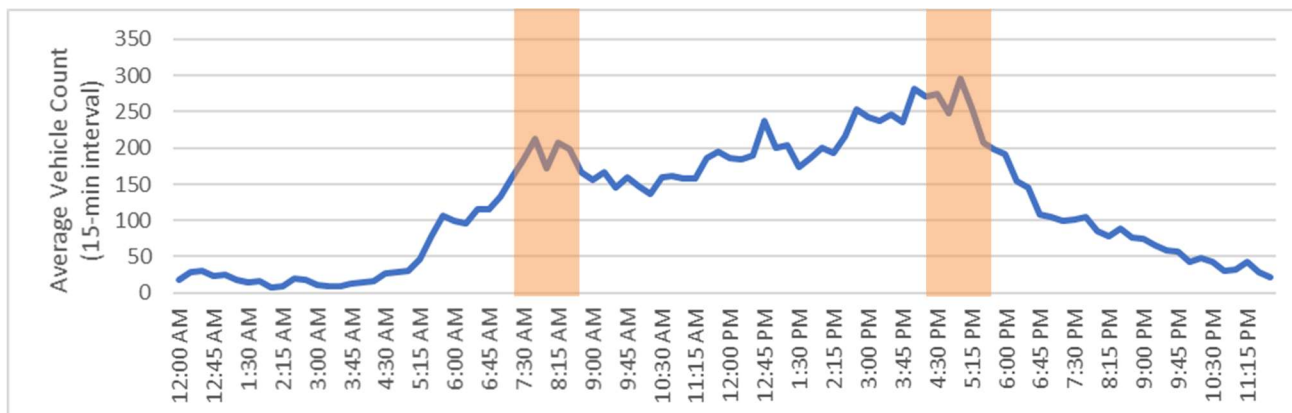


Figure 1 Total Weekday Profile

Existing Speed Conditions

Table 2 summarizes the existing speeds for the Mt. Clinton Pike corridor.

Table 2 - Existing Segment Traffic Volumes and Speeds

| Segment | Direction | Traffic Volume (veh) | | Speed (mph) | |
|------------------------------------|-----------|----------------------|---------|-------------|-----------------------------|
| | | Approach | Segment | Average | 85 th Percentile |
| Between Acorn Dr and Technology Dr | Eastbound | 5,769 | 11,709 | 39 | 45 |
| | Westbound | 5,940 | | 39 | 46 |

Note: Speed and associated volume data collected December 9, 2021.

Average speeds in both directions are shown to be above the posted 35 MPH speed limit. Moreso, the 85th percentile speeds were measured to be at or above 45 MPH. Considering both average and 85th percentile speeds exceed the posted speed limit, there may be reconfiguration options worth exploring to reduce speeds.

Existing Intersection Operations Analysis Results

Table 3 summarizes the existing intersection operations for the Mt. Clinton Pike corridor under existing 2022 traffic conditions. Approaches highlighted in orange indicate segments considered for road reconfiguration modifications. Synchro analysis worksheets can be found in Attachment B.

Table 3 - Existing (2022) AM/PM HCM 6th Edition Results

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Virginia Ave/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.71 | 44.2 [D] | 312 | 0.81 | 59.5 [E] | 358 |
| | EBT | -- | 0.71 | 44.2 [D] | 312 | 0.81 | 59.5 [E] | 358 |
| | EBR | 70 | 0.05 | 32.6 [C] | 0 | 0.07 | 39.7 [D] | 0 |
| | Approach | | - | 41.8 [D] | | - | 54.7 [D] | |
| WB | WBL | -- | 0.62 | 45.0 [D] | 220 | 0.76 | 60.0 [E] | 277 |
| | WBT | -- | 0.62 | 45.0 [D] | 220 | 0.76 | 60.0 [E] | 277 |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| | WBR | 120 | 0.07 | 37.5 [D] | 2 | 0.06 | 43.9 [D] | 0 |
| | Approach | | - | 42.2 [D] | - | - | 55.0 [D] | - |
| NB | NBL | 100 | 0.20 | 26.0 [C] | 48 | 0.31 | 26.7 [C] | 105 |
| | NBT | -- | 0.39 | 32.1 [C] | 175 | 0.70 | 42.6 [D] | 398 |
| | NBR | --- | 0.39 | 32.1 [C] | 175 | 0.70 | 42.6 [D] | 398 |
| | Approach | | - | 31.4 [C] | - | - | 40.5 [D] | - |
| SB | SBL | 115 | 0.23 | 24.8 [C] | 84 | 0.43 | 28.3 [C] | 105 |
| | SBT | -- | 0.76 | 38.9 [D] | 368 | 0.47 | 37.4 [D] | 248 |
| | SBR | -- | 0.76 | 38.9 [D] | 368 | 0.47 | 37.4 [D] | 248 |
| | Approach | | - | 37.3 [D] | - | - | 35.7 [D] | - |
| Overall Intersection | | | - | 37.7 [D] | - | - | 44.0 [D] | - |
| Pilgrims Pride Driveway/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.4 [A] | 1 | 0.00 | 0.2 [A] | -- |
| | EBT | -- | 0.01 | 0.4 [A] | 1 | 0.00 | 0.2 [A] | -- |
| | Approach | | - | 0.4 [A] | - | - | 0.2 [A] | - |
| WB | WBT | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | -- |
| | WBR | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | -- |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.02 | 12.1 [B] | 2 | 0.03 | 13.4 [B] | -- |
| | SBR | --- | 0.02 | 12.1 [B] | 2 | 0.03 | 13.4 [B] | -- |
| | Approach | | - | 12.1 [B] | - | - | 13.4 [B] | - |
| Overall Intersection | | | - | 0.4 [A] | - | - | 0.3 [A] | - |
| Liberty Street/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.26 | 7.9 [A] | 44 | 0.36 | 10.7 [B] | 52 |
| | EBT | -- | 0.26 | 7.9 [A] | 44 | 0.36 | 10.7 [B] | 52 |
| | EBR | -- | 0.26 | 7.9 [A] | 44 | 0.36 | 10.7 [B] | 52 |
| | Approach | | - | 7.9 [A] | - | - | 10.7 [B] | - |
| WB | WBL | -- | 0.30 | 8.1 [A] | 47 | 0.39 | 10.9 [B] | 54 |
| | WBT | -- | 0.30 | 8.1 [A] | 47 | 0.39 | 10.9 [B] | 54 |
| | WBR | -- | 0.30 | 8.1 [A] | 47 | 0.39 | 10.9 [B] | 54 |
| | Approach | | - | 8.1 [A] | - | - | 10.9 [B] | - |
| NB | NBL | -- | 0.35 | 11.6 [B] | 45 | 0.54 | 11.0 [B] | 100 |
| | NBT | -- | 0.35 | 11.6 [B] | 45 | 0.54 | 11.0 [B] | 100 |
| | NBR | --- | 0.35 | 11.6 [B] | 45 | 0.54 | 11.0 [B] | 100 |
| | Approach | | - | 11.6 [B] | - | - | 11.0 [B] | - |
| SB | SBL | -- | 0.53 | 12.9 [B] | 69 | 0.38 | 9.7 [A] | 69 |
| | SBT | -- | 0.53 | 12.9 [B] | 69 | 0.38 | 9.7 [A] | 69 |
| | SBR | -- | 0.53 | 12.9 [B] | 69 | 0.38 | 9.7 [A] | 69 |
| | Approach | | - | 12.9 [B] | - | - | 9.7 [A] | - |
| Overall Intersection | | | - | 9.6 [A] | - | - | 10.7 [B] | - |
| Acorn Drive/Mt Clinton Pike¹ | | | | | | | | |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|---|----------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| EB | EBL | -- | 0.01 | 0.7 [A] | 1 | 0.00 | 0.4 [A] | 0 |
| | EBT | -- | 0.11 | 0.0 [A] | 0 | 0.13 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.12 | 0.0 [A] | 0 | 0.11 | 0.0 [A] | 0 |
| | WBR | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.32 | 16.5 [C] | 33 | 0.52 | 21.7 [C] | 72 |
| | SBR | --- | 0.00 | 9.7 [A] | 0 | 0.02 | 10.0 [B] | 2 |
| | Approach | | - | 16.4 [C] | - | - | 20.9 [C] | - |
| Overall Intersection | | | - | 2.7 [A] | - | - | 4.5 [A] | - |
| Technology Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.5 [A] | 1 | 0.00 | 0.0 [A] | 0 |
| | EBT | -- | 0.16 | 0.0 [A] | 0 | 0.22 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.0 [A] | - |
| WB | WBT | -- | 0.17 | 0.0 [A] | 0 | 0.21 | 0.0 [A] | 0 |
| | WBR | -- | 0.09 | 0.0 [A] | 0 | 0.11 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.01 | 11.9 [B] | 1 | 0.02 | 13.2 [B] | 2 |
| | SBR | --- | -- | 0.0 [A] | 1 | -- | 0.0 [A] | 0 |
| | Approach | | - | 11.9 [B] | - | - | 13.2 [B] | - |
| Overall Intersection | | | - | 0.1 [A] | - | - | 0.1 [A] | - |
| US 11/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | 150 | 0.35 | 14.7 [B] | 41 | 0.53 | 17.2 [B] | 64 |
| | EBT | -- | 0.54 | 24.1 [C] | 93 | 0.59 | 26.8 [C] | 310 |
| | EBR | -- | 0.54 | 24.1 [C] | 93 | 0.59 | 26.8 [C] | 310 |
| | Approach | | - | 20.5 [C] | - | - | 22.9 [C] | - |
| WB | WBL | 115 | 0.05 | 18.2 [B] | 19 | 0.09 | 19.9 [B] | 37 |
| | WBT | -- | 0.59 | 28.4 [C] | 189 | 0.72 | 35.1 [D] | 140 |
| | WBR | -- | 0.59 | 28.4 [C] | 189 | 0.72 | 35.1 [D] | 140 |
| | Approach | | - | 27.6 [C] | - | - | 33.6 [C] | - |
| NB | NBL | 175 | 0.17 | 16.7 [B] | 43 | 0.19 | 18.5 [B] | 30 |
| | NBT | -- | 0.24 | 20.5 [C] | 97 | 0.71 | 32.0 [C] | 269 |
| | NBR | --- | 0.24 | 20.5 [C] | 97 | 0.71 | 32.0 [C] | 269 |
| | Approach | | - | 22.9 [C] | - | - | 29.5 [C] | - |
| SB | SBL | -- | 0.05 | 20.8 [C] | 17 | 0.16 | 22.2 [C] | 138 |
| | SBT | -- | 0.52 | 25.5 [C] | 190 | 0.35 | 26.7 [C] | 263 |
| | SBR | 750 | 0.13 | 22.2 [C] | 53 | 0.11 | 24.8 [C] | -- |
| | Approach | | - | 23.8 [C] | - | - | 25.3 [C] | - |
| Overall Intersection | | | - | 22.8 [C] | - | - | 27.3 [C] | - |

¹Analysis used HCM 2000 signal capacity methodology

- 95th percentile volume exceeds capacity; queue may be longer.

2040 No-Build Intersection Operations Analysis Results

Projected 2040 AADTs along Mt Clinton Pike and the intersecting roadways were analyzed using regional travel demand modeling as part of the City of Harrisonburg’s 2018 Comprehensive Plan. The most current AADT counts for the years of 2018 and 2020 were pulled for each roadway from the 2018 Comprehensive Plan and supplemented by VDOT 2020 Traffic Data¹. The projected 2040 volumes, **Table 4**, were compared the most current AADTs for each section of roadway to create specific growth rates for each approach of the intersections. These growth rates were utilized to grow the turning movement counts for the 2040 no-build analysis using Synchro. The projected AADTs were also compared to the capacity of a four lane roadway and a two lane roadway, **Table 5**. All segments along Mt Clinton Pike are under capacity for the four lane existing configuration and two lane reconfiguration configuration expect for the segment located between Acorn Drive and US 11 which is slightly over capacity for the two lane reconfiguration.

Table 4 –Projected 2040 AADTs for the Study Area

| | |
|--|--------|
| Mt Clinton Pike West of Virginia Ave | 10,600 |
| Mt Clinton Pike between Virginia Ave and Liberty Street | 12,400 |
| Mt Clinton Pike between Liberty Street and Acorn Drive | 11,400 |
| Mt Clinton Pike between Acorn and US 11 | 16,300 |
| Mt Clinton Pike East of US 11 | 7,600 |
| Virginia Ave North of Mt Clinton Pike | 17,100 |
| Virginia Ave South of Mt Clinton Pike | 14,600 |
| Liberty Street North of Mt Clinton Pike | 8,700 |
| Liberty Street South of Mt Clinton Pike | 9,900 |
| Acorn Drive | 7,500 |
| US 11 North of Mt Clinton Pike | 16,600 |
| US 11 South of Mt Clinton Pike | 11,500 |

Table 5 –Projected 2040 AADTs/Reconfiguration Consideration

| Segment | Projected AADT ¹ | ADT for 4-3 Lane Conversion | Candidate for Road Reconfiguration? |
|-----------------------------------|-----------------------------|-----------------------------|-------------------------------------|
| West of Virginia Avenue | 10,600 | 16,000² | Yes |
| Virginia Avenue to Liberty Street | 12,400 | | Yes |
| Liberty Street to Acorn Drive | 11,400 | | Yes |
| Acorn Drive to US 11 | 16,300 | | Consider³ |

¹ADT calculated as 7-day average rounded up to nearest 100 vehicles.

²Threshold identified under [VDOT Roadway Reconfiguration Guidance](#).

³The 16,000 ADT threshold is considered to be a clear opportunity for a 4-3 lane conversion; being just above the threshold should consider intersection operations as driver for road reconfiguration.

Table 6 summarizes the anticipated 2040 no-build intersection operations for the Mt Clinton Drive corridor. *Approaches highlighted in orange indicate segments considered for road reconfiguration modifications. Synchro analysis worksheets can be found in Attachment B.*

Table 6 – No-Build 2040 AM/PM HCM 6th Edition Results

¹ VDOT 2020 Traffic Data - https://www.virginiadot.org/info/2020_traffic_data_by_jurisdiction.asp

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Virginia Ave/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.82 | 57.7 [E] | 383 | 0.88 | 70.0 [E] | #459 |
| | EBT | -- | 0.82 | 57.7 [E] | 383 | 0.88 | 70.0 [E] | #459 |
| | EBR | 70 | 0.06 | 37.1 [D] | 0 | 0.08 | 41.0 [D] | 4 |
| | Approach | | - | 53.4 [D] | - | - | 63.0 [E] | - |
| WB | WBL | -- | 0.76 | 57.4 [E] | 294 | 0.88 | 75.2 [E] | #411 |
| | WBT | -- | 0.76 | 57.4 [E] | 294 | 0.88 | 75.2 [E] | #411 |
| | WBR | 120 | 0.09 | 41.9 [D] | 36 | 0.09 | 44.8 [D] | 29 |
| | Approach | | - | 51.6 [D] | - | - | 65.8 [E] | - |
| NB | NBL | 100 | 0.28 | 30.5 [C] | 58 | 0.46 | 32.4 [C] | 122 |
| | NBT | -- | 0.45 | 37.1 [D] | 213 | 0.89 | 59.0 [E] | #523 |
| | NBR | --- | 0.45 | 37.1 [D] | 213 | 0.89 | 59.0 [E] | #523 |
| | Approach | | - | 36.4 [D] | - | - | 55.5 [E] | - |
| SB | SBL | 115 | 0.28 | 26.0 [C] | 99 | 0.67 | 42.3 [D] | #140 |
| | SBT | -- | 0.82 | 45.5 [D] | #501 | 0.61 | 45.3 [D] | 301 |
| | SBR | -- | 0.82 | 45.5 [D] | #501 | 0.61 | 45.3 [D] | 301 |
| | Approach | | - | 43.4 [D] | - | - | 44.8 [D] | - |
| Overall Intersection | | | - | 45.2 [D] | - | - | 55.7 [E] | - |
| Pilgrims Pride Driveway/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.4 [A] | 1 | 0.01 | 0.2 [A] | 0 |
| | EBT | -- | -- | 0.0 [A] | 1 | -- | 0.0 [A] | 0 |
| | Approach | | - | 0.1 [A] | - | - | 0.2 [A] | - |
| WB | WBT | -- | 0.22 | 0.0 [A] | 0 | 0.27 | 0.0 [A] | 0 |
| | WBR | -- | 0.22 | 0.0 [A] | 0 | 0.27 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.03 | 13.9 [B] | 2 | 0.04 | 16.3 [C] | 3 |
| | SBR | --- | 0.03 | 13.9 [B] | 2 | 0.04 | 16. [C] | 3 |
| | Approach | | - | 13.9 [B] | - | - | 16.3 [C] | - |
| Overall Intersection | | | - | 0.5 [A] | - | - | 0.3 [A] | - |
| Liberty Street/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.43 | 13.7 [B] | 94 | 0.56 | 22.8 [C] | 124 |
| | EBT | -- | 0.43 | 13.7 [B] | 94 | 0.56 | 22.8 [C] | 124 |
| | EBR | -- | 0.43 | 13.7 [B] | 94 | 0.56 | 22.8 [C] | 124 |
| | Approach | | - | 13.7 [B] | - | - | 22.8 [C] | - |
| WB | WBL | -- | 0.50 | 14.2 [B] | 102 | 0.62 | 24.1 [C] | 127 |
| | WBT | -- | 0.50 | 14.2 [B] | 102 | 0.62 | 24.1 [C] | 127 |
| | WBR | -- | 0.50 | 14.2 [B] | 102 | 0.62 | 24.1 [C] | 127 |
| | Approach | | - | 14.2 [B] | - | - | 24.1 [C] | - |
| NB | NBL | -- | 0.44 | 10.8 [B] | 110 | 0.70 | 13.9 [B] | 289 |
| | NBT | -- | 0.44 | 10.8 [B] | 110 | 0.70 | 13.9 [B] | 289 |
| | NBR | --- | 0.44 | 10.8 [B] | 110 | 0.70 | 13.9 [B] | 289 |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|------------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| | Approach | | - | 10.8 [B] | - | - | 13.9 [B] | - |
| SB | SBL | -- | 0.68 | 14.7 [B] | 207 | 0.56 | 10.8 [B] | 205 |
| | SBT | -- | 0.68 | 14.7 [B] | 207 | 0.56 | 10.8 [B] | 205 |
| | SBR | -- | 0.68 | 14.7 [B] | 207 | 0.56 | 10.8 [B] | 205 |
| | Approach | | - | 14.7 [B] | - | - | 10.8 [B] | - |
| Overall Intersection | | | - | 14.7 [B] | - | - | 17.4 [B] | - |
| Acorn Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.7 [A] | 1 | 0.01 | 0.4 [A] | 1 |
| | EBT | -- | 0.15 | 0.0 [A] | 0 | 0.18 | 0.0 [A] | 0 |
| | Approach | | - | 0.3 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.16 | 0.0 [A] | 0 | 0.15 | 0.0 [A] | 0 |
| | WBR | -- | 0.22 | 0.0 [A] | 0 | 0.28 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.71 | 37.6 [E] | 129 | 1.18 | 143.6 [F] | 399 |
| | SBR | --- | 0.00 | 10.3 [B] | 0 | 0.05 | 11.0 [B] | 4 |
| | Approach | | - | 37.3 [E] | - | - | 134.1 [F] | - |
| Overall Intersection | | | - | 7.3 [A] | - | - | 34.0 [D] | - |
| Technology Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.7 [A] | 1 | 0.00 | 0.0 [A] | 0 |
| | EBT | -- | 0.21 | 0.0 [A] | 0 | 0.30 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.0 [A] | - |
| WB | WBT | -- | 0.24 | 0.0 [A] | 0 | 0.29 | 0.0 [A] | 0 |
| | WBR | -- | 0.13 | 0.0 [A] | 0 | 0.15 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.01 | 14.3 [B] | 1 | 0.04 | 17.0 [C] | -- |
| | SBR | --- | 0.01 | 14.3 [B] | 1 | 0.04 | 17.0 [C] | -- |
| | Approach | | - | 14.3 [B] | - | - | 17.0 [C] | - |
| Overall Intersection | | | - | 0.2 [A] | - | - | 0.1 [A] | - |
| US 11/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | 150 | 0.56 | 21.7 [C] | 148 | 0.82 | 33.8 [C] | #257 |
| | EBT | -- | 0.76 | 38.6 [D] | 300 | 0.81 | 39.9 [D] | #440 |
| | EBR | -- | 0.76 | 38.6 [D] | 300 | 0.81 | 39.9 [D] | #440 |
| | Approach | | - | 32.1 [C] | - | - | 37.5 [D] | - |
| WB | WBL | 115 | 0.08 | 24.6 [C] | 23 | 0.14 | 24.8 [C] | 34 |
| | WBT | -- | 0.69 | 39.3 [D] | 223 | 0.79 | 44.5 [D] | 313 |
| | WBR | -- | 0.69 | 39.3 [D] | 223 | 0.79 | 44.5 [D] | 313 |
| | Approach | | - | 38.1 [D] | - | - | 42.5 [D] | - |
| NB | NBL | 175 | 0.30 | 18.2 [B] | 60 | 0.32 | 19.4 [B] | 87 |
| | NBT | -- | 0.30 | 21.8 [C] | 146 | 0.94 | 55.9 [E] | #559 |
| | NBR | --- | 0.30 | 21.8 [C] | 146 | 0.94 | 55.9 [E] | #559 |
| | Approach | | - | 20.7 [C] | - | - | 49.0 [D] | - |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------------|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| SB | SBL | -- | 0.06 | 19.5 [B] | 28 | 0.40 | 25.6 [C] | 60 |
| | SBT | -- | 0.77 | 34.8 [C] | #454 | 0.60 | 32.7 [C] | 273 |
| | SBR | 750 | 0.25 | 23.7 [C] | 73 | 0.21 | 27.6 [C] | 68 |
| | Approach | | - | 29.3 [C] | - | - | 29.6 [C] | - |
| Overall Intersection | | | - | 30.1 [C] | - | - | 39.1 [D] | - |

¹Analysis used HCM 2000 signal capacity methodology

- 95th percentile volume exceeds capacity; queue may be longer.

Intersection Operations Analysis Summary

- Estimated 95th percentile queues do not exceed storage on proposed road reconfiguration affected approaches during both weekday AM and PM peak hours during existing conditions.
- Estimated 95th percentile queues do not exceed storage on proposed road reconfiguration affect approaches during both weekday AM and PM peak hours during no-build 2040 conditions, except for the eastbound approach of US 11/Mt Clinton Pike during the PM peak hour.
- Pilgrims Pride Driveway/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
- Liberty Street/Mt Clinton Pike - *Signalized*
 - Eastbound and westbound approaches experience LOS B or better during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing conditions.
 - Eastbound and westbound approaches experience LOS C or better during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during and 2040 no-build conditions.
- Acorn Drive/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
 - Southbound approach is anticipated to experience LOS E during weekday AM peak hour conditions and LOS F during the weekday PM peak hour during 2040 no-build conditions. These delay considerations should review potential traffic control mitigations for this approach including reconfiguration as a roundabout or signalization.
- Technology Drive/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
- US 11/Mt Clinton Pike - *Signalized*

- Eastbound approach experiences LOS C during weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing conditions.
- Eastbound approach experiences LOS C and D during weekday AM and PM peak hour conditions indicating limited spare capacity for reduction in lane configuration during no-build 2040 conditions.

Crash Summary

There were 78 reported crashes along Mt Clinton Pike from January 2014-December 2021. **Figure 2** shows the distribution of the crashes along the segment, revealing that most crashes occur near the intersections along the corridor. An overall breakdown of the crashes can be found in **Table 7**, and a summary of the crash severity can be found in **Table 8**.

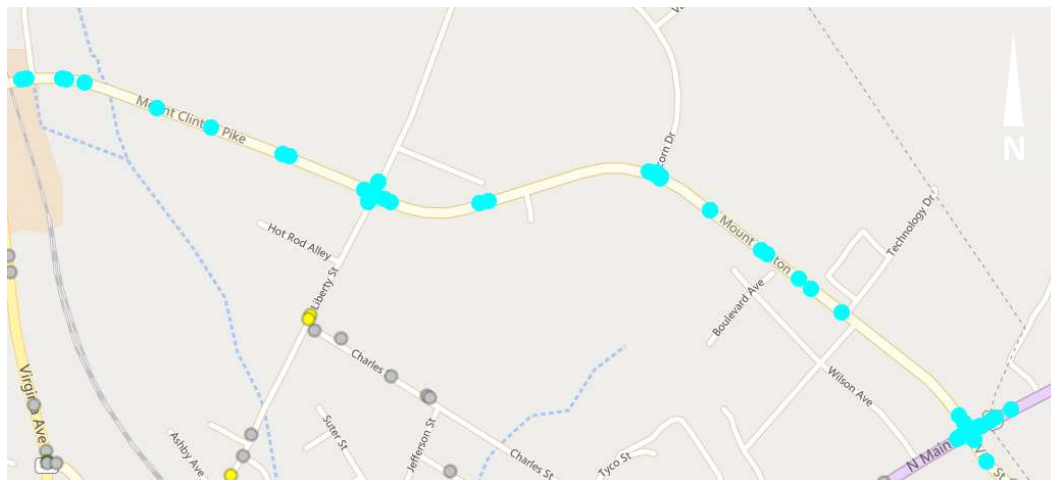


Figure 2 Crash Map – Mt. Clinton Pike Corridor (Source: VDOT Crash Analysis Tool)

Table 7 – Mt. Clinton Pike Corridor (Jan 2014-December 2021)

| Year | Collision Type | | | | | | | | | Total |
|--------------|----------------|------------|-----------|----------------------|---------------------|---------------|-----------------------|-----------|-----------|-------------|
| | Rear End | Angle | Head On | Sideswipe (same dir) | Sideswipe (opp dir) | Non-collision | Fixed Object Off Road | Animal | Other | |
| 2014 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 2015 | 3 | 5 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 12 |
| 2016 | 1 | 6 | 1 | 0 | 0 | 0 | 4 | 2 | 0 | 14 |
| 2017 | 4 | 9 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 17 |
| 2018 | 2 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 13 |
| 2019 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2020 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 |
| 2021 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 4 |
| Total | 16 | 37 | 2 | 3 | 6 | 2 | 5 | 5 | 2 | 78 |
| % | 21% | 47% | 3% | 4% | 8% | 3% | 6% | 6% | 3% | 100% |

Review of crash types show approximately 68% of crashes are rear end and angle crash, most commonly associated with intersections and turning movements. This is consistent with what is shown in **Figure 2**, most of the crashes along the corridor are clustered around the intersections.

Table 8 - Crash Severity Summary (Jan 2014-Dec 2021)

| Year | Crash Severity ¹ | | | | | Total |
|-------------------|-----------------------------|-----------|------------|-----------|------------|-------------|
| | K | A | B | C | O | |
| 2014 | 0 | 0 | 4 | 0 | 4 | 8 |
| 2015 | 0 | 1 | 3 | 0 | 7 | 11 |
| 2016 | 0 | 0 | 2 | 0 | 12 | 14 |
| 2017 | 0 | 1 | 5 | 0 | 11 | 17 |
| 2018 | 0 | 0 | 4 | 0 | 10 | 14 |
| 2019 | 0 | 0 | 1 | 0 | 1 | 2 |
| 2020 | 0 | 0 | 2 | 0 | 6 | 8 |
| 2021 | 0 | 0 | 1 | 0 | 3 | 4 |
| Total | 0 | 2 | 22 | 0 | 54 | 78 |
| Percentage | 0% | 3% | 28% | 0% | 69% | 100% |

¹Crash Severity as coded by the KABCO scale defined by the VA Crash Report Manual (2016) where; K = Dead, A = Serious Injury, B = Minor/Possible Injury, C = No Apparent Injury, O = No Injury (driver only)

Most crashes (69%) are reported as property damage only (PDO) and no fatalities have been reported since 2014. Given the intersection concentration of crashes along the corridor, crash totals by intersection noted in **Table 9**.

Table 9 –Intersection Crash Totals (Jan 2014-Dec 2021)

| Year | Mt Clinton Pike at Liberty St | Mt Clinton Pike at Acorn Dr | Mt Clinton Pike at US 11 |
|--------------|-------------------------------|-----------------------------|--------------------------|
| 2014 | 1 | 3 | 2 |
| 2015 | 1 | 2 | 5 |
| 2016 | 1 | 3 | 5 |
| 2017 | 4 | 6 | 6 |
| 2018 | 2 | 3 | 6 |
| 2019 | 1 | 1 | 0 |
| 2020 | 2 | 1 | 2 |
| 2021 | 0 | 1 | 2 |
| Total | 12 | 20 | 28 |

Review of the total crashes show approximately 68% of crashes are either rear-end or angle, commonly associated with the intersections. Seven (7) crashes have potential to be mitigated with a road diet as summarized in **Table 10**. *Crash history data can be found in Attachment C.*

Table 10 - Crashes Potentially Mitigated by Road Reconfiguration Implementation

| Crash Doc. No. ¹ | Location | Crash Type ¹ | Crash Description | Road Reconfiguration Mitigation Potential |
|-----------------------------|---------------------------------|-------------------------|---|---|
| 143505304 | Between Driveway and Liberty St | Angle | V1 and V2 were traveling WB on Mt. Clinton Pike. V1 was in the right lane and V2 was in the left lane. The right lane was merging into the left. V1 made an improper U-turn into the path of V2 and they collided. | Reconfigure the roadway to eliminate this merge on the roadway. |
| 180295133 | Liberty St Intersection | Angle | V1 was traveling WB on Mt. Clinton Pike, attempting to turn left onto Liberty St. V1 was yielding to oncoming traffic. V2 was traveling EB on Mt. Clinton Pike and had used his left turn signal passing another vehicle that was turning right at the intersection. The driver of V1 thought V2 was turning left at the intersection and proceeded with the turn. V2 continued to go straight and V1 collided with V2. | Reconfiguration would elimination lane changes to pass vehicle at intersection. |
| 180515335 | Liberty St Intersection | Angle | V1 was traveling WB in left lane and V2 was traveling EB in left lane. V1 was attempting to make a left turn onto Liberty St and did not have the right of way colliding with V2. | Reconfiguration would add left turn lanes. |
| 201965292 | Liberty St Intersection | Angle | V1 was traveling EB on Mt. Clinton Pike attempting to turn left onto Liberty St. V1 was traveling WB on Mt. Clinton Pike going straight thru the intersection. V1 failed to yield to V2 and they collided. | Reconfiguration would add left turn lanes. |
| 143135129 | Acorn Dr Intersection | Rear End | V1 and V2 were both traveling EB on Mt. Clinton Pike. V2 slowed to make a right turn onto Acorn Drive. V1 failed to stop in time and struck the back of V2. | Reconfiguration would add right turn lanes. |

| Crash Doc. No. ¹ | Location | Crash Type ¹ | Crash Description | Road Reconfiguration Mitigation Potential |
|-----------------------------|----------------------------|-------------------------|--|--|
| 182145190 | Between Acorn Dr and US 11 | Other | V1 and V3 were traveling EB in the right lane on Mt. Clinton Pike. V1 merged into the left EB lane to pass V3. V1 did not see V2 stopped in the left lane waiting to make a left turn into a parking lot. V1 struck the rear passenger side of V2 and then struck the drivers side door of V3. | Reconfiguration would add left turn lanes. |

¹All crash details provided by City of Harrisonburg.

Recommendations

Based on the analysis and information above, the following are recommendations for the Mt. Clinton Pike corridor to improve safety, connectivity, and utilization of the existing pavement, including two alternatives for the intersection of Mt Clinton Pike and Acorn Drive.

Road Reconfiguration

- A **road reconfiguration is recommended** on Mt Clinton Pike from east of the Pilgrims driveway to the intersection of US 11 by reducing the typical section from four through lanes (both directions) to a single travel lane in each direction and a two way left turn lane to accommodate turns at key driveway and intersections. This road reconfiguration is anticipated to improve safety and provide multimodal accommodations, while minimally affecting traffic operations per the traffic analysis.
- The proposed configuration will include having a lane in each direction of travel along with a two way left turn lane (TWLTL). The space allocated for the TWLTL will be reviewed to strategically implement dedicated left turn lanes (at key driveways) and striped medians for segments without frequent curb cuts. The TWLTL will be implemented along stretches with frequent curb cuts/driveways (e.g. between the beginning of the existing 4-lane typical section east of Pilgrim's Pride Driveway to N Liberty Street).
- Bike lane is recommended to be considered to be consistent with local bicycle network planning and providing additional bicycle connectivity.
- Existing and potential road diet configuration shown in **Figure 3**.
- An overall layout of the potential mitigations is shown in **Figure 4**.

Intersections

- Crash history on approaches to signalized intersections are consistent with expectation in terms of crash types. Consider review of signal timing/clearance phases to reduce rear-end crashes.
- Virginia Ave Intersection
 - Update eastbound and westbound approaches to have a shared thru/right lane and left turn lane, instead of a thru/left turn lane and a right turn lane
 - Consider install new pedestrian ramps at the intersection
- Liberty Street Intersection
 - Change lane configuration for eastbound and westbound approaches from a shared thru/left lane and shared thru/right lane to a dedicated left turn lane and a shared thru/right lane
- Acorn Drive
 - Intersection has two potential configurations to be implemented:
 - Alternative 1 – Eastbound Left Turn Lane

- Change lane configuration for eastbound approach to have a dedicated eastbound left turn lane opposing a single westbound shared through-right lane
 - Alternative 2 – Westbound Right Turn Lane
 - Change lane configuration to provide a dedicated westbound right turn lane and a westbound through lane opposing an eastbound shared left-through lane
 - Analysis details provided under ***Acorn Drive Alternatives Analysis***.
- US 11
 - Examine possible improvements to connect with the existing bike lanes east of US 11 along Vine Street

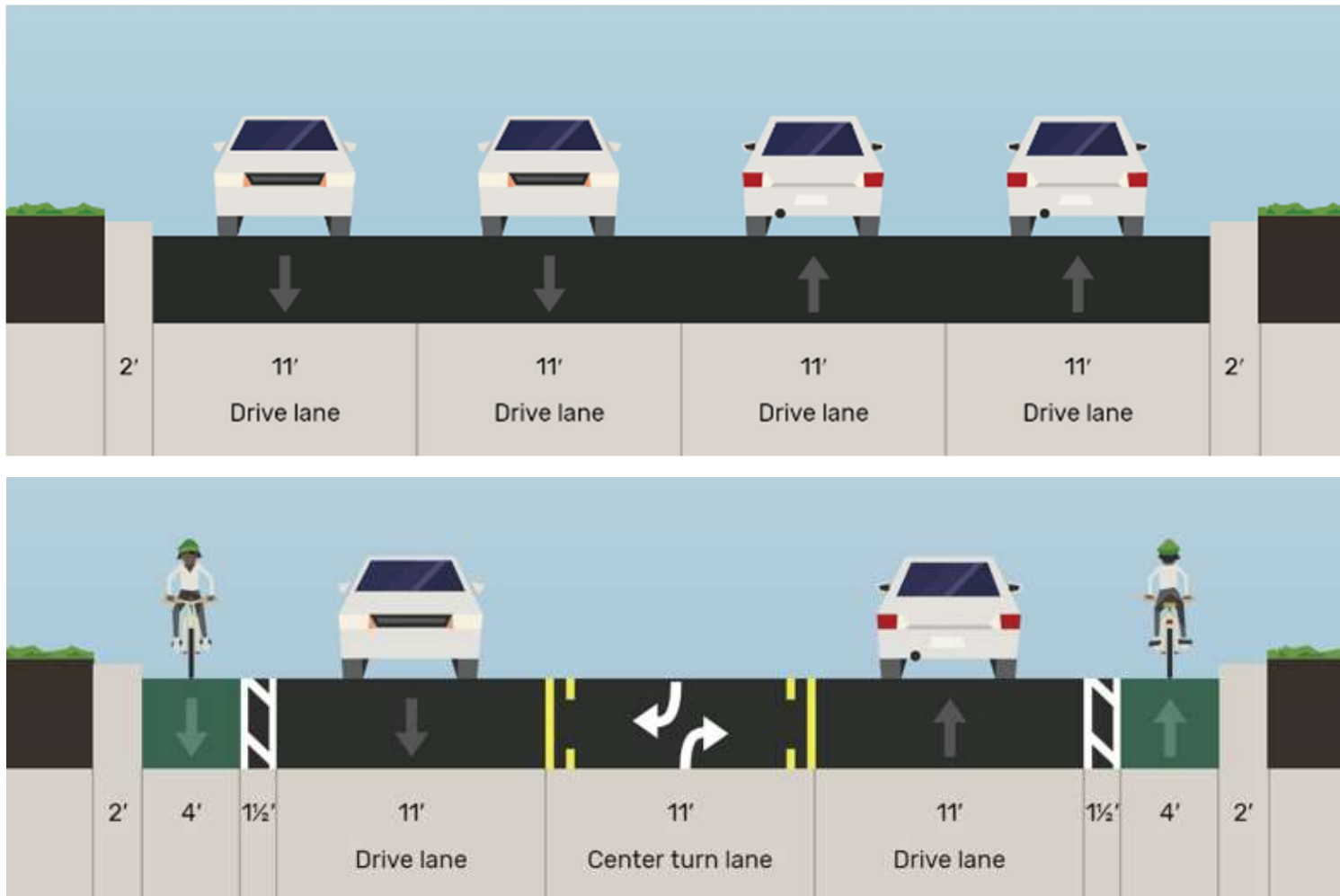


Figure 3 Mt. Clinton Pike – Existing (Top) and Proposed Road Reconfiguration (Bottom)

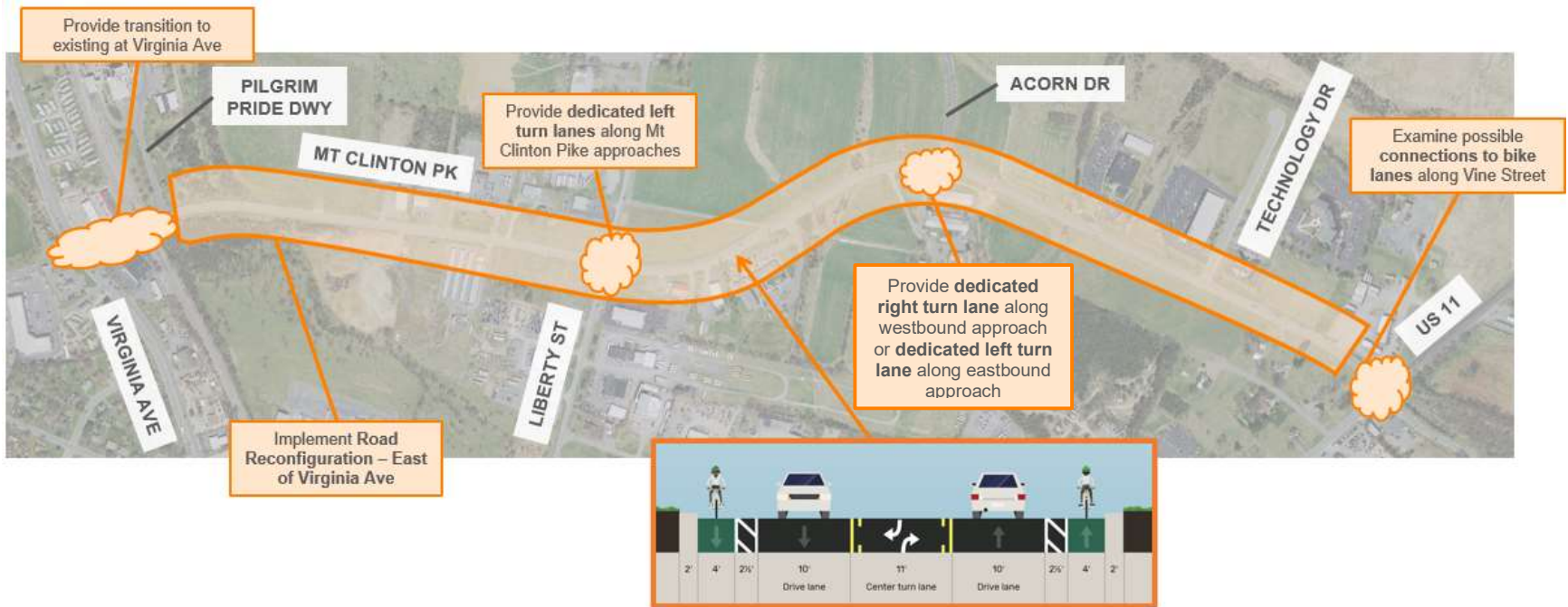


Figure 4 Mt. Clinton Pike - Recommended Improvements Layout

2022 Road Reconfiguration Operations Analysis Results

Table 11 summarizes the intersection operations of the intersections for the Mt. Clinton Pike corridor for the proposed road reconfiguration under existing traffic conditions. *Approaches highlighted in orange indicate segments that have been affected by road reconfiguration modifications. Approaches highlighted in blue indicate segments that have been affected by other proposed improvements. Synchro analysis worksheets can be found in Attachment B.*

Table 11 – Road Reconfiguration Existing (2022) AM/PM HCM 6th Edition Results

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Virginia Ave/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | 70 | 0.29 | 21.4 [C] | 80 | 0.46 | 24.5 [C] | 103 |
| | EBT | -- | 0.58 | 32.1 [C] | 202 | 0.51 | 31.9 [C] | 213 |
| | EBR | -- | 0.58 | 32.1 [C] | 202 | 0.51 | 31.9 [C] | 213 |
| | Approach | | - | 28.8 [C] | - | - | 29.2 [C] | - |
| WB | WBL | 120 | 0.10 | 21.8 [C] | 33 | 0.06 | 27.1 [C] | 34 |
| | WBT | -- | 0.63 | 34.3 [C] | 203 | 0.41 | 39.1 [D] | 239 |
| | WBR | -- | 0.63 | 34.3 [C] | 203 | 0.41 | 39.1 [D] | 239 |
| | Approach | | - | 32.9 [C] | - | - | 37.8 [D] | - |
| NB | NBL | 100 | 0.18 | 21.9 [C] | 36 | 0.31 | 22.0 [C] | 79 |
| | NBT | -- | 0.40 | 25.3 [C] | 126 | 0.63 | 32.4 [C] | 289 |
| | NBR | --- | 0.40 | 25.3 [C] | 126 | 0.63 | 32.4 [C] | 289 |
| | Approach | | - | 24.9 [C] | - | - | 31.0 [C] | - |
| SB | SBL | 115 | 0.24 | 20.4 [C] | 62 | 0.44 | 23.4 [C] | 77 |
| | SBT | -- | 0.68 | 29.5 [C] | 266 | 0.44 | 28.4 [C] | 178 |
| | SBR | -- | 0.68 | 29.5 [C] | 266 | 0.44 | 28.4 [C] | 178 |
| | Approach | | - | 28.5 [C] | - | - | 27.5 [C] | - |
| Overall Intersection | | | - | 28.5 [C] | - | - | 30.7 [C] | - |
| Pilgrims Pride Driveway/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 8.5 [A] | 1 | 0.00 | 8.9 [A] | 0 |
| | EBT | -- | 0.17 | 0.0 [A] | 0 | 0.18 | 0.0 [A] | 0 |
| | Approach | | - | 0.3 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | 0 |
| | WBR | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.02 | 11.3 [B] | 1 | 0.02 | 11.4 [B] | 2 |
| | SBR | --- | 0.02 | 11.3 [B] | 1 | 0.02 | 11.4 [B] | -- |
| | Approach | | - | 11.3 [B] | - | - | 11.4 [B] | - |
| Overall Intersection | | | - | 0.4 [A] | - | - | 0.3 [A] | - |
| Liberty Street/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.04 | 6.8 [A] | 12 | 0.05 | 7.6 [A] | 16 |
| | EBT | -- | 0.36 | 8.3 [A] | 90 | 0.37 | 9.2 [A] | 100 |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| | EBR | -- | 0.36 | 8.3 [A] | 90 | 0.37 | 9.2 [A] | 100 |
| | Approach | | - | 8.2[A] | - | - | 9.1 [A] | - |
| WB | WBL | -- | 0.11 | 7.2 [A] | 22 | 0.11 | 7.9 [A] | 25 |
| | WBT | -- | 0.34 | 8.2 [A] | 87 | 0.34 | 9.1 [A] | 92 |
| | WBR | -- | 0.34 | 8.2 [A] | 87 | 0.34 | 9.1 [A] | 92 |
| | Approach | | - | 8.1 [A] | - | - | 8.9 [A] | - |
| NB | NBL | -- | 0.32 | 12.4 [B] | 43 | 0.42 | 17.1 [B] | 83 |
| | NBT | -- | 0.32 | 12.4 [B] | 43 | 0.42 | 17.1 [B] | 83 |
| | NBR | --- | 0.32 | 12.4 [B] | 43 | 0.42 | 17.1 [B] | 83 |
| | Approach | | - | 12.4 [B] | - | - | 17.1 [B] | - |
| SB | SBL | -- | 0.45 | 14.1 [B] | 68 | 0.29 | 12.4 [B] | 56 |
| | SBT | -- | 0.45 | 14.1 [B] | 68 | 0.29 | 12.4 [B] | 56 |
| | SBR | -- | 0.45 | 14.1 [B] | 68 | 0.29 | 12.4 [B] | 56 |
| | Approach | | - | 14.1 [B] | - | - | 12.4 [B] | - |
| Overall Intersection | | | - | 10.0 [B] | - | - | 11.7 [B] | - |
| Acorn Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 8.6 [A] | 1 | 0.00 | 8.5 [A] | 0 |
| | EBT | -- | 0.16 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.27 | 0.0 [A] | 0 | 0.32 | 0.0 [A] | 0 |
| | WBR | -- | 0.27 | 0.0 [A] | 0 | 0.32 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.24 | 13.1 [B] | 24 | 0.39 | 15.4 [C] | 47 |
| | SBR | --- | 0.00 | 10.4 [B] | 0 | 0.03 | 10.8 [B] | 2 |
| | Approach | | - | 13.0 [B] | - | - | 15.1 [C] | - |
| Overall Intersection | | | - | 2.2 [A] | - | - | 3.3 [A] | - |
| Technology Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 8.2 [A] | 1 | 0.00 | 0.0 [A] | 0 |
| | EBT | -- | 0.23 | 0.0 [A] | 0 | 0.33 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.0 [A] | - |
| WB | WBT | -- | 0.27 | 0.0 [A] | 0 | 0.32 | 0.0 [A] | 0 |
| | WBR | -- | 0.27 | 0.0 [A] | 0 | 0.32 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.01 | 11.4 [B] | 1 | 0.02 | 12.5 [B] | 2 |
| | SBR | --- | -- | 0.0[A] | 1 | -- | 0.0 [A] | 0 |
| | Approach | | - | 11.4 [B] | - | - | 12.5 [B] | - |
| Overall Intersection | | | - | 0.1 [A] | - | - | 0.1 [A] | - |
| US 11/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | 150 | 0.35 | 15.1 [B] | 80 | 0.59 | 19.2 [B] | 109 |
| | EBT | -- | 0.41 | 24.3 [C] | 162 | 0.57 | 28.4 [C] | 215 |
| | EBR | -- | 0.41 | 24.3 [C] | 162 | 0.57 | 28.4[C] | 215 |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------------|-----------------|-----------------------|--------------|------------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Approach | | | - | 20.8 [C] | - | - | 24.7 [C] | - |
| WB | WBL | 115 | 0.05 | 16.0 [B] | 16 | 0.09 | 17.0 [B] | 24 |
| | WBT | -- | 0.37 | 24.6 [C] | 149 | 0.57 | 31.3 [C] | 207 |
| | WBR | -- | 0.37 | 24.6 [C] | 149 | 0.57 | 31.3 [C] | 207 |
| | Approach | | - | 23.96 [C] | - | - | 29.8 [C] | - |
| NB | NBL | 175 | 0.17 | 16.4 [B] | 38 | 0.21 | 17.3 [B] | 51 |
| | NBT | -- | 0.20 | 19.0 [B] | 85 | 0.66 | 30.7 [C] | #277 |
| | NBR | --- | 0.20 | 19.0 [B] | 85 | 0.66 | 30.7 [C] | #277 |
| | Approach | | - | 18.2 [B] | - | - | 28.2 [C] | - |
| SB | SBL | -- | 0.04 | 18.4 [B] | 15 | 0.14 | 18.8 [B] | 29 |
| | SBT | -- | 0.38 | 22.6[C] | 156 | 0.28 | 22.1[C] | 108 |
| | SBR | 750 | 0.30 | 19.5 [B] | 31 | 0.27 | 20.5 [C] | 13 |
| | Approach | | - | 21.0 [C] | - | - | 21.0 [C] | - |
| Overall Intersection | | | - | 21.1 [C] | - | - | 25.9 [C] | - |

¹Analysis used HCM 2000 signal capacity methodology
 # - 95th percentile volume exceeds capacity; queue may be longer.

Table 12 – Alternative 2 Acorn Drive Intersection Existing (2022) AM/PM HCM 6th Edition Results

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Acorn Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.3 [A] | 1 | 0.00 | 0.2 [A] | 0 |
| | EBT | -- | 0.01 | 0.3 [A] | 1 | 0.00 | 0.2 [A] | 0 |
| | Approach | | - | 0.3 [A] | - | - | 0.2 [A] | - |
| WB | WBT | -- | 0.18 | 0.0 [A] | 0 | 0.17 | 0.0 [A] | 0 |
| | WBR | -- | 0.10 | 0.0 [A] | 0 | 0.15 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.23 | 12.4 [B] | 22 | 0.36 | 14.0 [B] | 41 |
| | SBR | --- | 0.00 | 9.8 [A] | 0 | 0.02 | 9.9 [A] | 2 |
| | Approach | | - | 12.4 [B] | - | - | 13.7 [B] | - |
| Overall Intersection | | | - | 2.1 [A] | - | - | 3.0 [A] | - |

Lane configuration updates for the eastbound and westbound approaches at the Mt Clinton Pike/Virginia Ave intersection offer improved operations at the intersection as shown in **Table 11**. The results for the intersection of the Acorn Drive intersection for Alternative 2 can be seen in **Table 12**. All the other results along the corridor were the same between Alternative 1 and Alternative 2 since there were no other design differences. All signal timings were also optimized utilizing Synchro. This led to improvements in operations for the Mt Clinton Pike/Virginia Ave intersection and the Mt Clinton Pike/US 11 intersection. There was improvement in operations for the southbound approach

at the Mt Clinton Pike/Acorn Drive intersection since vehicles turning left have less gaps to address with the reduction of four travel lanes to two.

2040 Road Reconfiguration Operations Analysis Results

Table 13 summarizes the anticipated intersection operations for the proposed road reconfiguration of the Mt. Clinton Pike corridor under future 2040 traffic conditions. *Approaches highlighted in orange indicate segments affected by road reconfiguration modifications. Approaches highlighted in blue indicate segments that have been affected by other proposed improvements. Synchro analysis worksheets can be found in Attachment B.*

Table 13 – Road Reconfiguration 2040 AM/PM HCM 6th Edition Results

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Virginia Ave/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | 70 | 0.35 | 22.9 [C] | 89 | 0.58 | 26.4 [C] | 117 |
| | EBT | -- | 0.60 | 33.7 [C] | 238 | 0.55 | 32.6 [C] | 252 |
| | EBR | -- | 0.60 | 33.7 [C] | 238 | 0.55 | 32.6 [C] | 252 |
| | Approach | | - | 30.3 [C] | - | - | 30.4 [C] | - |
| WB | WBL | 120 | 0.07 | 23.3 [C] | 39 | 0.15 | 25.5 [C] | 41 |
| | WBT | -- | 0.47 | 41.8 [D] | 286 | 0.84 | 45.3 [D] | 338 |
| | WBR | -- | 0.47 | 41.8 [D] | 286 | 0.84 | 45.6 [D] | 338 |
| | Approach | | - | 39.7 [D] | - | - | 43.1 [D] | - |
| NB | NBL | 100 | 0.27 | 24.1 [C] | 48 | 0.47 | 26.8 [C] | 105 |
| | NBT | -- | 0.34 | 27.6 [C] | 169 | 0.80 | 41.7 [D] | #420 |
| | NBR | --- | 0.34 | 27.6 [C] | 169 | 0.80 | 41.7 [D] | #420 |
| | Approach | | - | 27.2 [C] | - | - | 39.7 [D] | - |
| SB | SBL | 115 | 0.28 | 23.4 [C] | 82 | 0.74 | 45.1 [D] | #145 |
| | SBT | -- | 0.68 | 37.0 [D] | #377 | 0.56 | 33.7 [C] | 243 |
| | SBR | -- | 0.68 | 37.0 [D] | #377 | 0.56 | 33.7 [C] | 243 |
| | Approach | | - | 35.5 [D] | - | - | 35.7 [D] | - |
| Overall Intersection | | | - | 33.5 [C] | - | - | 37.5 [D] | - |
| Pilgrims Pride Driveway/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 8.8 [A] | 1 | 0.01 | 9.4 [A] | -- |
| | EBT | -- | 0.23 | 0.0 [A] | 0 | 0.25 | 0.0 [A] | -- |
| | Approach | | - | 0.3 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.22 | 0.0 [A] | 0 | 0.27 | 0.0 [A] | -- |
| | WBR | -- | 0.22 | 0.0 [A] | 0 | 0.27 | 0.0 [A] | -- |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.03 | 12.4 [B] | 2 | 0.03 | 12.7 [B] | -- |
| | SBR | --- | 0.03 | 12.4 [B] | 2 | 0.03 | 12.7 [B] | -- |
| | Approach | | - | 12.4 [B] | - | - | 12.7 [B] | - |
| Overall Intersection | | | - | 0.4 [A] | - | - | 0.3 [A] | - |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|---|-----------------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Liberty Street/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.04 | 12.7 [B] | 26 | 0.09 | 17.4 [B] | 40 |
| | EBT | -- | 0.31 | 18.1 [B] | 234 | 0.45 | 26.1 [C] | 307 |
| | EBR | -- | 0.31 | 18.1 [B] | 234 | 0.45 | 26.1 [C] | 307 |
| | Approach | | - | 17.7 [B] | - | - | 25.4 [C] | - |
| WB | WBL | -- | 0.11 | 13.8 [B] | 13 | 0.21 | 19.3 [B] | 69 |
| | WBT | -- | 0.29 | 17.3 [B] | 222 | 0.41 | 23.8 [C] | 273 |
| | WBR | -- | 0.29 | 17.3 [B] | 222 | 0.41 | 23.8 [C] | 273 |
| | Approach | | - | 16.8 [B] | - | - | 23.0 [C] | - |
| NB | NBL | -- | 0.22 | 12.2 [B] | 133 | 0.48 | 19.8 [B] | 347 |
| | NBT | -- | 0.22 | 12.2 [B] | 133 | 0.48 | 19.8 [B] | 347 |
| | NBR | --- | 0.22 | 12.2 [B] | 133 | 0.48 | 19.8 [B] | 347 |
| | Approach | | - | 12.2 [B] | - | - | 19.8 [B] | - |
| SB | SBL | -- | 0.32 | 16.0 [B] | 251 | 0.38 | 14.3 [B] | 247 |
| | SBT | -- | 0.32 | 16.0 [B] | 251 | 0.38 | 14.3 [B] | 247 |
| | SBR | -- | 0.32 | 16.0 [B] | 251 | 0.38 | 14.3 [B] | 247 |
| | Approach | | - | 16.0 [B] | - | - | 14.3 [B] | - |
| Overall Intersection | | | - | 16.0 [B] | - | - | 20.4 [C] | - |
| Acorn Drive/Mt Clinton Pike^{1,2} | | | | | | | | |
| EB | EBL | -- | 0.01 | 9.2 [A] | 1 | 0.01 | 9.1 [A] | 1 |
| | EBT | -- | 0.22 | 0.0 [A] | 0 | 0.26 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.38 | 0.0 [A] | 0 | 0.43 | 0.0 [A] | 0 |
| | WBR | -- | 0.38 | 0.0 [A] | 0 | 0.43 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.49 | 19.0 [C] | 66 | 0.80 | 36.4 [E] | 183 |
| | SBR | --- | 0.01 | 11.5 [B] | 0 | 0.06 | 12.2 [B] | 4 |
| | Approach | | - | 18.9 [C] | - | - | 34.7 [D] | - |
| Overall Intersection | | | - | 3.7 [A] | - | - | 8.8 [B] | - |
| Technology Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 8.8 [A] | 1 | 0.00 | 0.0 [A] | 0 |
| | EBT | -- | 0.32 | 0.0 [A] | 0 | 0.45 | 0.0 [A] | 0 |
| | Approach | | - | 0.2 [A] | - | - | 0.0 [A] | - |
| WB | WBT | -- | 0.37 | 0.0 [A] | 0 | 0.43 | 0.0 [A] | 0 |
| | WBR | -- | 0.37 | 0.0 [A] | 0 | 0.43 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.01 | 12.9 [B] | 1 | 0.04 | 15.1 [C] | 3 |
| | SBR | --- | -- | 0.0 [A] | 1 | -- | 0.0 [A] | 0 |
| | Approach | | - | 12.9 [B] | - | - | 15.1 [C] | - |
| Overall Intersection | | | - | 0.1 [A] | - | - | 0.1 [A] | - |
| US 11/Mt Clinton Pike¹ | | | | | | | | |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|----------------------|----------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| EB | EBL | 150 | 0.49 | 19.9 [B] | 154 | 0.74 | 32.1 [C] | #252 |
| | EBT | -- | 0.50 | 35.8 [D] | 304 | 0.67 | 38.2 [D] | 398 |
| | EBR | -- | 0.50 | 35.8 [D] | 304 | 0.67 | 38.2 [D] | 398 |
| | Approach | | - | 29.7 [C] | - | - | 35.8 [D] | - |
| WB | WBL | 115 | 0.07 | 25.1 [C] | 24 | 0.14 | 27.8 [C] | 34 |
| | WBT | -- | 0.45 | 39.0 [D] | 235 | 0.70 | 52.2 [D] | #356 |
| | WBR | -- | 0.45 | 39.0 [D] | 235 | 0.70 | 52.2 [D] | #356 |
| | Approach | | - | 37.8 [D] | - | - | 49.7 [D] | - |
| NB | NBL | 175 | 0.32 | 19.9 [B] | 62 | 0.34 | 20.5 [C] | 90 |
| | NBT | -- | 0.23 | 21.9 [C] | 141 | 0.76 | 43.8 [D] | #525 |
| | NBR | --- | 0.23 | 21.9 [C] | 141 | 0.76 | 43.8 [D] | #525 |
| | Approach | | - | 21.3 [C] | - | - | 39.4 [D] | - |
| SB | SBL | -- | 0.06 | 19.1 [B] | 28 | 0.39 | 26.9 [C] | 61 |
| | SBT | -- | 0.51 | 31.2 [C] | 378 | 0.45 | 30.6 [C] | 254 |
| | SBR | 750 | 0.42 | 22.5 [C] | 64 | 0.43 | 26.8 [C] | 62 |
| | Approach | | - | 26.9 [C] | - | - | 28.5 [C] | - |
| Overall Intersection | | | - | 28.4 [C] | - | - | 36.8 [D] | - |

¹Analysis used HCM 2000 signal capacity methodology

²Analysis results representative of Acorn Drive Alternative Configuration 1

- 95th percentile volume exceeds capacity; queue may be longer.

Lane configuration updates for the eastbound and westbound approaches at the Mt Clinton Pike/Virginia Ave intersection offer improved operations at the intersection as shown in **Table 13**.

Acorn Drive Alternatives Analysis

Results for Acorn Drive Alternative 2, (removing eastbound dedicated left turn lane; adding a dedicated westbound right turn lane) is summarized in **Table 14**.

Table 14 – Alternative 2 Acorn Drive Intersection 2040 AM/PM HCM 6th Edition Results

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|--|----------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Acorn Drive/Mt Clinton Pike¹ | | | | | | | | |
| EB | EBL | -- | 0.01 | 0.3 [A] | 1 | 0.01 | 0.2 [A] | 1 |
| | EBT | -- | 0.01 | 0.3 [A] | 1 | 0.01 | 0.2 [A] | 0 |
| | Approach | | - | 0.3 [A] | - | - | 0.1 [A] | - |
| WB | WBT | -- | 0.24 | 0.0 [A] | 0 | 0.23 | 0.0 [A] | 0 |
| | WBR | -- | 0.14 | 0.0 [A] | 0 | 0.20 | 0.0 [A] | 0 |
| | Approach | | - | 0.0 [A] | - | - | 0.0 [A] | - |
| SB | SBL | -- | 0.45 | 16.9 [C] | 57 | 0.71 | 26.5 [D] | 140 |
| | SBR | --- | 0.00 | 10.6 [B] | 0 | 0.064 | 10.7 [B] | 3 |
| | Approach | | - | 16.8 [C] | - | - | 25.3 [D] | - |

| Approach | Movement | Existing Storage (ft) | AM Peak Hour | | | PM Peak Hour | | |
|----------------------|----------|-----------------------|--------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | | | V/C | Delay (s) [LOS] | 95 % Queue (ft) | V/C | Delay (s) [LOS] | 95 % Queue (ft) |
| Overall Intersection | | | - | 3.4 [A] | - | - | 6.5 [B] | - |

Compared to Alternative 1, there are minor improvements to traffic operations results, but no change in LOS for the overall intersection.

Warrant analyses were screened for both configurations indicating the following:

- Alternative 1 – warrant is not met for left turn lane under no operational scenarios (AM/PM 2020 or 2040)
- Alternative 2 – warrant is met for right turn lane under all operational scenarios (AM/PM, 2022/2040)

Note, meeting turn lane warrants for either left or right turn lanes are not required to be provided per the VDOT Road Design Manual, rather that they “shall be considered” when warrants are met. From an operational perspective, the higher westbound right turn volume drives the satisfaction of the right turn lane warrant. *Warrant analysis worksheets can be found in Attachment F.*

The geometric conditions of this intersection, however, raise some key considerations when balancing the options. Comparing Alternatives 1 and 2 of the Acorn Drive intersection here are the opportunities and challenges for each option:

Alternative 1: Eastbound Left Turn Lane

- Opportunities
 - Maintains consistent typical section for driver expectations along the corridor under the road reconfiguration conditions;
 - Eliminates the lane shift required to provide the right turn lane at the peak of crest curve and apex of a horizontal curve;
 - While through and right turning traffic volumes are consolidated into a single lane, both movements are free movements and anticipated to operate at LOS A under AM/PM peak hour 2022 and 2040 conditions, and;
 - Reduces crossing conflict with cyclists for westbound right turns across the bike lane and allows for maintained lateral separation between cyclists and turning vehicles.
- Challenges
 - Consolidates westbound through and right turning traffic into a single lane.

Alternative 2: Westbound Right Turn Lane

- Opportunities

- Separation of westbound through and right turn volumes and satisfies right turn lane warrants under AM/PM peak hour 2022 and 2040 conditions.
- Challenges
 - Requires higher-speed conflict with vehicles and cyclists for vehicles to cross over into right-turn pocket;
 - Requires implementing a lane shift on the mainline Mt Clinton Pike at the apex of horizontal and vertical curves, and;
 - Eliminates dedicated left turn lane potential for future connection/driveway opposite Acorn Drive.

Road Reconfiguration Operations Analysis Summary

- Estimated 95th percentile queues do not exceed storage on road reconfiguration affected approaches during both weekday AM and PM peak hours during 2040 conditions, except for the eastbound approach of US 11/Mt Clinton Pike during the PM 2040 peak hour.
- Virginia Ave/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS D or better during both weekday AM and PM peak hour conditions during 2022 and 2040 conditions (existing 2022 and 2040 conditions performed at LOS E or better for both AM and PM peak hour conditions).
- Pilgrims Pride Driveway/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions during 2022 and 2040 conditions.
- Liberty Street/Mt Clinton Pike - *Signalized*
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour 2022 conditions.
 - Eastbound and westbound approaches experience LOS C or better during both weekday AM and PM peak hour during 2040 conditions.
- Acorn Drive/Mt Clinton Pike
 - Alternative 1
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions during 2022 and 2040 conditions.
 - Southbound approach is anticipated to experience LOS C during weekday AM peak hour conditions and LOS D during the weekday PM peak hour during 2040 conditions, compared to the existing four lane configuration that performed at LOS C during 2022 conditions, and at LOS F or better for 2040 conditions.
 - Alternative 2
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions during 2022 and 2040 conditions.
 - Southbound approach is anticipated to experience LOS C during weekday AM peak hour conditions and LOS D during the weekday PM peak hour during 2040

conditions, compared to the existing four lane configuration that performed at LOS C during 2022 conditions, and at LOS F or better for 2040 conditions.

- Technology Drive/Mt Clinton Pike
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions during 2022 and 2040 conditions.
- US 11/Mt Clinton Pike - *Signalized*
 - Eastbound approach experiences LOS C during weekday AM and PM peak hour conditions during 2022 conditions.
 - Eastbound approach experiences LOS C and D during weekday AM and PM peak hour conditions during 2040 conditions.

Attachment A Traffic Count, Speed Data, and Capacity
Analysis

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|------------|----------|-------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|----------------------------|------------|------------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 13 | 88 | 12 | 0 | 113 | 6 | 13 | 1 | 0 | 20 | 7 | 23 | 4 | 0 | 34 | 13 | 18 | 16 | 0 | 47 | 214 |
| 07:15 AM | 24 | 100 | 15 | 0 | 139 | 5 | 23 | 14 | 0 | 42 | 5 | 49 | 7 | 0 | 61 | 16 | 27 | 23 | 0 | 66 | 308 |
| 07:30 AM | 21 | 141 | 15 | 0 | 177 | 15 | 29 | 2 | 0 | 46 | 8 | 58 | 11 | 0 | 77 | 19 | 36 | 22 | 0 | 77 | 377 |
| 07:45 AM | 33 | 139 | 15 | 0 | 187 | 23 | 41 | 3 | 0 | 67 | 7 | 66 | 7 | 0 | 80 | 22 | 43 | 20 | 0 | 85 | 419 |
| Total | 91 | 468 | 57 | 0 | 616 | 49 | 106 | 20 | 0 | 175 | 27 | 196 | 29 | 0 | 252 | 70 | 124 | 81 | 0 | 275 | 1318 |
| 08:00 AM | 18 | 101 | 27 | 0 | 146 | 29 | 28 | 11 | 0 | 68 | 9 | 74 | 10 | 0 | 93 | 10 | 29 | 24 | 0 | 63 | 370 |
| 08:15 AM | 21 | 134 | 14 | 0 | 169 | 21 | 23 | 10 | 0 | 54 | 9 | 64 | 9 | 0 | 82 | 10 | 34 | 20 | 0 | 64 | 369 |
| 08:30 AM | 19 | 105 | 12 | 0 | 136 | 23 | 25 | 12 | 0 | 60 | 4 | 47 | 12 | 0 | 63 | 8 | 21 | 25 | 0 | 54 | 313 |
| 08:45 AM | 25 | 65 | 20 | 0 | 110 | 14 | 26 | 6 | 0 | 46 | 8 | 47 | 12 | 0 | 67 | 9 | 23 | 11 | 0 | 43 | 266 |
| Total | 83 | 405 | 73 | 0 | 561 | 87 | 102 | 39 | 0 | 228 | 30 | 232 | 43 | 0 | 305 | 37 | 107 | 80 | 0 | 224 | 1318 |
| Grand Total | 174 | 873 | 130 | 0 | 1177 | 136 | 208 | 59 | 0 | 403 | 57 | 428 | 72 | 0 | 557 | 107 | 231 | 161 | 0 | 499 | 2636 |
| Apprch % | 14.8 | 74.2 | 11 | 0 | | 33.7 | 51.6 | 14.6 | 0 | | 10.2 | 76.8 | 12.9 | 0 | | 21.4 | 46.3 | 32.3 | 0 | | |
| Total % | 6.6 | 33.1 | 4.9 | 0 | 44.7 | 5.2 | 7.9 | 2.2 | 0 | 15.3 | 2.2 | 16.2 | 2.7 | 0 | 21.1 | 4.1 | 8.8 | 6.1 | 0 | 18.9 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|-------------------------|-----------|-----------|------------|----------------------------|-----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 21 | 141 | 15 | 177 | 15 | 29 | 2 | 46 | 8 | 58 | 11 | 77 | 19 | 36 | 22 | 77 | 377 |
| 07:45 AM | 33 | 139 | 15 | 187 | 23 | 41 | 3 | 67 | 7 | 66 | 7 | 80 | 22 | 43 | 20 | 85 | 419 |
| 08:00 AM | 18 | 101 | 27 | 146 | 29 | 28 | 11 | 68 | 9 | 74 | 10 | 93 | 10 | 29 | 24 | 63 | 370 |
| 08:15 AM | 21 | 134 | 14 | 169 | 21 | 23 | 10 | 54 | 9 | 64 | 9 | 82 | 10 | 34 | 20 | 64 | 369 |
| Total Volume | 93 | 515 | 71 | 679 | 88 | 121 | 26 | 235 | 33 | 262 | 37 | 332 | 61 | 142 | 86 | 289 | 1535 |
| % App. Total | 13.7 | 75.8 | 10.5 | | 37.4 | 51.5 | 11.1 | | 9.9 | 78.9 | 11.1 | | 21.1 | 49.1 | 29.8 | | |
| PHF | .705 | .913 | .657 | .908 | .759 | .738 | .591 | .864 | .917 | .885 | .841 | .892 | .693 | .826 | .896 | .850 | .916 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|-----------|----------|----------|------------|---------------------------|----------|----------|----------|------------|-------------------------|-----------|----------|----------|------------|----------------------------|-----------|-----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | |
| 07:15 AM | 0 | 4 | 1 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | |
| 07:30 AM | 1 | 2 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 1 | 1 | 3 | 0 | 5 | |
| 07:45 AM | 1 | 9 | 0 | 0 | 10 | 2 | 1 | 0 | 0 | 3 | 2 | 4 | 1 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | |
| Total | 2 | 18 | 3 | 0 | 23 | 4 | 4 | 3 | 0 | 11 | 3 | 13 | 1 | 0 | 17 | 2 | 4 | 7 | 0 | 13 | 64 |
| 08:00 AM | 0 | 5 | 1 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 4 | |
| 08:15 AM | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 5 | |
| 08:30 AM | 2 | 3 | 1 | 0 | 6 | 2 | 4 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 8 | 3 | 0 | 2 | 0 | 5 | |
| 08:45 AM | 1 | 3 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 6 | |
| Total | 3 | 16 | 4 | 0 | 23 | 4 | 5 | 3 | 0 | 12 | 2 | 14 | 2 | 0 | 18 | 4 | 6 | 10 | 0 | 20 | 73 |
| Grand Total | 5 | 34 | 7 | 0 | 46 | 8 | 9 | 6 | 0 | 23 | 5 | 27 | 3 | 0 | 35 | 6 | 10 | 17 | 0 | 33 | 137 |
| Apprch % | 10.9 | 73.9 | 15.2 | 0 | | 34.8 | 39.1 | 26.1 | 0 | | 14.3 | 77.1 | 8.6 | 0 | | 18.2 | 30.3 | 51.5 | 0 | | |
| Total % | 3.6 | 24.8 | 5.1 | 0 | 33.6 | 5.8 | 6.6 | 4.4 | 0 | 16.8 | 3.6 | 19.7 | 2.2 | 0 | 25.5 | 4.4 | 7.3 | 12.4 | 0 | 24.1 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|-----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 1 | 9 | 0 | 10 | 2 | 1 | 0 | 3 | 2 | 4 | 1 | 7 | 1 | 0 | 1 | 2 | 22 |
| 08:00 AM | 0 | 5 | 1 | 6 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 4 | 1 | 1 | 2 | 4 | 16 |
| 08:15 AM | 0 | 5 | 1 | 6 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 4 | 5 | 15 |
| 08:30 AM | 2 | 3 | 1 | 6 | 2 | 4 | 0 | 6 | 0 | 7 | 1 | 8 | 3 | 0 | 2 | 5 | 25 |
| Total Volume | 3 | 22 | 3 | 28 | 4 | 6 | 3 | 13 | 3 | 15 | 3 | 21 | 5 | 2 | 9 | 16 | 78 |
| % App. Total | 10.7 | 78.6 | 10.7 | | 30.8 | 46.2 | 23.1 | | 14.3 | 71.4 | 14.3 | | 31.2 | 12.5 | 56.2 | | |
| PHF | .375 | .611 | .750 | .700 | .500 | .375 | .375 | .542 | .375 | .536 | .750 | .656 | .417 | .500 | .563 | .800 | .780 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Pedestrians

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | 100 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|------------|----------|-------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|----------------------------|------------|------------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 13 | 91 | 13 | 0 | 117 | 7 | 13 | 2 | 0 | 22 | 7 | 27 | 4 | 0 | 38 | 13 | 21 | 17 | 0 | 51 | 228 |
| 07:15 AM | 24 | 104 | 16 | 0 | 144 | 5 | 26 | 15 | 0 | 46 | 5 | 51 | 7 | 0 | 63 | 16 | 27 | 25 | 0 | 68 | 321 |
| 07:30 AM | 22 | 143 | 16 | 0 | 181 | 16 | 29 | 3 | 0 | 48 | 9 | 61 | 11 | 0 | 81 | 20 | 37 | 25 | 0 | 82 | 392 |
| 07:45 AM | 34 | 148 | 15 | 0 | 197 | 25 | 42 | 3 | 0 | 70 | 9 | 70 | 8 | 0 | 87 | 23 | 43 | 21 | 0 | 87 | 441 |
| Total | 93 | 486 | 60 | 0 | 639 | 53 | 110 | 23 | 0 | 186 | 30 | 209 | 30 | 0 | 269 | 72 | 128 | 88 | 0 | 288 | 1382 |
| 08:00 AM | 18 | 106 | 28 | 0 | 152 | 29 | 29 | 12 | 0 | 70 | 9 | 77 | 11 | 0 | 97 | 11 | 30 | 26 | 0 | 67 | 386 |
| 08:15 AM | 21 | 139 | 15 | 0 | 175 | 21 | 23 | 12 | 0 | 56 | 10 | 65 | 9 | 0 | 84 | 10 | 35 | 24 | 0 | 69 | 384 |
| 08:30 AM | 21 | 108 | 13 | 0 | 142 | 25 | 29 | 12 | 0 | 66 | 4 | 54 | 13 | 0 | 71 | 11 | 21 | 27 | 0 | 59 | 338 |
| 08:45 AM | 26 | 68 | 21 | 0 | 115 | 16 | 26 | 6 | 0 | 48 | 9 | 50 | 12 | 0 | 71 | 9 | 27 | 13 | 1 | 50 | 284 |
| Total | 86 | 421 | 77 | 0 | 584 | 91 | 107 | 42 | 0 | 240 | 32 | 246 | 45 | 0 | 323 | 41 | 113 | 90 | 1 | 245 | 1392 |
| Grand Total | 179 | 907 | 137 | 0 | 1223 | 144 | 217 | 65 | 0 | 426 | 62 | 455 | 75 | 0 | 592 | 113 | 241 | 178 | 1 | 533 | 2774 |
| Apprch % | 14.6 | 74.2 | 11.2 | 0 | | 33.8 | 50.9 | 15.3 | 0 | | 10.5 | 76.9 | 12.7 | 0 | | 21.2 | 45.2 | 33.4 | 0.2 | | |
| Total % | 6.5 | 32.7 | 4.9 | 0 | 44.1 | 5.2 | 7.8 | 2.3 | 0 | 15.4 | 2.2 | 16.4 | 2.7 | 0 | 21.3 | 4.1 | 8.7 | 6.4 | 0 | 19.2 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------------|-----------|------------|---------------------------|-----------|-----------|------------|-------------------------|-----------|------|------------|----------------------------|-----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 22 | 143 | 16 | 181 | 16 | 29 | 3 | 48 | 9 | 61 | 11 | 81 | 20 | 37 | 25 | 82 | 392 |
| 07:45 AM | 34 | 148 | 15 | 197 | 25 | 42 | 3 | 70 | 9 | 70 | 8 | 87 | 23 | 43 | 21 | 87 | 441 |
| 08:00 AM | 18 | 106 | 28 | 152 | 29 | 29 | 12 | 70 | 9 | 77 | 11 | 97 | 11 | 30 | 26 | 67 | 386 |
| 08:15 AM | 21 | 139 | 15 | 175 | 21 | 23 | 12 | 56 | 10 | 65 | 9 | 84 | 10 | 35 | 24 | 69 | 384 |
| Total Volume | 95 | 536 | 74 | 705 | 91 | 123 | 30 | 244 | 37 | 273 | 39 | 349 | 64 | 145 | 96 | 305 | 1603 |
| % App. Total | 13.5 | 76 | 10.5 | | 37.3 | 50.4 | 12.3 | | 10.6 | 78.2 | 11.2 | | 21 | 47.5 | 31.5 | | |
| PHF | .699 | .905 | .661 | .895 | .784 | .732 | .625 | .871 | .925 | .886 | .886 | .899 | .696 | .843 | .923 | .876 | .909 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 26 | 77 | 27 | 0 | 130 | 33 | 36 | 15 | 0 | 84 | 12 | 117 | 21 | 0 | 150 | 19 | 39 | 48 | 0 | 106 | 470 |
| 04:15 PM | 27 | 62 | 15 | 0 | 104 | 24 | 45 | 12 | 0 | 81 | 9 | 125 | 29 | 0 | 163 | 27 | 25 | 31 | 0 | 83 | 431 |
| 04:30 PM | 26 | 73 | 13 | 0 | 112 | 18 | 39 | 8 | 0 | 65 | 3 | 121 | 23 | 0 | 147 | 24 | 30 | 36 | 0 | 90 | 414 |
| 04:45 PM | 33 | 81 | 20 | 0 | 134 | 21 | 34 | 8 | 0 | 63 | 6 | 123 | 24 | 0 | 153 | 15 | 28 | 20 | 0 | 63 | 413 |
| Total | 112 | 293 | 75 | 0 | 480 | 96 | 154 | 43 | 0 | 293 | 30 | 486 | 97 | 0 | 613 | 85 | 122 | 135 | 0 | 342 | 1728 |
| 05:00 PM | 27 | 88 | 24 | 0 | 139 | 21 | 38 | 5 | 0 | 64 | 4 | 185 | 25 | 0 | 214 | 28 | 36 | 38 | 0 | 102 | 519 |
| 05:15 PM | 26 | 79 | 28 | 0 | 133 | 21 | 40 | 5 | 0 | 66 | 12 | 182 | 24 | 0 | 218 | 17 | 31 | 34 | 0 | 82 | 499 |
| 05:30 PM | 27 | 70 | 21 | 0 | 118 | 25 | 41 | 6 | 0 | 72 | 6 | 129 | 17 | 0 | 152 | 22 | 33 | 15 | 0 | 70 | 412 |
| 05:45 PM | 39 | 60 | 12 | 0 | 111 | 19 | 36 | 10 | 0 | 65 | 5 | 124 | 8 | 0 | 137 | 9 | 30 | 20 | 0 | 59 | 372 |
| Total | 119 | 297 | 85 | 0 | 501 | 86 | 155 | 26 | 0 | 267 | 27 | 620 | 74 | 0 | 721 | 76 | 130 | 107 | 0 | 313 | 1802 |
| Grand Total | 231 | 590 | 160 | 0 | 981 | 182 | 309 | 69 | 0 | 560 | 57 | 1106 | 171 | 0 | 1334 | 161 | 252 | 242 | 0 | 655 | 3530 |
| Apprch % | 23.5 | 60.1 | 16.3 | 0 | | 32.5 | 55.2 | 12.3 | 0 | | 4.3 | 82.9 | 12.8 | 0 | | 24.6 | 38.5 | 36.9 | 0 | | |
| Total % | 6.5 | 16.7 | 4.5 | 0 | 27.8 | 5.2 | 8.8 | 2 | 0 | 15.9 | 1.6 | 31.3 | 4.8 | 0 | 37.8 | 4.6 | 7.1 | 6.9 | 0 | 18.6 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 26 | 73 | 13 | 112 | 18 | 39 | 8 | 65 | 3 | 121 | 23 | 147 | 24 | 30 | 36 | 90 | 414 |
| 04:45 PM | 33 | 81 | 20 | 134 | 21 | 34 | 8 | 63 | 6 | 123 | 24 | 153 | 15 | 28 | 20 | 63 | 413 |
| 05:00 PM | 27 | 88 | 24 | 139 | 21 | 38 | 5 | 64 | 4 | 185 | 25 | 214 | 28 | 36 | 38 | 102 | 519 |
| 05:15 PM | 26 | 79 | 28 | 133 | 21 | 40 | 5 | 66 | 12 | 182 | 24 | 218 | 17 | 31 | 34 | 82 | 499 |
| Total Volume | 112 | 321 | 85 | 518 | 81 | 151 | 26 | 258 | 25 | 611 | 96 | 732 | 84 | 125 | 128 | 337 | 1845 |
| % App. Total | 21.6 | 62 | 16.4 | | 31.4 | 58.5 | 10.1 | | 3.4 | 83.5 | 13.1 | | 24.9 | 37.1 | 38 | | |
| PHF | .848 | .912 | .759 | .932 | .964 | .944 | .813 | .977 | .521 | .826 | .960 | .839 | .750 | .868 | .842 | .826 | .889 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|-----------|----------|----------|------------|---------------------------|----------|----------|----------|------------|-------------------------|-----------|----------|----------|------------|----------------------------|----------|----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 1 | 2 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 3 | 0 | 0 | 0 | 3 | 3 |
| 04:15 PM | 1 | 6 | 1 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 2 |
| 04:30 PM | 1 | 2 | 2 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 2 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 9 |
| Total | 3 | 11 | 4 | 0 | 18 | 2 | 4 | 2 | 0 | 8 | 0 | 12 | 4 | 0 | 16 | 5 | 5 | 1 | 0 | 11 | 53 |
| 05:00 PM | 2 | 2 | 1 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 12 |
| 05:15 PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:30 PM | 2 | 3 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total | 4 | 9 | 2 | 0 | 15 | 3 | 3 | 3 | 0 | 9 | 3 | 6 | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 36 |
| Grand Total | 7 | 20 | 6 | 0 | 33 | 5 | 7 | 5 | 0 | 17 | 3 | 18 | 5 | 0 | 26 | 5 | 5 | 3 | 0 | 13 | 89 |
| Apprch % | 21.2 | 60.6 | 18.2 | 0 | | 29.4 | 41.2 | 29.4 | 0 | | 11.5 | 69.2 | 19.2 | 0 | | 38.5 | 38.5 | 23.1 | 0 | | |
| Total % | 7.9 | 22.5 | 6.7 | 0 | 37.1 | 5.6 | 7.9 | 5.6 | 0 | 19.1 | 3.4 | 20.2 | 5.6 | 0 | 29.2 | 5.6 | 5.6 | 3.4 | 0 | 14.6 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|-----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 7 | 3 | 0 | 0 | 3 | 15 |
| 04:15 PM | 1 | 6 | 1 | 8 | 0 | 1 | 1 | 2 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 15 |
| 04:30 PM | 1 | 2 | 2 | 5 | 1 | 2 | 0 | 3 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 14 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 4 | 9 |
| Total Volume | 3 | 11 | 4 | 18 | 2 | 4 | 2 | 8 | 0 | 12 | 4 | 16 | 5 | 5 | 1 | 11 | 53 |
| % App. Total | 16.7 | 61.1 | 22.2 | | 25 | 50 | 25 | | 0 | 75 | 25 | | 45.5 | 45.5 | 9.1 | | |
| PHF | .750 | .458 | .500 | .563 | .500 | .500 | .500 | .667 | .000 | .500 | .500 | .571 | .417 | .417 | .250 | .688 | .883 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|----------|----------|----------|------------|---------------------------|----------|----------|----------|------------|-------------------------|----------|----------|----------|------------|----------------------------|----------|----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Pedestrians

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|----------|----------|-----------|------------|---------------------------|----------|----------|----------|------------|-------------------------|----------|----------|----------|------------|----------------------------|----------|----------|-----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| 05:00 PM | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 17 |
| Total | 0 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 21 |
| Grand Total | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 24 |
| Apprch % | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 1 Virginia Ave (Rt 42) & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Virginia Ave Southbound | | | | | Mt Clinton Pike Westbound | | | | | Virginia Ave Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|------------|-----------|-------------|---------------------------|------------|-----------|----------|------------|-------------------------|-------------|------------|----------|-------------|----------------------------|------------|------------|-----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 27 | 79 | 28 | 0 | 134 | 34 | 36 | 15 | 0 | 85 | 12 | 123 | 22 | 0 | 157 | 22 | 39 | 48 | 1 | 110 | 486 |
| 04:15 PM | 28 | 68 | 16 | 0 | 112 | 24 | 46 | 13 | 0 | 83 | 9 | 126 | 31 | 0 | 166 | 27 | 27 | 31 | 0 | 85 | 446 |
| 04:30 PM | 27 | 75 | 15 | 1 | 118 | 19 | 41 | 8 | 0 | 68 | 3 | 125 | 23 | 0 | 151 | 26 | 30 | 36 | 0 | 92 | 429 |
| 04:45 PM | 33 | 82 | 20 | 0 | 135 | 21 | 35 | 9 | 0 | 65 | 6 | 124 | 25 | 0 | 155 | 15 | 31 | 21 | 1 | 68 | 423 |
| Total | 115 | 304 | 79 | 1 | 499 | 98 | 158 | 45 | 0 | 301 | 30 | 498 | 101 | 0 | 629 | 90 | 127 | 136 | 2 | 355 | 1784 |
| 05:00 PM | 29 | 90 | 25 | 2 | 146 | 21 | 39 | 6 | 0 | 66 | 5 | 187 | 26 | 0 | 218 | 28 | 36 | 39 | 1 | 104 | 534 |
| 05:15 PM | 26 | 80 | 29 | 0 | 135 | 22 | 40 | 6 | 0 | 68 | 12 | 184 | 24 | 0 | 220 | 17 | 31 | 34 | 0 | 82 | 505 |
| 05:30 PM | 29 | 73 | 21 | 1 | 124 | 27 | 43 | 6 | 0 | 76 | 7 | 130 | 17 | 0 | 154 | 22 | 33 | 15 | 0 | 70 | 424 |
| 05:45 PM | 39 | 63 | 12 | 8 | 122 | 19 | 36 | 11 | 0 | 66 | 6 | 125 | 8 | 0 | 139 | 9 | 30 | 21 | 9 | 69 | 396 |
| Total | 123 | 306 | 87 | 11 | 527 | 89 | 158 | 29 | 0 | 276 | 30 | 626 | 75 | 0 | 731 | 76 | 130 | 109 | 10 | 325 | 1859 |
| Grand Total | 238 | 610 | 166 | 12 | 1026 | 187 | 316 | 74 | 0 | 577 | 60 | 1124 | 176 | 0 | 1360 | 166 | 257 | 245 | 12 | 680 | 3643 |
| Apprch % | 23.2 | 59.5 | 16.2 | 1.2 | | 32.4 | 54.8 | 12.8 | 0 | | 4.4 | 82.6 | 12.9 | 0 | | 24.4 | 37.8 | 36 | 1.8 | | |
| Total % | 6.5 | 16.7 | 4.6 | 0.3 | 28.2 | 5.1 | 8.7 | 2 | 0 | 15.8 | 1.6 | 30.9 | 4.8 | 0 | 37.3 | 4.6 | 7.1 | 6.7 | 0.3 | 18.7 | |

| Start Time | Virginia Ave Southbound | | | | Mt Clinton Pike Westbound | | | | Virginia Ave Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|-----------|------------|---------------------------|-----------|----------|------------|-------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 27 | 75 | 15 | 117 | 19 | 41 | 8 | 68 | 3 | 125 | 23 | 151 | 26 | 30 | 36 | 92 | 428 |
| 04:45 PM | 33 | 82 | 20 | 135 | 21 | 35 | 9 | 65 | 6 | 124 | 25 | 155 | 15 | 31 | 21 | 67 | 422 |
| 05:00 PM | 29 | 90 | 25 | 144 | 21 | 39 | 6 | 66 | 5 | 187 | 26 | 218 | 28 | 36 | 39 | 103 | 531 |
| 05:15 PM | 26 | 80 | 29 | 135 | 22 | 40 | 6 | 68 | 12 | 184 | 24 | 220 | 17 | 31 | 34 | 82 | 505 |
| Total Volume | 115 | 327 | 89 | 531 | 83 | 155 | 29 | 267 | 26 | 620 | 98 | 744 | 86 | 128 | 130 | 344 | 1886 |
| % App. Total | 21.7 | 61.6 | 16.8 | | 31.1 | 58.1 | 10.9 | | 3.5 | 83.3 | 13.2 | | 25 | 37.2 | 37.8 | | |
| PHF | .871 | .908 | .767 | .922 | .943 | .945 | .806 | .982 | .542 | .829 | .942 | .845 | .768 | .889 | .833 | .835 | .888 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 1 | 0 | 1 | 2 | 16 | 0 | 18 | 41 | 1 | 0 | 42 | 61 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 38 | 46 | 4 | 0 | 50 | 88 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 | 63 | 2 | 0 | 65 | 111 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 71 | 65 | 2 | 0 | 67 | 138 |
| Total | 0 | 1 | 0 | 1 | 2 | 171 | 0 | 173 | 215 | 9 | 0 | 224 | 398 |
| 08:00 AM | 0 | 1 | 0 | 1 | 1 | 71 | 0 | 72 | 67 | 1 | 0 | 68 | 141 |
| 08:15 AM | 1 | 0 | 0 | 1 | 1 | 50 | 0 | 51 | 58 | 0 | 0 | 58 | 110 |
| 08:30 AM | 1 | 0 | 0 | 1 | 0 | 50 | 0 | 50 | 43 | 0 | 0 | 43 | 94 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 45 | 0 | 45 | 54 | 1 | 0 | 55 | 101 |
| Total | 2 | 2 | 0 | 4 | 2 | 216 | 0 | 218 | 222 | 2 | 0 | 224 | 446 |
| Grand Total | 2 | 3 | 0 | 5 | 4 | 387 | 0 | 391 | 437 | 11 | 0 | 448 | 844 |
| Apprch % | 40 | 60 | 0 | | 1 | 99 | 0 | | 97.5 | 2.5 | 0 | | |
| Total % | 0.2 | 0.4 | 0 | 0.6 | 0.5 | 45.9 | 0 | 46.3 | 51.8 | 1.3 | 0 | 53.1 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|------|------------|---------------------------|------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 46 | 46 | 63 | 2 | 65 | 111 |
| 07:45 AM | 0 | 0 | 0 | 0 | 71 | 71 | 65 | 2 | 67 | 138 |
| 08:00 AM | 0 | 1 | 1 | 1 | 71 | 72 | 67 | 1 | 68 | 141 |
| 08:15 AM | 1 | 0 | 1 | 1 | 50 | 51 | 58 | 0 | 58 | 110 |
| Total Volume | 1 | 1 | 2 | 2 | 238 | 240 | 253 | 5 | 258 | 500 |
| % App. Total | 50 | 50 | | 0.8 | 99.2 | | 98.1 | 1.9 | | |
| PHF | .250 | .250 | .500 | .500 | .838 | .833 | .944 | .625 | .949 | .887 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 4 | 8 |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 6 |
| 07:30 AM | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 7 |
| 07:45 AM | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 2 | 2 | 0 | 4 | 9 |
| Total | 6 | 2 | 0 | 8 | 2 | 8 | 0 | 10 | 8 | 4 | 0 | 12 | 30 |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 5 |
| 08:15 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 4 | 1 | 0 | 5 | 9 |
| 08:30 AM | 2 | 0 | 0 | 2 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 1 | 8 |
| 08:45 AM | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 3 | 3 | 0 | 6 | 11 |
| Total | 6 | 2 | 0 | 8 | 5 | 6 | 0 | 11 | 9 | 5 | 0 | 14 | 33 |
| Grand Total | 12 | 4 | 0 | 16 | 7 | 14 | 0 | 21 | 17 | 9 | 0 | 26 | 63 |
| Apprch % | 75 | 25 | 0 | | 33.3 | 66.7 | 0 | | 65.4 | 34.6 | 0 | | |
| Total % | 19 | 6.3 | 0 | 25.4 | 11.1 | 22.2 | 0 | 33.3 | 27 | 14.3 | 0 | 41.3 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|----------|------------|---------------------------|----------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | |
| 08:00 AM | 1 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 5 |
| 08:15 AM | 2 | 0 | 2 | 2 | 0 | 2 | 4 | 1 | 5 | 9 |
| 08:30 AM | 2 | 0 | 2 | 1 | 4 | 5 | 0 | 1 | 1 | 8 |
| 08:45 AM | 1 | 1 | 2 | 2 | 1 | 3 | 3 | 3 | 6 | 11 |
| Total Volume | 6 | 2 | 8 | 5 | 6 | 11 | 9 | 5 | 14 | 33 |
| % App. Total | 75 | 25 | | 45.5 | 54.5 | | 64.3 | 35.7 | | |
| PHF | .750 | .500 | 1.00 | .625 | .375 | .550 | .563 | .417 | .583 | .750 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|-----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 2 | 2 | 0 | 4 | 3 | 16 | 0 | 19 | 45 | 1 | 0 | 46 | 69 |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 42 | 0 | 42 | 47 | 4 | 0 | 51 | 94 |
| 07:30 AM | 2 | 1 | 0 | 3 | 0 | 47 | 0 | 47 | 64 | 4 | 0 | 68 | 118 |
| 07:45 AM | 1 | 0 | 0 | 1 | 1 | 74 | 0 | 75 | 67 | 4 | 0 | 71 | 147 |
| Total | 6 | 3 | 0 | 9 | 4 | 179 | 0 | 183 | 223 | 13 | 0 | 236 | 428 |
| 08:00 AM | 1 | 2 | 0 | 3 | 1 | 72 | 0 | 73 | 69 | 1 | 0 | 70 | 146 |
| 08:15 AM | 3 | 0 | 0 | 3 | 3 | 50 | 0 | 53 | 62 | 1 | 0 | 63 | 119 |
| 08:30 AM | 3 | 0 | 0 | 3 | 1 | 54 | 0 | 55 | 43 | 1 | 0 | 44 | 102 |
| 08:45 AM | 1 | 2 | 0 | 3 | 2 | 46 | 0 | 48 | 57 | 4 | 0 | 61 | 112 |
| Total | 8 | 4 | 0 | 12 | 7 | 222 | 0 | 229 | 231 | 7 | 0 | 238 | 479 |
| Grand Total | 14 | 7 | 0 | 21 | 11 | 401 | 0 | 412 | 454 | 20 | 0 | 474 | 907 |
| Apprch % | 66.7 | 33.3 | 0 | | 2.7 | 97.3 | 0 | | 95.8 | 4.2 | 0 | | |
| Total % | 1.5 | 0.8 | 0 | 2.3 | 1.2 | 44.2 | 0 | 45.4 | 50.1 | 2.2 | 0 | 52.3 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|----------|------------|---------------------------|------------|------------|---------------------------|-----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 2 | 1 | 3 | 0 | 47 | 47 | 64 | 4 | 68 | 118 |
| 07:45 AM | 1 | 0 | 1 | 1 | 74 | 75 | 67 | 4 | 71 | 147 |
| 08:00 AM | 1 | 2 | 3 | 1 | 72 | 73 | 69 | 1 | 70 | 146 |
| 08:15 AM | 3 | 0 | 3 | 3 | 50 | 53 | 62 | 1 | 63 | 119 |
| Total Volume | 7 | 3 | 10 | 5 | 243 | 248 | 262 | 10 | 272 | 530 |
| % App. Total | 70 | 30 | | 2 | 98 | | 96.3 | 3.7 | | |
| PHF | .583 | .375 | .833 | .417 | .821 | .827 | .949 | .625 | .958 | .901 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 4 | 1 | 0 | 5 | 0 | 86 | 0 | 86 | 81 | 0 | 0 | 81 | 172 |
| 04:15 PM | 1 | 3 | 0 | 4 | 1 | 75 | 0 | 76 | 51 | 2 | 0 | 53 | 133 |
| 04:30 PM | 2 | 1 | 0 | 3 | 1 | 69 | 0 | 70 | 58 | 0 | 0 | 58 | 131 |
| 04:45 PM | 0 | 2 | 0 | 2 | 1 | 61 | 0 | 62 | 63 | 1 | 0 | 64 | 128 |
| Total | 7 | 7 | 0 | 14 | 3 | 291 | 0 | 294 | 253 | 3 | 0 | 256 | 564 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 77 | 72 | 0 | 0 | 72 | 149 |
| 05:15 PM | 1 | 0 | 0 | 1 | 0 | 75 | 0 | 75 | 70 | 0 | 0 | 70 | 146 |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 62 | 0 | 62 | 66 | 0 | 0 | 66 | 129 |
| 05:45 PM | 1 | 0 | 0 | 1 | 1 | 66 | 0 | 67 | 51 | 0 | 0 | 51 | 119 |
| Total | 3 | 0 | 0 | 3 | 1 | 280 | 0 | 281 | 259 | 0 | 0 | 259 | 543 |
| Grand Total | 10 | 7 | 0 | 17 | 4 | 571 | 0 | 575 | 512 | 3 | 0 | 515 | 1107 |
| Apprch % | 58.8 | 41.2 | 0 | | 0.7 | 99.3 | 0 | | 99.4 | 0.6 | 0 | | |
| Total % | 0.9 | 0.6 | 0 | 1.5 | 0.4 | 51.6 | 0 | 51.9 | 46.3 | 0.3 | 0 | 46.5 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|----------|------------|---------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 4 | 1 | 5 | 0 | 86 | 86 | 81 | 0 | 81 | 172 |
| 04:15 PM | 1 | 3 | 4 | 1 | 75 | 76 | 51 | 2 | 53 | 133 |
| 04:30 PM | 2 | 1 | 3 | 1 | 69 | 70 | 58 | 0 | 58 | 131 |
| 04:45 PM | 0 | 2 | 2 | 1 | 61 | 62 | 63 | 1 | 64 | 128 |
| Total Volume | 7 | 7 | 14 | 3 | 291 | 294 | 253 | 3 | 256 | 564 |
| % App. Total | 50 | 50 | | 1 | 99 | | 98.8 | 1.2 | | |
| PHF | .438 | .583 | .700 | .750 | .846 | .855 | .781 | .375 | .790 | .820 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 04:15 PM | 1 | 4 | 0 | 5 | 1 | 4 | 0 | 5 | 2 | 0 | 0 | 2 | 12 |
| 04:30 PM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 5 | 1 | 1 | 0 | 2 | 8 |
| Total | 1 | 6 | 0 | 7 | 4 | 10 | 0 | 14 | 4 | 2 | 0 | 6 | 27 |
| 05:00 PM | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 2 | 0 | 0 | 2 | 7 |
| 05:15 PM | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 6 |
| 05:30 PM | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 7 |
| 05:45 PM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 4 |
| Total | 4 | 2 | 0 | 6 | 3 | 9 | 0 | 12 | 6 | 0 | 0 | 6 | 24 |
| Grand Total | 5 | 8 | 0 | 13 | 7 | 19 | 0 | 26 | 10 | 2 | 0 | 12 | 51 |
| Apprch % | 38.5 | 61.5 | 0 | | 26.9 | 73.1 | 0 | | 83.3 | 16.7 | 0 | | |
| Total % | 9.8 | 15.7 | 0 | 25.5 | 13.7 | 37.3 | 0 | 51 | 19.6 | 3.9 | 0 | 23.5 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|-----------|------------|---------------------------|-------------|------------|---------------------------|-------------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | |
| 04:15 PM | 1 | 4 | 5 | 1 | 4 | 5 | 2 | 0 | 2 | 12 |
| 04:30 PM | 0 | 1 | 1 | 2 | 1 | 3 | 0 | 1 | 1 | 5 |
| 04:45 PM | 0 | 1 | 1 | 1 | 4 | 5 | 1 | 1 | 2 | 8 |
| 05:00 PM | 1 | 0 | 1 | 2 | 2 | 4 | 2 | 0 | 2 | 7 |
| Total Volume | 2 | 6 | 8 | 6 | 11 | 17 | 5 | 2 | 7 | 32 |
| % App. Total | 25 | 75 | | 35.3 | 64.7 | | 71.4 | 28.6 | | |
| PHF | .500 | .375 | .400 | .750 | .688 | .850 | .625 | .500 | .875 | .667 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|------|------------|---------------------------|------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 2 Pilgrim Pride Driveway & Mt Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Pilgrim's Pride Driveway Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|-------------------------------------|-----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 4 | 1 | 0 | 5 | 0 | 87 | 0 | 87 | 82 | 0 | 0 | 82 | 174 |
| 04:15 PM | 2 | 7 | 0 | 9 | 2 | 79 | 0 | 81 | 53 | 2 | 0 | 55 | 145 |
| 04:30 PM | 2 | 2 | 0 | 4 | 3 | 70 | 0 | 73 | 58 | 1 | 0 | 59 | 136 |
| 04:45 PM | 0 | 3 | 0 | 3 | 2 | 65 | 0 | 67 | 64 | 2 | 0 | 66 | 136 |
| Total | 8 | 13 | 0 | 21 | 7 | 301 | 0 | 308 | 257 | 5 | 0 | 262 | 591 |
| 05:00 PM | 1 | 0 | 0 | 1 | 2 | 79 | 0 | 81 | 74 | 0 | 0 | 74 | 156 |
| 05:15 PM | 2 | 1 | 0 | 3 | 0 | 78 | 0 | 78 | 71 | 0 | 0 | 71 | 152 |
| 05:30 PM | 3 | 0 | 0 | 3 | 0 | 65 | 0 | 65 | 68 | 0 | 0 | 68 | 136 |
| 05:45 PM | 1 | 1 | 0 | 2 | 2 | 67 | 0 | 69 | 52 | 0 | 0 | 52 | 123 |
| Total | 7 | 2 | 0 | 9 | 4 | 289 | 0 | 293 | 265 | 0 | 0 | 265 | 567 |
| Grand Total | 15 | 15 | 0 | 30 | 11 | 590 | 0 | 601 | 522 | 5 | 0 | 527 | 1158 |
| Apprch % | 50 | 50 | 0 | | 1.8 | 98.2 | 0 | | 99.1 | 0.9 | 0 | | |
| Total % | 1.3 | 1.3 | 0 | 2.6 | 0.9 | 50.9 | 0 | 51.9 | 45.1 | 0.4 | 0 | 45.5 | |

| Start Time | Pilgrim's Pride Driveway Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|-------------------------------------|-----------|------------|---------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 4 | 1 | 5 | 0 | 87 | 87 | 82 | 0 | 82 | 174 |
| 04:15 PM | 2 | 7 | 9 | 2 | 79 | 81 | 53 | 2 | 55 | 145 |
| 04:30 PM | 2 | 2 | 4 | 3 | 70 | 73 | 58 | 1 | 59 | 136 |
| 04:45 PM | 0 | 3 | 3 | 2 | 65 | 67 | 64 | 2 | 66 | 136 |
| Total Volume | 8 | 13 | 21 | 7 | 301 | 308 | 257 | 5 | 262 | 591 |
| % App. Total | 38.1 | 61.9 | | 2.3 | 97.7 | | 98.1 | 1.9 | | |
| PHF | .500 | .464 | .583 | .583 | .865 | .885 | .784 | .625 | .799 | .849 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
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Groups Printed- Cars

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|----------------------------|------------|-----------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 3 | 25 | 0 | 0 | 28 | 0 | 15 | 7 | 0 | 22 | 7 | 7 | 2 | 0 | 16 | 5 | 29 | 4 | 0 | 38 | 104 |
| 07:15 AM | 7 | 32 | 4 | 0 | 43 | 1 | 35 | 10 | 0 | 46 | 7 | 19 | 3 | 0 | 29 | 9 | 36 | 4 | 0 | 49 | 167 |
| 07:30 AM | 3 | 29 | 2 | 0 | 34 | 2 | 42 | 10 | 0 | 54 | 5 | 10 | 2 | 0 | 17 | 4 | 54 | 5 | 0 | 63 | 168 |
| 07:45 AM | 8 | 37 | 3 | 0 | 48 | 2 | 62 | 4 | 0 | 68 | 9 | 17 | 4 | 0 | 30 | 9 | 48 | 5 | 0 | 62 | 208 |
| Total | 21 | 123 | 9 | 0 | 153 | 5 | 154 | 31 | 0 | 190 | 28 | 53 | 11 | 0 | 92 | 27 | 167 | 18 | 0 | 212 | 647 |
| 08:00 AM | 8 | 31 | 2 | 0 | 41 | 8 | 60 | 8 | 0 | 76 | 13 | 16 | 4 | 0 | 33 | 7 | 57 | 1 | 0 | 65 | 215 |
| 08:15 AM | 6 | 26 | 3 | 0 | 35 | 4 | 41 | 4 | 0 | 49 | 2 | 15 | 5 | 0 | 22 | 8 | 44 | 5 | 0 | 57 | 163 |
| 08:30 AM | 3 | 32 | 2 | 0 | 37 | 6 | 45 | 8 | 0 | 59 | 4 | 14 | 7 | 0 | 25 | 6 | 29 | 3 | 0 | 38 | 159 |
| 08:45 AM | 1 | 13 | 2 | 0 | 16 | 3 | 33 | 2 | 0 | 38 | 6 | 16 | 12 | 0 | 34 | 9 | 47 | 6 | 0 | 62 | 150 |
| Total | 18 | 102 | 9 | 0 | 129 | 21 | 179 | 22 | 0 | 222 | 25 | 61 | 28 | 0 | 114 | 30 | 177 | 15 | 0 | 222 | 687 |
| Grand Total | 39 | 225 | 18 | 0 | 282 | 26 | 333 | 53 | 0 | 412 | 53 | 114 | 39 | 0 | 206 | 57 | 344 | 33 | 0 | 434 | 1334 |
| Apprch % | 13.8 | 79.8 | 6.4 | 0 | | 6.3 | 80.8 | 12.9 | 0 | | 25.7 | 55.3 | 18.9 | 0 | | 13.1 | 79.3 | 7.6 | 0 | | |
| Total % | 2.9 | 16.9 | 1.3 | 0 | 21.1 | 1.9 | 25 | 4 | 0 | 30.9 | 4 | 8.5 | 2.9 | 0 | 15.4 | 4.3 | 25.8 | 2.5 | 0 | 32.5 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|-----------|-----------|------------|-------------------------|-----------|----------|------------|----------------------------|-----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 7 | 32 | 4 | 43 | 1 | 35 | 10 | 46 | 7 | 19 | 3 | 29 | 9 | 36 | 4 | 49 | 167 |
| 07:30 AM | 3 | 29 | 2 | 34 | 2 | 42 | 10 | 54 | 5 | 10 | 2 | 17 | 4 | 54 | 5 | 63 | 168 |
| 07:45 AM | 8 | 37 | 3 | 48 | 2 | 62 | 4 | 68 | 9 | 17 | 4 | 30 | 9 | 48 | 5 | 62 | 208 |
| 08:00 AM | 8 | 31 | 2 | 41 | 8 | 60 | 8 | 76 | 13 | 16 | 4 | 33 | 7 | 57 | 1 | 65 | 215 |
| Total Volume | 26 | 129 | 11 | 166 | 13 | 199 | 32 | 244 | 34 | 62 | 13 | 109 | 29 | 195 | 15 | 239 | 758 |
| % App. Total | 15.7 | 77.7 | 6.6 | | 5.3 | 81.6 | 13.1 | | 31.2 | 56.9 | 11.9 | | 12.1 | 81.6 | 6.3 | | |
| PHF | .813 | .872 | .688 | .865 | .406 | .802 | .800 | .803 | .654 | .816 | .813 | .826 | .806 | .855 | .750 | .919 | .881 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
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Groups Printed- Trucks

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|-----------|----------|----------|------------|---------------------------|-----------|-----------|----------|------------|-------------------------|-----------|----------|----------|------------|----------------------------|-----------|----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | |
| 07:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | |
| 07:30 AM | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | |
| 07:45 AM | 0 | 5 | 1 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 5 | 3 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 11 | 2 | 0 | 13 | 1 | 5 | 3 | 0 | 9 | 8 | 13 | 3 | 0 | 24 | 1 | 5 | 0 | 0 | 6 | 52 |
| 08:00 AM | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 4 | 15 |
| 08:15 AM | 0 | 4 | 3 | 0 | 7 | 1 | 3 | 5 | 0 | 9 | 2 | 1 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 5 | 24 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 3 | 6 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:45 AM | 0 | 4 | 2 | 0 | 6 | 1 | 3 | 1 | 0 | 5 | 3 | 1 | 1 | 0 | 5 | 1 | 3 | 1 | 0 | 5 | 21 |
| Total | 0 | 13 | 6 | 0 | 19 | 2 | 9 | 8 | 0 | 19 | 9 | 12 | 2 | 0 | 23 | 4 | 8 | 2 | 0 | 14 | 75 |
| Grand Total | 0 | 24 | 8 | 0 | 32 | 3 | 14 | 11 | 0 | 28 | 17 | 25 | 5 | 0 | 47 | 5 | 13 | 2 | 0 | 20 | 127 |
| Apprch % | 0 | 75 | 25 | 0 | | 10.7 | 50 | 39.3 | 0 | | 36.2 | 53.2 | 10.6 | 0 | | 25 | 65 | 10 | 0 | | |
| Total % | 0 | 18.9 | 6.3 | 0 | 25.2 | 2.4 | 11 | 8.7 | 0 | 22 | 13.4 | 19.7 | 3.9 | 0 | 37 | 3.9 | 10.2 | 1.6 | 0 | 15.7 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|-----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 5 | 1 | 3 | 0 | 4 | 15 |
| 08:15 AM | 0 | 4 | 3 | 7 | 1 | 3 | 5 | 9 | 2 | 1 | 0 | 3 | 2 | 2 | 1 | 5 | 24 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 4 | 3 | 6 | 1 | 10 | 0 | 0 | 0 | 0 | 15 |
| 08:45 AM | 0 | 4 | 2 | 6 | 1 | 3 | 1 | 5 | 3 | 1 | 1 | 5 | 1 | 3 | 1 | 5 | 21 |
| Total Volume | 0 | 13 | 6 | 19 | 2 | 9 | 8 | 19 | 9 | 12 | 2 | 23 | 4 | 8 | 2 | 14 | 75 |
| % App. Total | 0 | 68.4 | 31.6 | | 10.5 | 47.4 | 42.1 | | 39.1 | 52.2 | 8.7 | | 28.6 | 57.1 | 14.3 | | |
| PHF | .000 | .813 | .500 | .679 | .500 | .750 | .400 | .528 | .750 | .500 | .500 | .575 | .500 | .667 | .500 | .700 | .781 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
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Groups Printed- Bicycles on Crosswalk

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike AM
 Site Code :
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Groups Printed- Pedestrians

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
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Groups Printed- Combined

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|----------------------------|------------|-----------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 3 | 25 | 0 | 0 | 28 | 0 | 16 | 9 | 0 | 25 | 8 | 10 | 2 | 0 | 20 | 6 | 32 | 4 | 0 | 42 | 115 |
| 07:15 AM | 7 | 35 | 4 | 0 | 46 | 1 | 37 | 11 | 0 | 49 | 8 | 24 | 3 | 0 | 35 | 9 | 36 | 4 | 0 | 49 | 179 |
| 07:30 AM | 3 | 32 | 3 | 0 | 38 | 2 | 42 | 10 | 0 | 54 | 6 | 12 | 3 | 0 | 21 | 4 | 56 | 5 | 0 | 65 | 178 |
| 07:45 AM | 8 | 42 | 4 | 0 | 54 | 3 | 64 | 4 | 0 | 71 | 14 | 20 | 6 | 0 | 40 | 9 | 48 | 5 | 0 | 62 | 227 |
| Total | 21 | 134 | 11 | 0 | 166 | 6 | 159 | 34 | 0 | 199 | 36 | 66 | 14 | 0 | 116 | 28 | 172 | 18 | 0 | 218 | 699 |
| 08:00 AM | 8 | 35 | 3 | 0 | 46 | 8 | 60 | 9 | 0 | 77 | 14 | 20 | 4 | 0 | 38 | 8 | 60 | 1 | 0 | 69 | 230 |
| 08:15 AM | 6 | 30 | 6 | 0 | 42 | 5 | 44 | 9 | 0 | 58 | 4 | 16 | 5 | 0 | 25 | 10 | 46 | 6 | 0 | 62 | 187 |
| 08:30 AM | 3 | 33 | 2 | 0 | 38 | 6 | 48 | 9 | 0 | 63 | 7 | 20 | 8 | 0 | 35 | 6 | 29 | 3 | 0 | 38 | 174 |
| 08:45 AM | 1 | 17 | 4 | 0 | 22 | 4 | 36 | 3 | 0 | 43 | 9 | 17 | 13 | 0 | 39 | 10 | 50 | 7 | 0 | 67 | 171 |
| Total | 18 | 115 | 15 | 0 | 148 | 23 | 188 | 30 | 0 | 241 | 34 | 73 | 30 | 0 | 137 | 34 | 185 | 17 | 0 | 236 | 762 |
| Grand Total | 39 | 249 | 26 | 0 | 314 | 29 | 347 | 64 | 0 | 440 | 70 | 139 | 44 | 0 | 253 | 62 | 357 | 35 | 0 | 454 | 1461 |
| Apprch % | 12.4 | 79.3 | 8.3 | 0 | | 6.6 | 78.9 | 14.5 | 0 | | 27.7 | 54.9 | 17.4 | 0 | | 13.7 | 78.6 | 7.7 | 0 | | |
| Total % | 2.7 | 17 | 1.8 | 0 | 21.5 | 2 | 23.8 | 4.4 | 0 | 30.1 | 4.8 | 9.5 | 3 | 0 | 17.3 | 4.2 | 24.4 | 2.4 | 0 | 31.1 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------------|-----------|------------|---------------------------|------------|-----------|------------|-------------------------|-----------|-----------|------------|----------------------------|------------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 3 | 32 | 3 | 38 | 2 | 42 | 10 | 54 | 6 | 12 | 3 | 21 | 4 | 56 | 5 | 65 | 178 |
| 07:45 AM | 8 | 42 | 4 | 54 | 3 | 64 | 4 | 71 | 14 | 20 | 6 | 40 | 9 | 48 | 5 | 62 | 227 |
| 08:00 AM | 8 | 35 | 3 | 46 | 8 | 60 | 9 | 77 | 14 | 20 | 4 | 38 | 8 | 60 | 1 | 69 | 230 |
| 08:15 AM | 6 | 30 | 6 | 42 | 5 | 44 | 9 | 58 | 4 | 16 | 5 | 25 | 10 | 46 | 6 | 62 | 187 |
| Total Volume | 25 | 139 | 16 | 180 | 18 | 210 | 32 | 260 | 38 | 68 | 18 | 124 | 31 | 210 | 17 | 258 | 822 |
| % App. Total | 13.9 | 77.2 | 8.9 | | 6.9 | 80.8 | 12.3 | | 30.6 | 54.8 | 14.5 | | 12 | 81.4 | 6.6 | | |
| PHF | .781 | .827 | .667 | .833 | .563 | .820 | .800 | .844 | .679 | .850 | .750 | .775 | .775 | .875 | .708 | .935 | .893 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike PM
 Site Code :
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Groups Printed- Cars

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|----------------------------|------------|-----------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 18 | 27 | 5 | 0 | 50 | 5 | 44 | 18 | 0 | 67 | 18 | 29 | 16 | 0 | 63 | 10 | 60 | 5 | 0 | 75 | 255 |
| 04:15 PM | 4 | 28 | 5 | 0 | 37 | 5 | 63 | 9 | 0 | 77 | 9 | 38 | 10 | 0 | 57 | 8 | 47 | 5 | 0 | 60 | 231 |
| 04:30 PM | 13 | 22 | 3 | 0 | 38 | 5 | 43 | 5 | 0 | 53 | 14 | 30 | 11 | 0 | 55 | 6 | 45 | 6 | 0 | 57 | 203 |
| 04:45 PM | 3 | 25 | 6 | 0 | 34 | 3 | 48 | 4 | 0 | 55 | 11 | 33 | 12 | 0 | 56 | 10 | 49 | 5 | 0 | 64 | 209 |
| Total | 38 | 102 | 19 | 0 | 159 | 18 | 198 | 36 | 0 | 252 | 52 | 130 | 49 | 0 | 231 | 34 | 201 | 21 | 0 | 256 | 898 |
| 05:00 PM | 6 | 24 | 7 | 0 | 37 | 6 | 59 | 5 | 0 | 70 | 12 | 47 | 14 | 0 | 73 | 5 | 53 | 7 | 0 | 65 | 245 |
| 05:15 PM | 3 | 19 | 4 | 0 | 26 | 3 | 54 | 5 | 0 | 62 | 14 | 47 | 18 | 0 | 79 | 6 | 56 | 9 | 0 | 71 | 238 |
| 05:30 PM | 12 | 19 | 8 | 0 | 39 | 2 | 42 | 8 | 0 | 52 | 6 | 23 | 8 | 0 | 37 | 3 | 56 | 9 | 0 | 68 | 196 |
| 05:45 PM | 11 | 20 | 1 | 0 | 32 | 4 | 49 | 4 | 0 | 57 | 5 | 28 | 9 | 0 | 42 | 3 | 39 | 10 | 0 | 52 | 183 |
| Total | 32 | 82 | 20 | 0 | 134 | 15 | 204 | 22 | 0 | 241 | 37 | 145 | 49 | 0 | 231 | 17 | 204 | 35 | 0 | 256 | 862 |
| Grand Total | 70 | 184 | 39 | 0 | 293 | 33 | 402 | 58 | 0 | 493 | 89 | 275 | 98 | 0 | 462 | 51 | 405 | 56 | 0 | 512 | 1760 |
| Apprch % | 23.9 | 62.8 | 13.3 | 0 | | 6.7 | 81.5 | 11.8 | 0 | | 19.3 | 59.5 | 21.2 | 0 | | 10 | 79.1 | 10.9 | 0 | | |
| Total % | 4 | 10.5 | 2.2 | 0 | 16.6 | 1.9 | 22.8 | 3.3 | 0 | 28 | 5.1 | 15.6 | 5.6 | 0 | 26.2 | 2.9 | 23 | 3.2 | 0 | 29.1 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|-----------|-----------|------------|-------------------------|-----------|-----------|------------|----------------------------|-----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 27 | 5 | 50 | 5 | 44 | 18 | 67 | 18 | 29 | 16 | 63 | 10 | 60 | 5 | 75 | 255 |
| 04:15 PM | 4 | 28 | 5 | 37 | 5 | 63 | 9 | 77 | 9 | 38 | 10 | 57 | 8 | 47 | 5 | 60 | 231 |
| 04:30 PM | 13 | 22 | 3 | 38 | 5 | 43 | 5 | 53 | 14 | 30 | 11 | 55 | 6 | 45 | 6 | 57 | 203 |
| 04:45 PM | 3 | 25 | 6 | 34 | 3 | 48 | 4 | 55 | 11 | 33 | 12 | 56 | 10 | 49 | 5 | 64 | 209 |
| Total Volume | 38 | 102 | 19 | 159 | 18 | 198 | 36 | 252 | 52 | 130 | 49 | 231 | 34 | 201 | 21 | 256 | 898 |
| % App. Total | 23.9 | 64.2 | 11.9 | | 7.1 | 78.6 | 14.3 | | 22.5 | 56.3 | 21.2 | | 13.3 | 78.5 | 8.2 | | |
| PHF | .528 | .911 | .792 | .795 | .900 | .786 | .500 | .818 | .722 | .855 | .766 | .917 | .850 | .838 | .875 | .853 | .880 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|-----------|----------|----------|------------|---------------------------|-----------|-----------|----------|------------|-------------------------|-----------|----------|----------|------------|----------------------------|-----------|----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 4 | 1 | 0 | 5 | 1 | 2 | 3 | 0 | 6 | 3 | 3 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 19 |
| 04:15 PM | 2 | 3 | 2 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 2 | 3 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 20 |
| 04:30 PM | 1 | 2 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 12 |
| 04:45 PM | 2 | 1 | 2 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 16 |
| Total | 5 | 10 | 5 | 0 | 20 | 3 | 9 | 6 | 0 | 18 | 6 | 13 | 1 | 0 | 20 | 0 | 8 | 1 | 0 | 9 | 67 |
| 05:00 PM | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 13 |
| 05:15 PM | 1 | 4 | 0 | 0 | 5 | 1 | 2 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 15 |
| 05:30 PM | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 9 |
| 05:45 PM | 1 | 2 | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 9 |
| Total | 2 | 11 | 2 | 0 | 15 | 3 | 7 | 4 | 0 | 14 | 2 | 9 | 1 | 0 | 12 | 1 | 2 | 2 | 0 | 5 | 46 |
| Grand Total | 7 | 21 | 7 | 0 | 35 | 6 | 16 | 10 | 0 | 32 | 8 | 22 | 2 | 0 | 32 | 1 | 10 | 3 | 0 | 14 | 113 |
| Apprch % | 20 | 60 | 20 | 0 | | 18.8 | 50 | 31.2 | 0 | | 25 | 68.8 | 6.2 | 0 | | 7.1 | 71.4 | 21.4 | 0 | | |
| Total % | 6.2 | 18.6 | 6.2 | 0 | 31 | 5.3 | 14.2 | 8.8 | 0 | 28.3 | 7.1 | 19.5 | 1.8 | 0 | 28.3 | 0.9 | 8.8 | 2.7 | 0 | 12.4 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|-------------------------|-----------|----------|------------|----------------------------|----------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 4 | 1 | 5 | 1 | 2 | 3 | 6 | 3 | 3 | 1 | 7 | 0 | 1 | 0 | 1 | 19 |
| 04:15 PM | 2 | 3 | 2 | 7 | 0 | 2 | 1 | 3 | 2 | 3 | 0 | 5 | 0 | 5 | 0 | 5 | 20 |
| 04:30 PM | 1 | 2 | 0 | 3 | 2 | 1 | 1 | 4 | 1 | 3 | 0 | 4 | 0 | 0 | 1 | 1 | 12 |
| 04:45 PM | 2 | 1 | 2 | 5 | 0 | 4 | 1 | 5 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 16 |
| Total Volume | 5 | 10 | 5 | 20 | 3 | 9 | 6 | 18 | 6 | 13 | 1 | 20 | 0 | 8 | 1 | 9 | 67 |
| % App. Total | 25 | 50 | 25 | | 16.7 | 50 | 33.3 | | 30 | 65 | 5 | | 0 | 88.9 | 11.1 | | |
| PHF | .625 | .625 | .625 | .714 | .375 | .563 | .500 | .750 | .500 | .813 | .250 | .714 | .000 | .400 | .250 | .450 | .838 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total | |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|---|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | |
| Total % | | | | | | | | | | | | | | | | | | | | | | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total | |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Pedestrians

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------|------|------|------------|---------------------------|------|------|------|------------|-------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------|------|------------|---------------------------|------|------|------------|-------------------------|------|------|------------|----------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 3 N Liberty St & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | N Liberty St Southbound | | | | | Mt Clinton Pike Westbound | | | | | N Liberty St Northbound | | | | | Mt. Clinton Pike Eastbound | | | | | Int. Total |
|--------------------|-------------------------|------------|-----------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------------------|------------|------------|----------|------------|----------------------------|------------|-----------|----------|------------|-------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 18 | 31 | 6 | 0 | 55 | 6 | 46 | 21 | 0 | 73 | 21 | 32 | 17 | 0 | 70 | 10 | 61 | 5 | 0 | 76 | 274 |
| 04:15 PM | 6 | 31 | 7 | 0 | 44 | 5 | 65 | 10 | 0 | 80 | 11 | 41 | 10 | 0 | 62 | 8 | 52 | 5 | 0 | 65 | 251 |
| 04:30 PM | 14 | 24 | 3 | 0 | 41 | 7 | 44 | 6 | 0 | 57 | 15 | 33 | 11 | 0 | 59 | 6 | 45 | 7 | 0 | 58 | 215 |
| 04:45 PM | 5 | 26 | 8 | 0 | 39 | 3 | 52 | 5 | 0 | 60 | 11 | 37 | 12 | 0 | 60 | 10 | 51 | 5 | 0 | 66 | 225 |
| Total | 43 | 112 | 24 | 0 | 179 | 21 | 207 | 42 | 0 | 270 | 58 | 143 | 50 | 0 | 251 | 34 | 209 | 22 | 0 | 265 | 965 |
| 05:00 PM | 6 | 27 | 8 | 0 | 41 | 6 | 61 | 7 | 0 | 74 | 14 | 47 | 15 | 0 | 76 | 6 | 54 | 7 | 0 | 67 | 258 |
| 05:15 PM | 4 | 23 | 4 | 0 | 31 | 4 | 56 | 6 | 0 | 66 | 14 | 52 | 18 | 0 | 84 | 6 | 57 | 9 | 0 | 72 | 253 |
| 05:30 PM | 12 | 21 | 8 | 0 | 41 | 4 | 44 | 8 | 0 | 56 | 6 | 25 | 8 | 0 | 39 | 3 | 56 | 10 | 0 | 69 | 205 |
| 05:45 PM | 12 | 22 | 2 | 0 | 36 | 4 | 50 | 5 | 0 | 59 | 5 | 30 | 9 | 0 | 44 | 3 | 39 | 11 | 0 | 53 | 192 |
| Total | 34 | 93 | 22 | 0 | 149 | 18 | 211 | 26 | 0 | 255 | 39 | 154 | 50 | 0 | 243 | 18 | 206 | 37 | 0 | 261 | 908 |
| Grand Total | 77 | 205 | 46 | 0 | 328 | 39 | 418 | 68 | 0 | 525 | 97 | 297 | 100 | 0 | 494 | 52 | 415 | 59 | 0 | 526 | 1873 |
| Apprch % | 23.5 | 62.5 | 14 | 0 | | 7.4 | 79.6 | 13 | 0 | | 19.6 | 60.1 | 20.2 | 0 | | 9.9 | 78.9 | 11.2 | 0 | | |
| Total % | 4.1 | 10.9 | 2.5 | 0 | 17.5 | 2.1 | 22.3 | 3.6 | 0 | 28 | 5.2 | 15.9 | 5.3 | 0 | 26.4 | 2.8 | 22.2 | 3.2 | 0 | 28.1 | |

| Start Time | N Liberty St Southbound | | | | Mt Clinton Pike Westbound | | | | N Liberty St Northbound | | | | Mt. Clinton Pike Eastbound | | | | Int. Total |
|--|-------------------------|------------|-----------|------------|---------------------------|------------|-----------|------------|-------------------------|------------|-----------|------------|----------------------------|------------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 31 | 6 | 55 | 6 | 46 | 21 | 73 | 21 | 32 | 17 | 70 | 10 | 61 | 5 | 76 | 274 |
| 04:15 PM | 6 | 31 | 7 | 44 | 5 | 65 | 10 | 80 | 11 | 41 | 10 | 62 | 8 | 52 | 5 | 65 | 251 |
| 04:30 PM | 14 | 24 | 3 | 41 | 7 | 44 | 6 | 57 | 15 | 33 | 11 | 59 | 6 | 45 | 7 | 58 | 215 |
| 04:45 PM | 5 | 26 | 8 | 39 | 3 | 52 | 5 | 60 | 11 | 37 | 12 | 60 | 10 | 51 | 5 | 66 | 225 |
| Total Volume | 43 | 112 | 24 | 179 | 21 | 207 | 42 | 270 | 58 | 143 | 50 | 251 | 34 | 209 | 22 | 265 | 965 |
| % App. Total | 24 | 62.6 | 13.4 | | 7.8 | 76.7 | 15.6 | | 23.1 | 57 | 19.9 | | 12.8 | 78.9 | 8.3 | | |
| PHF | .597 | .903 | .750 | .814 | .750 | .796 | .500 | .844 | .690 | .872 | .735 | .896 | .850 | .857 | .786 | .872 | .880 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 21 | 0 | 21 | 30 | 26 | 0 | 56 | 34 | 1 | 0 | 35 | 112 |
| 07:15 AM | 1 | 30 | 0 | 31 | 24 | 44 | 0 | 68 | 44 | 3 | 0 | 47 | 146 |
| 07:30 AM | 2 | 31 | 0 | 33 | 41 | 60 | 0 | 101 | 56 | 2 | 0 | 58 | 192 |
| 07:45 AM | 0 | 34 | 0 | 34 | 43 | 69 | 0 | 112 | 60 | 1 | 0 | 61 | 207 |
| Total | 3 | 116 | 0 | 119 | 138 | 199 | 0 | 337 | 194 | 7 | 0 | 201 | 657 |
| 08:00 AM | 0 | 33 | 0 | 33 | 25 | 75 | 0 | 100 | 70 | 1 | 0 | 71 | 204 |
| 08:15 AM | 0 | 29 | 0 | 29 | 24 | 52 | 0 | 76 | 49 | 0 | 0 | 49 | 154 |
| 08:30 AM | 0 | 24 | 0 | 24 | 36 | 59 | 0 | 95 | 36 | 0 | 0 | 36 | 155 |
| 08:45 AM | 0 | 11 | 0 | 11 | 27 | 40 | 0 | 67 | 55 | 0 | 0 | 55 | 133 |
| Total | 0 | 97 | 0 | 97 | 112 | 226 | 0 | 338 | 210 | 1 | 0 | 211 | 646 |
| Grand Total | 3 | 213 | 0 | 216 | 250 | 425 | 0 | 675 | 404 | 8 | 0 | 412 | 1303 |
| Apprch % | 1.4 | 98.6 | 0 | | 37 | 63 | 0 | | 98.1 | 1.9 | 0 | | |
| Total % | 0.2 | 16.3 | 0 | 16.6 | 19.2 | 32.6 | 0 | 51.8 | 31 | 0.6 | 0 | 31.6 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|-----------|------------|---------------------------|-----------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 2 | 31 | 33 | 41 | 60 | 101 | 56 | 2 | 58 | 192 |
| 07:45 AM | 0 | 34 | 34 | 43 | 69 | 112 | 60 | 1 | 61 | 207 |
| 08:00 AM | 0 | 33 | 33 | 25 | 75 | 100 | 70 | 1 | 71 | 204 |
| 08:15 AM | 0 | 29 | 29 | 24 | 52 | 76 | 49 | 0 | 49 | 154 |
| Total Volume | 2 | 127 | 129 | 133 | 256 | 389 | 235 | 4 | 239 | 757 |
| % App. Total | 1.6 | 98.4 | | 34.2 | 65.8 | | 98.3 | 1.7 | | |
| PHF | .250 | .934 | .949 | .773 | .853 | .868 | .839 | .500 | .842 | .914 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|-----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 3 | 5 | 0 | 0 | 5 | 10 |
| 07:15 AM | 1 | 7 | 0 | 8 | 3 | 3 | 0 | 6 | 1 | 0 | 0 | 1 | 15 |
| 07:30 AM | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 5 | 2 | 1 | 0 | 3 | 10 |
| 07:45 AM | 0 | 3 | 0 | 3 | 3 | 3 | 0 | 6 | 8 | 0 | 0 | 8 | 17 |
| Total | 1 | 14 | 0 | 15 | 11 | 9 | 0 | 20 | 16 | 1 | 0 | 17 | 52 |
| 08:00 AM | 0 | 3 | 0 | 3 | 5 | 1 | 0 | 6 | 6 | 0 | 0 | 6 | 15 |
| 08:15 AM | 0 | 3 | 0 | 3 | 2 | 8 | 0 | 10 | 7 | 0 | 0 | 7 | 20 |
| 08:30 AM | 0 | 6 | 0 | 6 | 5 | 4 | 0 | 9 | 3 | 0 | 0 | 3 | 18 |
| 08:45 AM | 0 | 1 | 0 | 1 | 5 | 4 | 0 | 9 | 8 | 0 | 0 | 8 | 18 |
| Total | 0 | 13 | 0 | 13 | 17 | 17 | 0 | 34 | 24 | 0 | 0 | 24 | 71 |
| Grand Total | 1 | 27 | 0 | 28 | 28 | 26 | 0 | 54 | 40 | 1 | 0 | 41 | 123 |
| Apprch % | 3.6 | 96.4 | 0 | | 51.9 | 48.1 | 0 | | 97.6 | 2.4 | 0 | | |
| Total % | 0.8 | 22 | 0 | 22.8 | 22.8 | 21.1 | 0 | 43.9 | 32.5 | 0.8 | 0 | 33.3 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|------------|------------|---------------------------|-----------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | |
| 08:00 AM | 0 | 3 | 3 | 5 | 1 | 6 | 6 | 0 | 6 | 15 |
| 08:15 AM | 0 | 3 | 3 | 2 | 8 | 10 | 7 | 0 | 7 | 20 |
| 08:30 AM | 0 | 6 | 6 | 5 | 4 | 9 | 3 | 0 | 3 | 18 |
| 08:45 AM | 0 | 1 | 1 | 5 | 4 | 9 | 8 | 0 | 8 | 18 |
| Total Volume | 0 | 13 | 13 | 17 | 17 | 34 | 24 | 0 | 24 | 71 |
| % App. Total | 0 | 100 | | 50 | 50 | | 100 | 0 | | |
| PHF | .000 | .542 | .542 | .850 | .531 | .850 | .750 | .000 | .750 | .888 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 23 | 0 | 23 | 31 | 28 | 0 | 59 | 39 | 1 | 0 | 40 | 122 |
| 07:15 AM | 2 | 37 | 0 | 39 | 27 | 47 | 0 | 74 | 45 | 3 | 0 | 48 | 161 |
| 07:30 AM | 2 | 33 | 0 | 35 | 45 | 61 | 0 | 106 | 58 | 3 | 0 | 61 | 202 |
| 07:45 AM | 0 | 37 | 0 | 37 | 46 | 72 | 0 | 118 | 68 | 1 | 0 | 69 | 224 |
| Total | 4 | 130 | 0 | 134 | 149 | 208 | 0 | 357 | 210 | 8 | 0 | 218 | 709 |
| 08:00 AM | 0 | 36 | 0 | 36 | 30 | 76 | 0 | 106 | 76 | 1 | 0 | 77 | 219 |
| 08:15 AM | 0 | 32 | 0 | 32 | 26 | 60 | 0 | 86 | 56 | 0 | 0 | 56 | 174 |
| 08:30 AM | 0 | 30 | 0 | 30 | 41 | 63 | 0 | 104 | 39 | 0 | 0 | 39 | 173 |
| 08:45 AM | 0 | 12 | 0 | 12 | 32 | 44 | 0 | 76 | 63 | 0 | 0 | 63 | 151 |
| Total | 0 | 110 | 0 | 110 | 129 | 243 | 0 | 372 | 234 | 1 | 0 | 235 | 717 |
| Grand Total | 4 | 240 | 0 | 244 | 278 | 451 | 0 | 729 | 444 | 9 | 0 | 453 | 1426 |
| Apprch % | 1.6 | 98.4 | 0 | | 38.1 | 61.9 | 0 | | 98 | 2 | 0 | | |
| Total % | 0.3 | 16.8 | 0 | 17.1 | 19.5 | 31.6 | 0 | 51.1 | 31.1 | 0.6 | 0 | 31.8 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|------|------------|---------------------------|------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 2 | 33 | 35 | 45 | 61 | 106 | 58 | 3 | 61 | 202 |
| 07:45 AM | 0 | 37 | 37 | 46 | 72 | 118 | 68 | 1 | 69 | 224 |
| 08:00 AM | 0 | 36 | 36 | 30 | 76 | 106 | 76 | 1 | 77 | 219 |
| 08:15 AM | 0 | 32 | 32 | 26 | 60 | 86 | 56 | 0 | 56 | 174 |
| Total Volume | 2 | 138 | 140 | 147 | 269 | 416 | 258 | 5 | 263 | 819 |
| % App. Total | 1.4 | 98.6 | | 35.3 | 64.7 | | 98.1 | 1.9 | | |
| PHF | .250 | .932 | .946 | .799 | .885 | .881 | .849 | .417 | .854 | .914 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 6 | 63 | 0 | 69 | 55 | 62 | 0 | 117 | 85 | 1 | 0 | 86 | 272 |
| 04:15 PM | 3 | 52 | 0 | 55 | 47 | 70 | 0 | 117 | 52 | 2 | 0 | 54 | 226 |
| 04:30 PM | 2 | 34 | 0 | 36 | 49 | 53 | 0 | 102 | 76 | 0 | 0 | 76 | 214 |
| 04:45 PM | 4 | 43 | 0 | 47 | 56 | 54 | 0 | 110 | 67 | 1 | 0 | 68 | 225 |
| Total | 15 | 192 | 0 | 207 | 207 | 239 | 0 | 446 | 280 | 4 | 0 | 284 | 937 |
| 05:00 PM | 0 | 34 | 0 | 34 | 44 | 72 | 0 | 116 | 70 | 0 | 0 | 70 | 220 |
| 05:15 PM | 1 | 34 | 0 | 35 | 76 | 69 | 0 | 145 | 81 | 1 | 0 | 82 | 262 |
| 05:30 PM | 2 | 39 | 0 | 41 | 58 | 45 | 0 | 103 | 62 | 1 | 0 | 63 | 207 |
| 05:45 PM | 0 | 48 | 0 | 48 | 56 | 56 | 0 | 112 | 48 | 1 | 0 | 49 | 209 |
| Total | 3 | 155 | 0 | 158 | 234 | 242 | 0 | 476 | 261 | 3 | 0 | 264 | 898 |
| Grand Total | 18 | 347 | 0 | 365 | 441 | 481 | 0 | 922 | 541 | 7 | 0 | 548 | 1835 |
| Apprch % | 4.9 | 95.1 | 0 | | 47.8 | 52.2 | 0 | | 98.7 | 1.3 | 0 | | |
| Total % | 1 | 18.9 | 0 | 19.9 | 24 | 26.2 | 0 | 50.2 | 29.5 | 0.4 | 0 | 29.9 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|-----------|------------|---------------------------|-----------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 6 | 63 | 69 | 55 | 62 | 117 | 85 | 1 | 86 | 272 |
| 04:15 PM | 3 | 52 | 55 | 47 | 70 | 117 | 52 | 2 | 54 | 226 |
| 04:30 PM | 2 | 34 | 36 | 49 | 53 | 102 | 76 | 0 | 76 | 214 |
| 04:45 PM | 4 | 43 | 47 | 56 | 54 | 110 | 67 | 1 | 68 | 225 |
| Total Volume | 15 | 192 | 207 | 207 | 239 | 446 | 280 | 4 | 284 | 937 |
| % App. Total | 7.2 | 92.8 | | 46.4 | 53.6 | | 98.6 | 1.4 | | |
| PHF | .625 | .762 | .750 | .924 | .854 | .953 | .824 | .500 | .826 | .861 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 3 | 0 | 0 | 3 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 11 | 0 | 0 | 11 | 16 |
| 04:30 PM | 0 | 3 | 0 | 3 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 6 | 0 | 0 | 6 | 13 |
| Total | 0 | 3 | 0 | 3 | 11 | 18 | 0 | 29 | 20 | 0 | 0 | 20 | 52 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 2 | 0 | 0 | 2 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 2 | 0 | 0 | 2 | 9 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 1 | 0 | 1 | 4 | 13 | 0 | 17 | 7 | 0 | 0 | 7 | 25 |
| Grand Total | 0 | 4 | 0 | 4 | 15 | 31 | 0 | 46 | 27 | 0 | 0 | 27 | 77 |
| Apprch % | 0 | 100 | 0 | | 32.6 | 67.4 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 5.2 | 0 | 5.2 | 19.5 | 40.3 | 0 | 59.7 | 35.1 | 0 | 0 | 35.1 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|------------|------------|---------------------------|-------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 3 | 7 | 10 | 3 | 0 | 3 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 5 | 5 | 11 | 0 | 11 | 16 |
| 04:30 PM | 0 | 3 | 3 | 4 | 3 | 7 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 0 | 0 | 4 | 3 | 7 | 6 | 0 | 6 | 13 |
| Total Volume | 0 | 3 | 3 | 11 | 18 | 29 | 20 | 0 | 20 | 52 |
| % App. Total | 0 | 100 | | 37.9 | 62.1 | | 100 | 0 | | |
| PHF | .000 | .250 | .250 | .688 | .643 | .725 | .455 | .000 | .455 | .813 |

Peggy Malone & Associates

904-992-8072

File Name : 4 Acorn Dr. & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Acorn Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|---------------------|------------|----------|------------|---------------------------|------------|----------|------------|---------------------------|----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 6 | 63 | 0 | 69 | 58 | 69 | 0 | 127 | 88 | 1 | 0 | 89 | 285 |
| 04:15 PM | 3 | 52 | 0 | 55 | 47 | 75 | 0 | 122 | 63 | 2 | 0 | 65 | 242 |
| 04:30 PM | 2 | 37 | 0 | 39 | 53 | 56 | 0 | 109 | 76 | 0 | 0 | 76 | 224 |
| 04:45 PM | 4 | 43 | 0 | 47 | 60 | 57 | 0 | 117 | 73 | 1 | 0 | 74 | 238 |
| Total | 15 | 195 | 0 | 210 | 218 | 257 | 0 | 475 | 300 | 4 | 0 | 304 | 989 |
| 05:00 PM | 0 | 34 | 0 | 34 | 45 | 75 | 0 | 120 | 72 | 0 | 0 | 72 | 226 |
| 05:15 PM | 1 | 34 | 0 | 35 | 78 | 74 | 0 | 152 | 83 | 1 | 0 | 84 | 271 |
| 05:30 PM | 2 | 40 | 0 | 42 | 58 | 48 | 0 | 106 | 63 | 1 | 0 | 64 | 212 |
| 05:45 PM | 0 | 48 | 0 | 48 | 57 | 58 | 0 | 115 | 50 | 1 | 0 | 51 | 214 |
| Total | 3 | 156 | 0 | 159 | 238 | 255 | 0 | 493 | 268 | 3 | 0 | 271 | 923 |
| Grand Total | 18 | 351 | 0 | 369 | 456 | 512 | 0 | 968 | 568 | 7 | 0 | 575 | 1912 |
| Apprch % | 4.9 | 95.1 | 0 | | 47.1 | 52.9 | 0 | | 98.8 | 1.2 | 0 | | |
| Total % | 0.9 | 18.4 | 0 | 19.3 | 23.8 | 26.8 | 0 | 50.6 | 29.7 | 0.4 | 0 | 30.1 | |

| Start Time | Acorn Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|---------------------|-----------|------------|---------------------------|------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 6 | 63 | 69 | 58 | 69 | 127 | 88 | 1 | 89 | 285 |
| 04:15 PM | 3 | 52 | 55 | 47 | 75 | 122 | 63 | 2 | 65 | 242 |
| 04:30 PM | 2 | 37 | 39 | 53 | 56 | 109 | 76 | 0 | 76 | 224 |
| 04:45 PM | 4 | 43 | 47 | 60 | 57 | 117 | 73 | 1 | 74 | 238 |
| Total Volume | 15 | 195 | 210 | 218 | 257 | 475 | 300 | 4 | 304 | 989 |
| % App. Total | 7.1 | 92.9 | | 45.9 | 54.1 | | 98.7 | 1.3 | | |
| PHF | .625 | .774 | .761 | .908 | .857 | .935 | .852 | .500 | .854 | .868 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|-----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 53 | 55 | 0 | 0 | 55 | 108 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 67 | 76 | 0 | 0 | 76 | 143 |
| 07:30 AM | 1 | 0 | 0 | 1 | 1 | 112 | 0 | 113 | 87 | 1 | 0 | 88 | 202 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 116 | 0 | 116 | 83 | 3 | 0 | 86 | 202 |
| Total | 1 | 0 | 0 | 1 | 1 | 348 | 0 | 349 | 301 | 4 | 0 | 305 | 655 |
| 08:00 AM | 1 | 1 | 0 | 2 | 3 | 96 | 0 | 99 | 90 | 2 | 0 | 92 | 193 |
| 08:15 AM | 0 | 1 | 0 | 1 | 3 | 85 | 0 | 88 | 78 | 1 | 0 | 79 | 168 |
| 08:30 AM | 1 | 0 | 0 | 1 | 2 | 93 | 0 | 95 | 58 | 4 | 0 | 62 | 158 |
| 08:45 AM | 0 | 0 | 0 | 0 | 8 | 65 | 0 | 73 | 65 | 2 | 0 | 67 | 140 |
| Total | 2 | 2 | 0 | 4 | 16 | 339 | 0 | 355 | 291 | 9 | 0 | 300 | 659 |
| Grand Total | 3 | 2 | 0 | 5 | 17 | 687 | 0 | 704 | 592 | 13 | 0 | 605 | 1314 |
| Apprch % | 60 | 40 | 0 | | 2.4 | 97.6 | 0 | | 97.9 | 2.1 | 0 | | |
| Total % | 0.2 | 0.2 | 0 | 0.4 | 1.3 | 52.3 | 0 | 53.6 | 45.1 | 1 | 0 | 46 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|---------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 1 | 1 | 112 | 113 | 87 | 1 | 88 | 202 |
| 07:45 AM | 0 | 0 | 0 | 0 | 116 | 116 | 83 | 3 | 86 | 202 |
| 08:00 AM | 1 | 1 | 2 | 3 | 96 | 99 | 90 | 2 | 92 | 193 |
| 08:15 AM | 0 | 1 | 1 | 3 | 85 | 88 | 78 | 1 | 79 | 168 |
| Total Volume | 2 | 2 | 4 | 7 | 409 | 416 | 338 | 7 | 345 | 765 |
| % App. Total | 50 | 50 | | 1.7 | 98.3 | | 98 | 2 | | |
| PHF | .500 | .500 | .500 | .583 | .881 | .897 | .939 | .583 | .938 | .947 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 | 0 | 0 | 5 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 5 | 0 | 0 | 5 | 12 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 3 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 9 | 0 | 0 | 9 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 22 | 0 | 0 | 22 | 44 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 9 | 0 | 0 | 9 | 15 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 12 | 9 | 0 | 0 | 9 | 21 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 8 | 0 | 0 | 8 | 18 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 9 | 0 | 0 | 9 | 18 |
| Total | 0 | 0 | 0 | 0 | 1 | 36 | 0 | 37 | 35 | 0 | 0 | 35 | 72 |
| Grand Total | 0 | 0 | 0 | 0 | 1 | 58 | 0 | 59 | 57 | 0 | 0 | 57 | 116 |
| Apprch % | 0 | 0 | 0 | 0 | 1.7 | 98.3 | 0 | 100 | 100 | 0 | 0 | 100 | |
| Total % | 0 | 0 | 0 | 0 | 0.9 | 50 | 0 | 50.9 | 49.1 | 0 | 0 | 49.1 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|---------------------------|-------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 6 | 6 | 9 | 0 | 9 | 15 |
| 08:15 AM | 0 | 0 | 0 | 1 | 11 | 12 | 9 | 0 | 9 | 21 |
| 08:30 AM | 0 | 0 | 0 | 0 | 10 | 10 | 8 | 0 | 8 | 18 |
| 08:45 AM | 0 | 0 | 0 | 0 | 9 | 9 | 9 | 0 | 9 | 18 |
| Total Volume | 0 | 0 | 0 | 1 | 36 | 37 | 35 | 0 | 35 | 72 |
| % App. Total | 0 | 0 | 0 | 2.7 | 97.3 | 100 | 100 | 0 | 100 | 100 |
| PHF | .000 | .000 | .000 | .250 | .818 | .771 | .972 | .000 | .972 | .857 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|------|------------|---------------------------|------|------------|---------------------------|------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | | 0 | 0 | | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike AM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|-----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 57 | 60 | 0 | 0 | 60 | 117 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 74 | 81 | 0 | 0 | 81 | 155 |
| 07:30 AM | 1 | 0 | 0 | 1 | 1 | 116 | 0 | 117 | 90 | 1 | 0 | 91 | 209 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 123 | 92 | 3 | 0 | 95 | 218 |
| Total | 1 | 0 | 0 | 1 | 1 | 370 | 0 | 371 | 323 | 4 | 0 | 327 | 699 |
| 08:00 AM | 1 | 1 | 0 | 2 | 3 | 102 | 0 | 105 | 99 | 2 | 0 | 101 | 208 |
| 08:15 AM | 0 | 1 | 0 | 1 | 4 | 96 | 0 | 100 | 87 | 1 | 0 | 88 | 189 |
| 08:30 AM | 1 | 0 | 0 | 1 | 2 | 103 | 0 | 105 | 66 | 4 | 0 | 70 | 176 |
| 08:45 AM | 0 | 0 | 0 | 0 | 8 | 74 | 0 | 82 | 74 | 2 | 0 | 76 | 158 |
| Total | 2 | 2 | 0 | 4 | 17 | 375 | 0 | 392 | 326 | 9 | 0 | 335 | 731 |
| Grand Total | 3 | 2 | 0 | 5 | 18 | 745 | 0 | 763 | 649 | 13 | 0 | 662 | 1430 |
| Apprch % | 60 | 40 | 0 | | 2.4 | 97.6 | 0 | | 98 | 2 | 0 | | |
| Total % | 0.2 | 0.1 | 0 | 0.3 | 1.3 | 52.1 | 0 | 53.4 | 45.4 | 0.9 | 0 | 46.3 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|---------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 1 | 1 | 116 | 117 | 90 | 1 | 91 | 209 |
| 07:45 AM | 0 | 0 | 0 | 0 | 123 | 123 | 92 | 3 | 95 | 218 |
| 08:00 AM | 1 | 1 | 2 | 3 | 102 | 105 | 99 | 2 | 101 | 208 |
| 08:15 AM | 0 | 1 | 1 | 4 | 96 | 100 | 87 | 1 | 88 | 189 |
| Total Volume | 2 | 2 | 4 | 8 | 437 | 445 | 368 | 7 | 375 | 824 |
| % App. Total | 50 | 50 | | 1.8 | 98.2 | | 98.1 | 1.9 | | |
| PHF | .500 | .500 | .500 | .500 | .888 | .904 | .929 | .583 | .928 | .945 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Cars

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 3 | 0 | 3 | 1 | 106 | 0 | 107 | 157 | 0 | 0 | 157 | 267 |
| 04:15 PM | 2 | 0 | 0 | 2 | 0 | 112 | 0 | 112 | 116 | 0 | 0 | 116 | 230 |
| 04:30 PM | 2 | 0 | 0 | 2 | 1 | 101 | 0 | 102 | 112 | 0 | 0 | 112 | 216 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 107 | 0 | 107 | 107 | 0 | 0 | 107 | 215 |
| Total | 4 | 4 | 0 | 8 | 2 | 426 | 0 | 428 | 492 | 0 | 0 | 492 | 928 |
| 05:00 PM | 1 | 2 | 0 | 3 | 0 | 116 | 0 | 116 | 113 | 0 | 0 | 113 | 232 |
| 05:15 PM | 2 | 0 | 0 | 2 | 0 | 138 | 0 | 138 | 113 | 0 | 0 | 113 | 253 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 112 | 0 | 112 | 105 | 0 | 0 | 105 | 217 |
| 05:45 PM | 1 | 1 | 0 | 2 | 0 | 103 | 0 | 103 | 93 | 0 | 0 | 93 | 198 |
| Total | 4 | 3 | 0 | 7 | 0 | 469 | 0 | 469 | 424 | 0 | 0 | 424 | 900 |
| Grand Total | 8 | 7 | 0 | 15 | 2 | 895 | 0 | 897 | 916 | 0 | 0 | 916 | 1828 |
| Apprch % | 53.3 | 46.7 | 0 | | 0.2 | 99.8 | 0 | | 100 | 0 | 0 | | |
| Total % | 0.4 | 0.4 | 0 | 0.8 | 0.1 | 49 | 0 | 49.1 | 50.1 | 0 | 0 | 50.1 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|-----------|------------|---------------------------|-------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 3 | 1 | 106 | 107 | 157 | 0 | 157 | 267 |
| 04:15 PM | 2 | 0 | 2 | 0 | 112 | 112 | 116 | 0 | 116 | 230 |
| 04:30 PM | 2 | 0 | 2 | 1 | 101 | 102 | 112 | 0 | 112 | 216 |
| 04:45 PM | 0 | 1 | 1 | 0 | 107 | 107 | 107 | 0 | 107 | 215 |
| Total Volume | 4 | 4 | 8 | 2 | 426 | 428 | 492 | 0 | 492 | 928 |
| % App. Total | 50 | 50 | 100 | 0.5 | 99.5 | 100 | 100 | 0 | 100 | 100 |
| PHF | .500 | .333 | .667 | .500 | .951 | .955 | .783 | .000 | .783 | .869 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|-----------|----------|------------|---------------------------|----------|----------|------------|------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 1 | 0 | 0 | 1 | 1 | 11 | 0 | 12 | 3 | 0 | 0 | 3 | 16 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 10 | 15 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 4 | 0 | 0 | 4 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 6 | 0 | 0 | 6 | 15 |
| Total | 1 | 0 | 0 | 1 | 1 | 32 | 0 | 33 | 23 | 0 | 0 | 23 | 57 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 2 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 0 | 2 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 7 | 0 | 0 | 7 | 24 |
| Grand Total | 1 | 0 | 0 | 1 | 1 | 49 | 0 | 50 | 30 | 0 | 0 | 30 | 81 |
| Apprch % | 100 | 0 | 0 | | 2 | 98 | 0 | | 100 | 0 | 0 | | |
| Total % | 1.2 | 0 | 0 | 1.2 | 1.2 | 60.5 | 0 | 61.7 | 37 | 0 | 0 | 37 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|---------------------------|-----------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 1 | 11 | 12 | 3 | 0 | 3 | 16 |
| 04:15 PM | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 0 | 10 | 15 |
| 04:30 PM | 0 | 0 | 0 | 0 | 7 | 7 | 4 | 0 | 4 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 9 | 9 | 6 | 0 | 6 | 15 |
| Total Volume | 1 | 0 | 1 | 1 | 32 | 33 | 23 | 0 | 23 | 57 |
| % App. Total | 100 | 0 | | 3 | 97 | | 100 | 0 | | |
| PHF | .250 | .000 | .250 | .250 | .727 | .688 | .575 | .000 | .575 | .891 |

Peggy Malone & Associates

904-992-8072

File Name : 5 Technology Dr & Mt. Clinton Pike PM
 Site Code :
 Start Date : 1/25/2022
 Page No : 1

Groups Printed- Combined

| Start Time | Technology Dr Southbound | | | | Mt Clinton Pike Westbound | | | | Mt Clinton Pike Eastbound | | | | Int. Total |
|--------------------|--------------------------|----------|----------|------------|---------------------------|------------|----------|------------|---------------------------|----------|----------|------------|-------------|
| | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | |
| 04:00 PM | 1 | 3 | 0 | 4 | 2 | 117 | 0 | 119 | 160 | 0 | 0 | 160 | 283 |
| 04:15 PM | 2 | 0 | 0 | 2 | 0 | 117 | 0 | 117 | 126 | 0 | 0 | 126 | 245 |
| 04:30 PM | 2 | 0 | 0 | 2 | 1 | 108 | 0 | 109 | 116 | 0 | 0 | 116 | 227 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 116 | 0 | 116 | 113 | 0 | 0 | 113 | 230 |
| Total | 5 | 4 | 0 | 9 | 3 | 458 | 0 | 461 | 515 | 0 | 0 | 515 | 985 |
| 05:00 PM | 1 | 2 | 0 | 3 | 0 | 120 | 0 | 120 | 115 | 0 | 0 | 115 | 238 |
| 05:15 PM | 2 | 0 | 0 | 2 | 0 | 145 | 0 | 145 | 115 | 0 | 0 | 115 | 262 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 115 | 106 | 0 | 0 | 106 | 221 |
| 05:45 PM | 1 | 1 | 0 | 2 | 0 | 106 | 0 | 106 | 95 | 0 | 0 | 95 | 203 |
| Total | 4 | 3 | 0 | 7 | 0 | 486 | 0 | 486 | 431 | 0 | 0 | 431 | 924 |
| Grand Total | 9 | 7 | 0 | 16 | 3 | 944 | 0 | 947 | 946 | 0 | 0 | 946 | 1909 |
| Apprch % | 56.2 | 43.8 | 0 | | 0.3 | 99.7 | 0 | | 100 | 0 | 0 | | |
| Total % | 0.5 | 0.4 | 0 | 0.8 | 0.2 | 49.4 | 0 | 49.6 | 49.6 | 0 | 0 | 49.6 | |

| Start Time | Technology Dr Southbound | | | Mt Clinton Pike Westbound | | | Mt Clinton Pike Eastbound | | | Int. Total |
|--|--------------------------|----------|------------|---------------------------|------------|------------|---------------------------|----------|------------|------------|
| | Right | Left | App. Total | Right | Thru | App. Total | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 1 | 3 | 4 | 2 | 117 | 119 | 160 | 0 | 160 | 283 |
| 04:15 PM | 2 | 0 | 2 | 0 | 117 | 117 | 126 | 0 | 126 | 245 |
| 04:30 PM | 2 | 0 | 2 | 1 | 108 | 109 | 116 | 0 | 116 | 227 |
| 04:45 PM | 0 | 1 | 1 | 0 | 116 | 116 | 113 | 0 | 113 | 230 |
| Total Volume | 5 | 4 | 9 | 3 | 458 | 461 | 515 | 0 | 515 | 985 |
| % App. Total | 55.6 | 44.4 | | 0.7 | 99.3 | | 100 | 0 | | |
| PHF | .625 | .333 | .563 | .375 | .979 | .968 | .805 | .000 | .805 | .870 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike AM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Cars

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 14 | 32 | 1 | 0 | 47 | 5 | 28 | 4 | 0 | 37 | 3 | 19 | 4 | 0 | 26 | 1 | 27 | 24 | 0 | 52 | 162 |
| 07:15 AM | 36 | 39 | 6 | 0 | 81 | 5 | 24 | 2 | 0 | 31 | 0 | 18 | 7 | 0 | 25 | 6 | 38 | 26 | 0 | 70 | 207 |
| 07:30 AM | 44 | 42 | 2 | 0 | 88 | 1 | 51 | 5 | 0 | 57 | 2 | 24 | 15 | 0 | 41 | 11 | 49 | 27 | 0 | 87 | 273 |
| 07:45 AM | 48 | 59 | 5 | 0 | 112 | 5 | 58 | 1 | 0 | 64 | 4 | 25 | 9 | 0 | 38 | 6 | 42 | 31 | 0 | 79 | 293 |
| Total | 142 | 172 | 14 | 0 | 328 | 16 | 161 | 12 | 0 | 189 | 9 | 86 | 35 | 0 | 130 | 24 | 156 | 108 | 0 | 288 | 935 |
| 08:00 AM | 48 | 47 | 4 | 0 | 99 | 3 | 40 | 4 | 0 | 47 | 2 | 22 | 13 | 0 | 37 | 11 | 41 | 35 | 0 | 87 | 270 |
| 08:15 AM | 39 | 57 | 3 | 0 | 99 | 5 | 33 | 6 | 0 | 44 | 4 | 15 | 12 | 0 | 31 | 9 | 36 | 34 | 0 | 79 | 253 |
| 08:30 AM | 41 | 34 | 7 | 0 | 82 | 4 | 41 | 6 | 0 | 51 | 4 | 27 | 13 | 0 | 44 | 5 | 29 | 21 | 0 | 55 | 232 |
| 08:45 AM | 29 | 32 | 4 | 0 | 65 | 5 | 36 | 10 | 0 | 51 | 5 | 24 | 11 | 0 | 40 | 8 | 46 | 14 | 0 | 68 | 224 |
| Total | 157 | 170 | 18 | 0 | 345 | 17 | 150 | 26 | 0 | 193 | 15 | 88 | 49 | 0 | 152 | 33 | 152 | 104 | 0 | 289 | 979 |
| Grand Total | 299 | 342 | 32 | 0 | 673 | 33 | 311 | 38 | 0 | 382 | 24 | 174 | 84 | 0 | 282 | 57 | 308 | 212 | 0 | 577 | 1914 |
| Apprch % | 44.4 | 50.8 | 4.8 | 0 | | 8.6 | 81.4 | 9.9 | 0 | | 8.5 | 61.7 | 29.8 | 0 | | 9.9 | 53.4 | 36.7 | 0 | | |
| Total % | 15.6 | 17.9 | 1.7 | 0 | 35.2 | 1.7 | 16.2 | 2 | 0 | 20 | 1.3 | 9.1 | 4.4 | 0 | 14.7 | 3 | 16.1 | 11.1 | 0 | 30.1 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|-----------|----------|------------|-------------------|-----------|----------|------------|------------------|-----------|------|------------|-------------------|------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 44 | 42 | 2 | 88 | 1 | 51 | 5 | 57 | 2 | 24 | 15 | 41 | 11 | 49 | 27 | 87 | 273 |
| 07:45 AM | 48 | 59 | 5 | 112 | 5 | 58 | 1 | 64 | 4 | 25 | 9 | 38 | 6 | 42 | 31 | 79 | 293 |
| 08:00 AM | 48 | 47 | 4 | 99 | 3 | 40 | 4 | 47 | 2 | 22 | 13 | 37 | 11 | 41 | 35 | 87 | 270 |
| 08:15 AM | 39 | 57 | 3 | 99 | 5 | 33 | 6 | 44 | 4 | 15 | 12 | 31 | 9 | 36 | 34 | 79 | 253 |
| Total Volume | 179 | 205 | 14 | 398 | 14 | 182 | 16 | 212 | 12 | 86 | 49 | 147 | 37 | 168 | 127 | 332 | 1089 |
| % App. Total | 45 | 51.5 | 3.5 | | 6.6 | 85.8 | 7.5 | | 8.2 | 58.5 | 33.3 | | 11.1 | 50.6 | 38.3 | | |
| PHF | .932 | .869 | .700 | .888 | .700 | .784 | .667 | .828 | .750 | .860 | .817 | .896 | .841 | .857 | .907 | .954 | .929 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike AM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Trucks

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|-----------|----------|----------|------------|-------------------|-----------|----------|----------|------------|------------------|-----------|----------|----------|------------|-------------------|-----------|-----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 4 | 0 | 7 | 7 |
| 07:15 AM | 2 | 6 | 1 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 1 | 5 | 1 | 0 | 7 | 24 |
| 07:30 AM | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 3 | 2 | 1 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 17 |
| 07:45 AM | 4 | 3 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 8 | 19 |
| Total | 7 | 13 | 2 | 0 | 22 | 1 | 12 | 3 | 0 | 16 | 4 | 8 | 1 | 0 | 13 | 1 | 17 | 9 | 0 | 27 | 78 |
| 08:00 AM | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 5 | 0 | 11 | 19 |
| 08:15 AM | 4 | 2 | 0 | 0 | 6 | 1 | 5 | 0 | 0 | 6 | 3 | 4 | 2 | 0 | 9 | 1 | 3 | 5 | 0 | 9 | 30 |
| 08:30 AM | 6 | 4 | 0 | 0 | 10 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 0 | 10 | 26 |
| 08:45 AM | 4 | 2 | 1 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 1 | 5 | 0 | 0 | 6 | 0 | 2 | 4 | 0 | 6 | 24 |
| Total | 15 | 9 | 1 | 0 | 25 | 1 | 17 | 1 | 0 | 19 | 5 | 11 | 3 | 0 | 19 | 1 | 16 | 19 | 0 | 36 | 99 |
| Grand Total | 22 | 22 | 3 | 0 | 47 | 2 | 29 | 4 | 0 | 35 | 9 | 19 | 4 | 0 | 32 | 2 | 33 | 28 | 0 | 63 | 177 |
| Apprch % | 46.8 | 46.8 | 6.4 | 0 | | 5.7 | 82.9 | 11.4 | 0 | | 28.1 | 59.4 | 12.5 | 0 | | 3.2 | 52.4 | 44.4 | 0 | | |
| Total % | 12.4 | 12.4 | 1.7 | 0 | 26.6 | 1.1 | 16.4 | 2.3 | 0 | 19.8 | 5.1 | 10.7 | 2.3 | 0 | 18.1 | 1.1 | 18.6 | 15.8 | 0 | 35.6 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|----------|----------|------------|-------------------|-----------|----------|------------|------------------|-----------|----------|------------|-------------------|-----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 3 | 0 | 6 | 5 | 11 | 19 |
| 08:15 AM | 4 | 2 | 0 | 6 | 1 | 5 | 0 | 6 | 3 | 4 | 2 | 9 | 1 | 3 | 5 | 9 | 30 |
| 08:30 AM | 6 | 4 | 0 | 10 | 0 | 4 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 5 | 5 | 10 | 26 |
| 08:45 AM | 4 | 2 | 1 | 7 | 0 | 5 | 0 | 5 | 1 | 5 | 0 | 6 | 0 | 2 | 4 | 6 | 24 |
| Total Volume | 15 | 9 | 1 | 25 | 1 | 17 | 1 | 19 | 5 | 11 | 3 | 19 | 1 | 16 | 19 | 36 | 99 |
| % App. Total | 60 | 36 | 4 | | 5.3 | 89.5 | 5.3 | | 26.3 | 57.9 | 15.8 | | 2.8 | 44.4 | 52.8 | | |
| PHF | .625 | .563 | .250 | .625 | .250 | .850 | .250 | .792 | .417 | .550 | .375 | .528 | .250 | .667 | .950 | .818 | .825 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike AM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|-------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike AM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Pedestrians

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Grand Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Apprch % | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 50 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike AM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Combined

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|-------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:00 AM | 14 | 35 | 2 | 0 | 51 | 5 | 32 | 5 | 0 | 42 | 4 | 20 | 4 | 0 | 28 | 1 | 30 | 28 | 0 | 59 | 180 |
| 07:15 AM | 38 | 45 | 7 | 0 | 90 | 6 | 27 | 2 | 0 | 35 | 0 | 22 | 7 | 0 | 29 | 7 | 43 | 27 | 0 | 77 | 231 |
| 07:30 AM | 45 | 43 | 2 | 0 | 90 | 1 | 54 | 6 | 0 | 61 | 5 | 26 | 16 | 0 | 47 | 11 | 52 | 29 | 0 | 92 | 290 |
| 07:45 AM | 52 | 62 | 5 | 0 | 119 | 5 | 60 | 2 | 0 | 67 | 4 | 26 | 9 | 0 | 39 | 6 | 48 | 33 | 0 | 87 | 312 |
| Total | 149 | 185 | 16 | 0 | 350 | 17 | 173 | 15 | 0 | 205 | 13 | 94 | 36 | 0 | 143 | 25 | 173 | 117 | 0 | 315 | 1013 |
| 08:00 AM | 49 | 48 | 4 | 1 | 102 | 3 | 43 | 4 | 0 | 50 | 2 | 24 | 14 | 0 | 40 | 11 | 47 | 40 | 1 | 99 | 291 |
| 08:15 AM | 43 | 59 | 3 | 0 | 105 | 6 | 38 | 6 | 0 | 50 | 7 | 19 | 14 | 0 | 40 | 10 | 39 | 39 | 0 | 88 | 283 |
| 08:30 AM | 47 | 38 | 7 | 0 | 92 | 4 | 45 | 7 | 0 | 56 | 5 | 27 | 13 | 0 | 45 | 5 | 34 | 26 | 0 | 65 | 258 |
| 08:45 AM | 33 | 34 | 5 | 0 | 72 | 5 | 41 | 10 | 0 | 56 | 6 | 29 | 11 | 0 | 46 | 8 | 48 | 18 | 0 | 74 | 248 |
| Total | 172 | 179 | 19 | 1 | 371 | 18 | 167 | 27 | 0 | 212 | 20 | 99 | 52 | 0 | 171 | 34 | 168 | 123 | 1 | 326 | 1080 |
| Grand Total | 321 | 364 | 35 | 1 | 721 | 35 | 340 | 42 | 0 | 417 | 33 | 193 | 88 | 0 | 314 | 59 | 341 | 240 | 1 | 641 | 2093 |
| Apprch % | 44.5 | 50.5 | 4.9 | 0.1 | | 8.4 | 81.5 | 10.1 | 0 | | 10.5 | 61.5 | 28 | 0 | | 9.2 | 53.2 | 37.4 | 0.2 | | |
| Total % | 15.3 | 17.4 | 1.7 | 0 | 34.4 | 1.7 | 16.2 | 2 | 0 | 19.9 | 1.6 | 9.2 | 4.2 | 0 | 15 | 2.8 | 16.3 | 11.5 | 0 | 30.6 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 45 | 43 | 2 | 90 | 1 | 54 | 6 | 61 | 5 | 26 | 16 | 47 | 11 | 52 | 29 | 92 | 290 |
| 07:45 AM | 52 | 62 | 5 | 119 | 5 | 60 | 2 | 67 | 4 | 26 | 9 | 39 | 6 | 48 | 33 | 87 | 312 |
| 08:00 AM | 49 | 48 | 4 | 101 | 3 | 43 | 4 | 50 | 2 | 24 | 14 | 40 | 11 | 47 | 40 | 98 | 289 |
| 08:15 AM | 43 | 59 | 3 | 105 | 6 | 38 | 6 | 50 | 7 | 19 | 14 | 40 | 10 | 39 | 39 | 88 | 283 |
| Total Volume | 189 | 212 | 14 | 415 | 15 | 195 | 18 | 228 | 18 | 95 | 53 | 166 | 38 | 186 | 141 | 365 | 1174 |
| % App. Total | 45.5 | 51.1 | 3.4 | | 6.6 | 85.5 | 7.9 | | 10.8 | 57.2 | 31.9 | | 10.4 | 51 | 38.6 | | |
| PHF | .909 | .855 | .700 | .872 | .625 | .813 | .750 | .851 | .643 | .913 | .828 | .883 | .864 | .894 | .881 | .931 | .941 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike PM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Cars

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 39 | 42 | 12 | 0 | 93 | 4 | 43 | 3 | 0 | 50 | 10 | 44 | 22 | 0 | 76 | 9 | 91 | 59 | 0 | 159 | 378 |
| 04:15 PM | 34 | 36 | 6 | 0 | 76 | 9 | 53 | 1 | 0 | 63 | 6 | 38 | 20 | 0 | 64 | 11 | 61 | 50 | 0 | 122 | 325 |
| 04:30 PM | 29 | 30 | 11 | 0 | 70 | 7 | 58 | 6 | 0 | 71 | 7 | 60 | 15 | 0 | 82 | 5 | 67 | 45 | 0 | 117 | 340 |
| 04:45 PM | 31 | 39 | 6 | 0 | 76 | 11 | 51 | 10 | 0 | 72 | 7 | 56 | 20 | 0 | 83 | 7 | 55 | 38 | 0 | 100 | 331 |
| Total | 133 | 147 | 35 | 0 | 315 | 31 | 205 | 20 | 0 | 256 | 30 | 198 | 77 | 0 | 305 | 32 | 274 | 192 | 0 | 498 | 1374 |
| 05:00 PM | 41 | 32 | 11 | 0 | 84 | 6 | 56 | 6 | 0 | 68 | 14 | 71 | 20 | 0 | 105 | 9 | 66 | 40 | 0 | 115 | 372 |
| 05:15 PM | 38 | 33 | 8 | 0 | 79 | 6 | 76 | 9 | 0 | 91 | 13 | 85 | 22 | 0 | 120 | 9 | 50 | 54 | 0 | 113 | 403 |
| 05:30 PM | 34 | 31 | 11 | 0 | 76 | 10 | 66 | 9 | 0 | 85 | 14 | 47 | 18 | 0 | 79 | 9 | 57 | 40 | 0 | 106 | 346 |
| 05:45 PM | 30 | 38 | 10 | 0 | 78 | 5 | 59 | 4 | 0 | 68 | 17 | 54 | 12 | 0 | 83 | 5 | 61 | 28 | 0 | 94 | 323 |
| Total | 143 | 134 | 40 | 0 | 317 | 27 | 257 | 28 | 0 | 312 | 58 | 257 | 72 | 0 | 387 | 32 | 234 | 162 | 0 | 428 | 1444 |
| Grand Total | 276 | 281 | 75 | 0 | 632 | 58 | 462 | 48 | 0 | 568 | 88 | 455 | 149 | 0 | 692 | 64 | 508 | 354 | 0 | 926 | 2818 |
| Apprch % | 43.7 | 44.5 | 11.9 | 0 | | 10.2 | 81.3 | 8.5 | 0 | | 12.7 | 65.8 | 21.5 | 0 | | 6.9 | 54.9 | 38.2 | 0 | | |
| Total % | 9.8 | 10 | 2.7 | 0 | 22.4 | 2.1 | 16.4 | 1.7 | 0 | 20.2 | 3.1 | 16.1 | 5.3 | 0 | 24.6 | 2.3 | 18 | 12.6 | 0 | 32.9 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|-----------|-----------|------------|-------------------|-----------|-----------|------------|------------------|-----------|-----------|------------|-------------------|-----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 31 | 39 | 6 | 76 | 11 | 51 | 10 | 72 | 7 | 56 | 20 | 83 | 7 | 55 | 38 | 100 | 331 |
| 05:00 PM | 41 | 32 | 11 | 84 | 6 | 56 | 6 | 68 | 14 | 71 | 20 | 105 | 9 | 66 | 40 | 115 | 372 |
| 05:15 PM | 38 | 33 | 8 | 79 | 6 | 76 | 9 | 91 | 13 | 85 | 22 | 120 | 9 | 50 | 54 | 113 | 403 |
| 05:30 PM | 34 | 31 | 11 | 76 | 10 | 66 | 9 | 85 | 14 | 47 | 18 | 79 | 9 | 57 | 40 | 106 | 346 |
| Total Volume | 144 | 135 | 36 | 315 | 33 | 249 | 34 | 316 | 48 | 259 | 80 | 387 | 34 | 228 | 172 | 434 | 1452 |
| % App. Total | 45.7 | 42.9 | 11.4 | | 10.4 | 78.8 | 10.8 | | 12.4 | 66.9 | 20.7 | | 7.8 | 52.5 | 39.6 | | |
| PHF | .878 | .865 | .818 | .938 | .750 | .819 | .850 | .868 | .857 | .762 | .909 | .806 | .944 | .864 | .796 | .943 | .901 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike PM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Trucks

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|-----------|----------|----------|------------|-------------------|-----------|----------|----------|------------|------------------|-----------|----------|----------|------------|-------------------|-----------|-----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 6 | 4 | 1 | 0 | 11 | 1 | 2 | 2 | 0 | 5 | 1 | 2 | 4 | 0 | 7 | 0 | 2 | 3 | 0 | 5 | 28 |
| 04:15 PM | 2 | 2 | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 1 | 3 | 5 | 0 | 9 | 21 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 5 | 0 | 1 | 3 | 0 | 4 | 18 |
| 04:45 PM | 5 | 2 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 19 |
| Total | 16 | 8 | 2 | 0 | 26 | 3 | 13 | 2 | 0 | 18 | 5 | 10 | 5 | 0 | 20 | 1 | 7 | 14 | 0 | 22 | 86 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 05:15 PM | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 11 |
| 05:30 PM | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 9 |
| 05:45 PM | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 9 |
| Total | 6 | 7 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 4 | 1 | 4 | 1 | 0 | 6 | 0 | 4 | 7 | 0 | 11 | 34 |
| Grand Total | 22 | 15 | 2 | 0 | 39 | 3 | 17 | 2 | 0 | 22 | 6 | 14 | 6 | 0 | 26 | 1 | 11 | 21 | 0 | 33 | 120 |
| Apprch % | 56.4 | 38.5 | 5.1 | 0 | | 13.6 | 77.3 | 9.1 | 0 | | 23.1 | 53.8 | 23.1 | 0 | | 3 | 33.3 | 63.6 | 0 | | |
| Total % | 18.3 | 12.5 | 1.7 | 0 | 32.5 | 2.5 | 14.2 | 1.7 | 0 | 18.3 | 5 | 11.7 | 5 | 0 | 21.7 | 0.8 | 9.2 | 17.5 | 0 | 27.5 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|----------|----------|------------|-------------------|-----------|----------|------------|------------------|-----------|----------|------------|-------------------|----------|-----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 6 | 4 | 1 | 11 | 1 | 2 | 2 | 5 | 1 | 2 | 4 | 7 | 0 | 2 | 3 | 5 | 28 |
| 04:15 PM | 2 | 2 | 1 | 5 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 4 | 1 | 3 | 5 | 9 | 21 |
| 04:30 PM | 3 | 0 | 0 | 3 | 2 | 4 | 0 | 6 | 4 | 1 | 0 | 5 | 0 | 1 | 3 | 4 | 18 |
| 04:45 PM | 5 | 2 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 1 | 3 | 4 | 19 |
| Total Volume | 16 | 8 | 2 | 26 | 3 | 13 | 2 | 18 | 5 | 10 | 5 | 20 | 1 | 7 | 14 | 22 | 86 |
| % App. Total | 61.5 | 30.8 | 7.7 | | 16.7 | 72.2 | 11.1 | | 25 | 50 | 25 | | 4.5 | 31.8 | 63.6 | | |
| PHF | .667 | .500 | .500 | .591 | .375 | .813 | .250 | .750 | .313 | .625 | .313 | .714 | .250 | .583 | .700 | .611 | .768 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike PM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Bicycles on Crosswalk

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike PM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Pedestrians

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | | | | | | | | | | | | | | | | | | | | | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Peggy Malone & Associates

904-992-8072

File Name : 6 Valley Pike (US11) Vine St & Mt Clinton Pike PM

Site Code :

Start Date : 1/25/2022

Page No : 1

Groups Printed- Combined

| Start Time | US 11 Southbound | | | | | Vine St Westbound | | | | | US 11 Northbound | | | | | Vine St Eastbound | | | | | Int. Total |
|--------------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 04:00 PM | 45 | 46 | 13 | 0 | 104 | 5 | 45 | 5 | 0 | 55 | 11 | 46 | 26 | 0 | 83 | 9 | 93 | 62 | 0 | 164 | 406 |
| 04:15 PM | 36 | 38 | 7 | 0 | 81 | 9 | 56 | 1 | 0 | 66 | 6 | 41 | 21 | 0 | 68 | 12 | 64 | 55 | 0 | 131 | 346 |
| 04:30 PM | 32 | 30 | 11 | 0 | 73 | 9 | 62 | 6 | 0 | 77 | 11 | 61 | 15 | 0 | 87 | 5 | 68 | 48 | 0 | 121 | 358 |
| 04:45 PM | 36 | 41 | 6 | 0 | 83 | 11 | 55 | 10 | 0 | 76 | 7 | 60 | 20 | 0 | 87 | 7 | 56 | 41 | 0 | 104 | 350 |
| Total | 149 | 155 | 37 | 0 | 341 | 34 | 218 | 22 | 0 | 274 | 35 | 208 | 82 | 0 | 325 | 33 | 281 | 206 | 0 | 520 | 1460 |
| 05:00 PM | 42 | 32 | 11 | 0 | 85 | 6 | 57 | 6 | 0 | 69 | 14 | 71 | 20 | 0 | 105 | 9 | 67 | 42 | 0 | 118 | 377 |
| 05:15 PM | 41 | 35 | 8 | 0 | 84 | 6 | 77 | 9 | 0 | 92 | 13 | 86 | 23 | 0 | 122 | 9 | 52 | 55 | 0 | 116 | 414 |
| 05:30 PM | 35 | 33 | 11 | 0 | 79 | 10 | 67 | 9 | 0 | 86 | 15 | 49 | 18 | 0 | 82 | 9 | 58 | 41 | 0 | 108 | 355 |
| 05:45 PM | 31 | 41 | 10 | 0 | 82 | 5 | 60 | 4 | 0 | 69 | 17 | 55 | 12 | 0 | 84 | 5 | 61 | 31 | 0 | 97 | 332 |
| Total | 149 | 141 | 40 | 0 | 330 | 27 | 261 | 28 | 0 | 316 | 59 | 261 | 73 | 0 | 393 | 32 | 238 | 169 | 0 | 439 | 1478 |
| Grand Total | 298 | 296 | 77 | 0 | 671 | 61 | 479 | 50 | 0 | 590 | 94 | 469 | 155 | 0 | 718 | 65 | 519 | 375 | 0 | 959 | 2938 |
| Apprch % | 44.4 | 44.1 | 11.5 | 0 | | 10.3 | 81.2 | 8.5 | 0 | | 13.1 | 65.3 | 21.6 | 0 | | 6.8 | 54.1 | 39.1 | 0 | | |
| Total % | 10.1 | 10.1 | 2.6 | 0 | 22.8 | 2.1 | 16.3 | 1.7 | 0 | 20.1 | 3.2 | 16 | 5.3 | 0 | 24.4 | 2.2 | 17.7 | 12.8 | 0 | 32.6 | |

| Start Time | US 11 Southbound | | | | Vine St Westbound | | | | US 11 Northbound | | | | Vine St Eastbound | | | | Int. Total |
|--|------------------|------|------|------------|-------------------|------|------|------------|------------------|------|------|------------|-------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 32 | 30 | 11 | 73 | 9 | 62 | 6 | 77 | 11 | 61 | 15 | 87 | 5 | 68 | 48 | 121 | 358 |
| 04:45 PM | 36 | 41 | 6 | 83 | 11 | 55 | 10 | 76 | 7 | 60 | 20 | 87 | 7 | 56 | 41 | 104 | 350 |
| 05:00 PM | 42 | 32 | 11 | 85 | 6 | 57 | 6 | 69 | 14 | 71 | 20 | 105 | 9 | 67 | 42 | 118 | 377 |
| 05:15 PM | 41 | 35 | 8 | 84 | 6 | 77 | 9 | 92 | 13 | 86 | 23 | 122 | 9 | 52 | 55 | 116 | 414 |
| Total Volume | 151 | 138 | 36 | 325 | 32 | 251 | 31 | 314 | 45 | 278 | 78 | 401 | 30 | 243 | 186 | 459 | 1499 |
| % App. Total | 46.5 | 42.5 | 11.1 | | 10.2 | 79.9 | 9.9 | | 11.2 | 69.3 | 19.5 | | 6.5 | 52.9 | 40.5 | | |
| PHF | .899 | .841 | .818 | .956 | .727 | .815 | .775 | .853 | .804 | .808 | .848 | .822 | .833 | .893 | .845 | .948 | .905 |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 26-35 | 8 |
| 12:15 AM | 0 | 0 | 0 | 3 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 31-40 | 13 |
| 12:30 AM | 0 | 0 | 0 | 3 | 6 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 11 |
| 12:45 AM | 0 | 0 | 0 | 1 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31-40 | 10 |
| 01:00 AM | 1 | 0 | 0 | 1 | 4 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 36-45 | 11 |
| 01:15 AM | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 34-43 | 6 |
| 01:30 AM | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 33-42 | 5 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 36-45 | 5 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31-40 | 4 |
| 02:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36-45 | 3 |
| 02:30 AM | 1 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 36-45 | 6 |
| 02:45 AM | 0 | 0 | 0 | 1 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 31-40 | 11 |
| 03:00 AM | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 31-40 | 7 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36-45 | 4 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 4 |
| 03:45 AM | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 7 |
| 04:00 AM | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 36-45 | 4 |
| 04:15 AM | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 6 |
| 04:30 AM | 0 | 0 | 0 | 1 | 2 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 36-45 | 13 |
| 04:45 AM | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 9 |
| 05:00 AM | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 36-45 | 11 |
| 05:15 AM | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 31-40 | 12 |
| 05:30 AM | 0 | 0 | 0 | 1 | 3 | 13 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 36-45 | 19 |
| 05:45 AM | 0 | 0 | 0 | 0 | 4 | 23 | 21 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 55 | 36-45 | 44 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 4 | 0 | 0 | 1 | 3 | 24 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 36-45 | 53 |
| 06:15 AM | 0 | 0 | 0 | 1 | 7 | 18 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 36-45 | 35 |
| 06:30 AM | 0 | 0 | 0 | 0 | 4 | 17 | 19 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 49 | 36-45 | 36 |
| 06:45 AM | 2 | 0 | 0 | 0 | 5 | 16 | 15 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 36-45 | 31 |
| 07:00 AM | 0 | 0 | 0 | 0 | 6 | 34 | 18 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 62 | 36-45 | 52 |
| 07:15 AM | 1 | 0 | 0 | 1 | 5 | 29 | 25 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 74 | 36-45 | 54 |
| 07:30 AM | 0 | 0 | 0 | 0 | 18 | 48 | 29 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 104 | 36-45 | 77 |
| 07:45 AM | 2 | 0 | 0 | 3 | 13 | 37 | 36 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 102 | 36-45 | 73 |
| 08:00 AM | 0 | 0 | 0 | 1 | 12 | 37 | 34 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 91 | 36-45 | 71 |
| 08:15 AM | 1 | 0 | 0 | 1 | 4 | 33 | 45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 98 | 36-45 | 78 |
| 08:30 AM | 1 | 0 | 0 | 3 | 26 | 35 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 36-45 | 62 |
| 08:45 AM | 0 | 0 | 0 | 0 | 10 | 32 | 22 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 81 | 36-45 | 54 |
| 09:00 AM | 0 | 0 | 1 | 4 | 11 | 31 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 82 | 36-45 | 55 |
| 09:15 AM | 0 | 0 | 0 | 2 | 12 | 39 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 91 | 36-45 | 70 |
| 09:30 AM | 0 | 0 | 0 | 3 | 11 | 44 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 36-45 | 60 |
| 09:45 AM | 1 | 0 | 0 | 3 | 12 | 31 | 30 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 84 | 36-45 | 61 |
| 10:00 AM | 1 | 0 | 0 | 7 | 10 | 23 | 32 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 82 | 36-45 | 55 |
| 10:15 AM | 1 | 0 | 0 | 1 | 13 | 34 | 17 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 78 | 36-45 | 51 |
| 10:30 AM | 0 | 0 | 0 | 4 | 11 | 39 | 21 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 90 | 36-45 | 60 |
| 10:45 AM | 0 | 0 | 0 | 3 | 14 | 23 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 78 | 36-45 | 54 |
| 11:00 AM | 1 | 0 | 0 | 0 | 4 | 32 | 34 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 78 | 36-45 | 66 |
| 11:15 AM | 1 | 0 | 1 | 2 | 5 | 33 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 36-45 | 55 |
| 11:30 AM | 1 | 0 | 0 | 1 | 6 | 40 | 29 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 91 | 36-45 | 69 |
| 11:45 AM | 1 | 0 | 1 | 2 | 19 | 30 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 84 | 36-45 | 54 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 PM | 1 | 0 | 0 | 1 | 10 | 42 | 32 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 99 | 36-45 | 74 |
| 12:15 PM | 0 | 0 | 0 | 2 | 17 | 40 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 96 | 36-45 | 68 |
| 12:30 PM | 1 | 0 | 0 | 1 | 8 | 38 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 36-45 | 79 |
| 12:45 PM | 0 | 0 | 0 | 2 | 13 | 46 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 36-45 | 78 |
| 01:00 PM | 0 | 0 | 0 | 4 | 11 | 34 | 25 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 88 | 36-45 | 59 |
| 01:15 PM | 0 | 0 | 0 | 1 | 16 | 37 | 37 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 36-45 | 74 |
| 01:30 PM | 2 | 0 | 0 | 4 | 18 | 37 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 83 | 36-45 | 56 |
| 01:45 PM | 0 | 0 | 0 | 3 | 14 | 51 | 18 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 95 | 36-45 | 69 |
| 02:00 PM | 1 | 0 | 0 | 3 | 26 | 39 | 29 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 107 | 36-45 | 68 |
| 02:15 PM | 0 | 0 | 0 | 2 | 12 | 48 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 36-45 | 68 |
| 02:30 PM | 0 | 0 | 0 | 0 | 14 | 44 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 36-45 | 83 |
| 02:45 PM | 0 | 0 | 1 | 3 | 10 | 60 | 26 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 113 | 36-45 | 86 |
| 03:00 PM | 0 | 0 | 0 | 3 | 14 | 43 | 43 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 125 | 36-45 | 86 |
| 03:15 PM | 0 | 0 | 1 | 2 | 9 | 35 | 48 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 108 | 36-45 | 83 |
| 03:30 PM | 0 | 0 | 1 | 1 | 14 | 52 | 37 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 120 | 36-45 | 89 |
| 03:45 PM | 0 | 0 | 0 | 0 | 12 | 48 | 46 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 123 | 36-45 | 94 |
| 04:00 PM | 2 | 0 | 2 | 2 | 30 | 48 | 61 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 152 | 36-45 | 109 |
| 04:15 PM | 2 | 1 | 0 | 2 | 13 | 51 | 51 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 134 | 36-45 | 102 |
| 04:30 PM | 1 | 0 | 0 | 2 | 21 | 54 | 54 | 14 | 5 | 2 | 1 | 0 | 0 | 0 | 154 | 36-45 | 108 |
| 04:45 PM | 2 | 0 | 0 | 1 | 14 | 45 | 39 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 116 | 36-45 | 84 |
| 05:00 PM | 0 | 0 | 0 | 3 | 14 | 57 | 47 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 141 | 36-45 | 104 |
| 05:15 PM | 2 | 0 | 0 | 0 | 4 | 49 | 54 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 125 | 36-45 | 103 |
| 05:30 PM | 0 | 0 | 0 | 0 | 11 | 45 | 28 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 97 | 36-45 | 73 |
| 05:45 PM | 0 | 0 | 0 | 0 | 3 | 39 | 42 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 97 | 36-45 | 81 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|--|--------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 0 | 0 | 0 | 0 | 8 | 44 | 41 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 108 | 36-45 | 85 |
| 06:15 PM | 0 | 0 | 0 | 0 | 9 | 32 | 30 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 76 | 36-45 | 62 |
| 06:30 PM | 0 | 0 | 0 | 0 | 10 | 24 | 24 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 72 | 36-45 | 48 |
| 06:45 PM | 0 | 0 | 0 | 1 | 5 | 19 | 24 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 57 | 36-45 | 43 |
| 07:00 PM | 0 | 0 | 0 | 0 | 4 | 17 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 33 |
| 07:15 PM | 0 | 0 | 0 | 0 | 2 | 10 | 13 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 31 | 36-45 | 23 |
| 07:30 PM | 0 | 0 | 0 | 1 | 7 | 21 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 36-45 | 43 |
| 07:45 PM | 0 | 0 | 0 | 0 | 8 | 20 | 12 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 47 | 36-45 | 32 |
| 08:00 PM | 1 | 0 | 0 | 1 | 4 | 12 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 36-45 | 35 |
| 08:15 PM | 0 | 0 | 2 | 1 | 6 | 17 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 42 | 36-45 | 29 |
| 08:30 PM | 0 | 0 | 0 | 0 | 4 | 17 | 13 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 39 | 36-45 | 30 |
| 08:45 PM | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 36-45 | 15 |
| 09:00 PM | 0 | 0 | 0 | 2 | 9 | 11 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 36-45 | 21 |
| 09:15 PM | 0 | 0 | 0 | 0 | 1 | 16 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 22 |
| 09:30 PM | 0 | 0 | 0 | 0 | 2 | 10 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 19 |
| 09:45 PM | 0 | 0 | 0 | 0 | 4 | 13 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 36-45 | 18 |
| 10:00 PM | 0 | 0 | 0 | 0 | 3 | 9 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 36-45 | 18 |
| 10:15 PM | 0 | 0 | 0 | 1 | 1 | 5 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 12 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 21 | 36-45 | 16 |
| 10:45 PM | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 31-40 | 9 |
| 11:00 PM | 1 | 0 | 0 | 2 | 1 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 36-45 | 9 |
| 11:15 PM | 0 | 0 | 0 | 3 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 12 |
| 11:30 PM | 0 | 1 | 0 | 0 | 1 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 13 |
| 11:45 PM | 0 | 0 | 1 | 1 | 1 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 36-45 | 9 |
| Day Total | 36 | 2 | 11 | 116 | 722 | 2320 | 1907 | 520 | 99 | 30 | 6 | 0 | 0 | 0 | 5769 | 36-45 | 4227 |
| Percent | 0.6% | 0% | 0.2% | 2% | 12.5% | 40.2% | 33.1% | 9% | 1.7% | 0.5% | 0.1% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:00 AM 4 | 12:00 AM 0 | 9:00 AM 1 | 10:00 AM 7 | 8:30 AM 26 | 7:30 AM 48 | 8:15 AM 45 | 8:15 AM 13 | 7:45 AM 5 | 1:30 AM 2 | 3:00 AM 1 | 12:00 AM 0 | 12:00 AM 0 | 12:00 AM 0 | 7:30 AM 104 | | |
| PM Peak 15-min Vol | 1:30 PM 2 | 4:15 PM 1 | 4:00 PM 2 | 1:00 PM 4 | 4:00 PM 30 | 2:45 PM 60 | 4:00 PM 61 | 3:00 PM 19 | 4:30 PM 5 | 7:45 PM 3 | 8:30 PM 2 | 12:00 PM 0 | 12:00 PM 0 | 12:00 PM 0 | 4:30 PM 154 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 36 | 2 | 11 | 116 | 722 | 2320 | 1907 | 520 | 99 | 30 | 6 | 0 | 0 | 0 | 5769 | 36-45 | 4227 |
| Percent | 0.6% | 0% | 0.2% | 2% | 12.5% | 40.2% | 33.1% | 9% | 1.7% | 0.5% | 0.1% | 0% | 0% | 0% | | | |
| Cumulative Percent | 0.6% | 0.7% | 0.8% | 2.9% | 15.4% | 55.6% | 88.6% | 97.7% | 99.4% | 99.9% | 100% | 100% | 100% | 100% | | | |
| ADT 5769 | | | | | | | | | | | | | | | 85th Percentile: 45 MPH Mean Speed(Average): 39 MPH Median: 40 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 AM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:15 AM | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 AM | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:45 AM | 0 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:00 AM | 0 | 7 | 3 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 01:15 AM | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 |
| 02:45 AM | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:00 AM | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 AM | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 AM | 1 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:00 AM | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:15 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:30 AM | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:45 AM | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:00 AM | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:15 AM | 0 | 9 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 05:30 AM | 0 | 14 | 7 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:45 AM | 0 | 37 | 10 | 1 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 5769 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-----------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 06:00 AM | 0 | 39 | 10 | 1 | 2 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 4 | 64 |
| 06:15 AM | 0 | 33 | 10 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 06:30 AM | 0 | 28 | 11 | 1 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 49 |
| 06:45 AM | 0 | 19 | 13 | 0 | 6 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 44 |
| 07:00 AM | 0 | 41 | 8 | 1 | 7 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 62 |
| 07:15 AM | 0 | 38 | 19 | 2 | 7 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 74 |
| 07:30 AM | 1 | 58 | 22 | 2 | 12 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 104 |
| 07:45 AM | 1 | 53 | 25 | 4 | 9 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 102 |
| 08:00 AM | 0 | 57 | 20 | 0 | 6 | 1 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 91 |
| 08:15 AM | 0 | 53 | 22 | 2 | 12 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 98 |
| 08:30 AM | 1 | 51 | 20 | 2 | 8 | 1 | 0 | 1 | 8 | 1 | 0 | 0 | 1 | 1 | 95 |
| 08:45 AM | 0 | 53 | 14 | 2 | 6 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 81 |
| 09:00 AM | 0 | 46 | 22 | 1 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 82 |
| 09:15 AM | 0 | 43 | 29 | 1 | 10 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 91 |
| 09:30 AM | 0 | 53 | 8 | 2 | 9 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 80 |
| 09:45 AM | 0 | 48 | 23 | 1 | 4 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 84 |
| 10:00 AM | 0 | 42 | 15 | 2 | 7 | 4 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 1 | 82 |
| 10:15 AM | 0 | 42 | 17 | 2 | 8 | 1 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 78 |
| 10:30 AM | 0 | 50 | 16 | 3 | 7 | 0 | 1 | 4 | 8 | 0 | 0 | 0 | 1 | 0 | 90 |
| 10:45 AM | 0 | 48 | 12 | 2 | 8 | 1 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 78 |
| 11:00 AM | 0 | 47 | 14 | 0 | 11 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 78 |
| 11:15 AM | 0 | 47 | 12 | 0 | 5 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 71 |
| 11:30 AM | 0 | 44 | 29 | 3 | 7 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 91 |
| 11:45 AM | 0 | 48 | 19 | 0 | 5 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 1 | 84 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5769 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 PM | 0 | 60 | 20 | 0 | 10 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 1 | 1 | 99 |
| 12:15 PM | 1 | 49 | 26 | 1 | 4 | 4 | 0 | 4 | 6 | 1 | 0 | 0 | 0 | 0 | 96 |
| 12:30 PM | 0 | 66 | 18 | 1 | 4 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 97 |
| 12:45 PM | 0 | 59 | 22 | 1 | 7 | 1 | 0 | 2 | 5 | 1 | 0 | 1 | 1 | 0 | 100 |
| 01:00 PM | 0 | 59 | 13 | 1 | 7 | 1 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 88 |
| 01:15 PM | 0 | 67 | 18 | 2 | 8 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 103 |
| 01:30 PM | 0 | 48 | 18 | 3 | 3 | 1 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 2 | 83 |
| 01:45 PM | 1 | 56 | 23 | 0 | 11 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 95 |
| 02:00 PM | 0 | 66 | 20 | 3 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 107 |
| 02:15 PM | 0 | 49 | 14 | 2 | 7 | 3 | 0 | 3 | 5 | 1 | 0 | 0 | 1 | 0 | 85 |
| 02:30 PM | 1 | 63 | 21 | 2 | 12 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 103 |
| 02:45 PM | 0 | 54 | 31 | 2 | 13 | 2 | 0 | 5 | 5 | 0 | 0 | 0 | 1 | 0 | 113 |
| 03:00 PM | 1 | 83 | 20 | 1 | 10 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 125 |
| 03:15 PM | 0 | 74 | 18 | 0 | 6 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 108 |
| 03:30 PM | 0 | 77 | 24 | 1 | 13 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 120 |
| 03:45 PM | 0 | 86 | 22 | 0 | 6 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 123 |
| 04:00 PM | 0 | 86 | 40 | 1 | 13 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 2 | 152 |
| 04:15 PM | 0 | 87 | 25 | 2 | 9 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 2 | 2 | 134 |
| 04:30 PM | 2 | 83 | 42 | 1 | 19 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 154 |
| 04:45 PM | 0 | 82 | 15 | 0 | 12 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 116 |
| 05:00 PM | 0 | 94 | 27 | 0 | 14 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 141 |
| 05:15 PM | 0 | 75 | 28 | 1 | 13 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 125 |
| 05:30 PM | 0 | 50 | 26 | 2 | 13 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 97 |
| 05:45 PM | 0 | 61 | 22 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 97 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 5769 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr
SPECIFIC LOCATION:
CITY/STATE: Harrisonburg, VA

QC JOB #: 15651701
DIRECTION: EB
DATE: Dec 9 2021

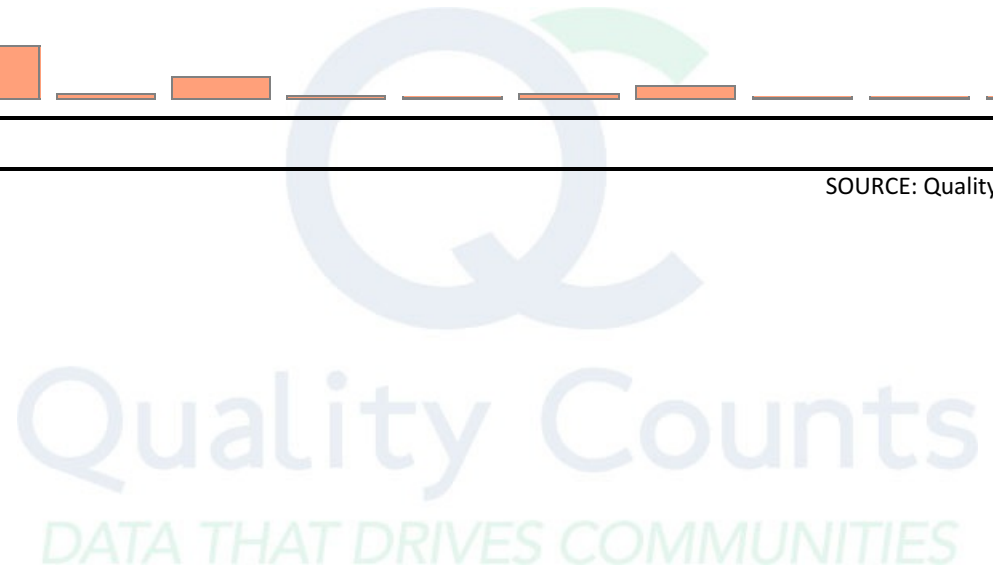
| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------------------------|-------------|----------------|-------------|---------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|---------|
| 06:00 PM | 1 | 74 | 22 | 0 | 7 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 108 |
| 06:15 PM | 0 | 48 | 21 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 76 |
| 06:30 PM | 0 | 53 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 06:45 PM | 0 | 42 | 6 | 1 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 07:00 PM | 0 | 31 | 10 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:15 PM | 0 | 20 | 7 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 07:30 PM | 0 | 39 | 7 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:45 PM | 0 | 34 | 9 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 PM | 0 | 28 | 5 | 0 | 5 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 45 |
| 08:15 PM | 1 | 24 | 7 | 1 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 42 |
| 08:30 PM | 0 | 31 | 4 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:45 PM | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:00 PM | 0 | 24 | 5 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| 09:15 PM | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 09:30 PM | 0 | 19 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 09:45 PM | 0 | 22 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 PM | 0 | 18 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:15 PM | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:30 PM | 0 | 11 | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:45 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 PM | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 11:15 PM | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 PM | 0 | 10 | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:45 PM | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Day Total | 13 | 3521 | 1158 | 77 | 480 | 68 | 13 | 87 | 270 | 23 | 1 | 1 | 21 | 36 | 5769 |
| Percent | 0.2% | 61% | 20.1% | 1.3% | 8.3% | 1.2% | 0.2% | 1.5% | 4.7% | 0.4% | 0% | 0% | 0.4% | 0.6% | |
| ADT 5769 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 2:00 AM | 7:30 AM | 9:15 AM | 7:45 AM | 7:30 AM | 10:00 AM | 7:45 AM | 10:00 AM | 8:30 AM | 10:45 AM | 12:00 AM | 12:00 AM | 7:45 AM | 6:00 AM | 7:30 AM |
| | 1 | 58 | 29 | 4 | 12 | 4 | 2 | 4 | 8 | 2 | 0 | 0 | 1 | 4 | 104 |
| PM Peak 15-min Vol | 4:30 PM | 5:00 PM | 4:30 PM | 1:30 PM | 4:30 PM | 12:15 PM | 1:15 PM | 2:45 PM | 12:15 PM | 1:30 PM | 5:45 PM | 12:45 PM | 4:15 PM | 1:30 PM | 4:30 PM |
| | 2 | 94 | 42 | 3 | 19 | 4 | 1 | 5 | 6 | 2 | 1 | 1 | 2 | 2 | 154 |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

| | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|--------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total | 13 | 3521 | 1158 | 77 | 480 | 68 | 13 | 87 | 270 | 23 | 1 | 1 | 21 | 36 | 5769 |
| Percent | 0.2% | 61% | 20.1% | 1.3% | 8.3% | 1.2% | 0.2% | 1.5% | 4.7% | 0.4% | 0% | 0% | 0.4% | 0.6% | |
| ADT 5769 | | | | | | | | | | | | | | | |

Comments:



Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | | | 11 | | 11 | | | 11 | |
| 12:15 AM | | | | 17 | | 17 | | | 17 | |
| 12:30 AM | | | | 18 | | 18 | | | 18 | |
| 12:45 AM | | | | 12 | | 12 | | | 12 | |
| 01:00 AM | | | | 17 | | 17 | | | 17 | |
| 01:15 AM | | | | 8 | | 8 | | | 8 | |
| 01:30 AM | | | | 9 | | 9 | | | 9 | |
| 01:45 AM | | | | 7 | | 7 | | | 7 | |
| 02:00 AM | | | | 4 | | 4 | | | 4 | |
| 02:15 AM | | | | 4 | | 4 | | | 4 | |
| 02:30 AM | | | | 8 | | 8 | | | 8 | |
| 02:45 AM | | | | 14 | | 14 | | | 14 | |
| 03:00 AM | | | | 9 | | 9 | | | 9 | |
| 03:15 AM | | | | 4 | | 4 | | | 4 | |
| 03:30 AM | | | | 7 | | 7 | | | 7 | |
| 03:45 AM | | | | 10 | | 10 | | | 10 | |
| 04:00 AM | | | | 6 | | 6 | | | 6 | |
| 04:15 AM | | | | 7 | | 7 | | | 7 | |
| 04:30 AM | | | | 17 | | 17 | | | 17 | |
| 04:45 AM | | | | 13 | | 13 | | | 13 | |
| 05:00 AM | | | | 14 | | 14 | | | 14 | |
| 05:15 AM | | | | 17 | | 17 | | | 17 | |
| 05:30 AM | | | | 28 | | 28 | | | 28 | |
| 05:45 AM | | | | 55 | | 55 | | | 55 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | QC JOB #: 15651701 | | | |
|--|-----|-----|-----|-----------------|-----|-----------------------------------|-------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: EB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | DATE: Dec 9 2021 - Dec 9 2021 | | | |
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 AM | | | | 64 | | 64 | | | 64 | |
| 06:15 AM | | | | 50 | | 50 | | | 50 | |
| 06:30 AM | | | | 49 | | 49 | | | 49 | |
| 06:45 AM | | | | 44 | | 44 | | | 44 | |
| 07:00 AM | | | | 62 | | 62 | | | 62 | |
| 07:15 AM | | | | 74 | | 74 | | | 74 | |
| 07:30 AM | | | | 104 | | 104 | | | 104 | |
| 07:45 AM | | | | 102 | | 102 | | | 102 | |
| 08:00 AM | | | | 91 | | 91 | | | 91 | |
| 08:15 AM | | | | 98 | | 98 | | | 98 | |
| 08:30 AM | | | | 95 | | 95 | | | 95 | |
| 08:45 AM | | | | 81 | | 81 | | | 81 | |
| 09:00 AM | | | | 82 | | 82 | | | 82 | |
| 09:15 AM | | | | 91 | | 91 | | | 91 | |
| 09:30 AM | | | | 80 | | 80 | | | 80 | |
| 09:45 AM | | | | 84 | | 84 | | | 84 | |
| 10:00 AM | | | | 82 | | 82 | | | 82 | |
| 10:15 AM | | | | 78 | | 78 | | | 78 | |
| 10:30 AM | | | | 90 | | 90 | | | 90 | |
| 10:45 AM | | | | 78 | | 78 | | | 78 | |
| 11:00 AM | | | | 78 | | 78 | | | 78 | |
| 11:15 AM | | | | 71 | | 71 | | | 71 | |
| 11:30 AM | | | | 91 | | 91 | | | 91 | |
| 11:45 AM | | | | 84 | | 84 | | | 84 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 PM | | | | 99 | | 99 | | | 99 | |
| 12:15 PM | | | | 96 | | 96 | | | 96 | |
| 12:30 PM | | | | 97 | | 97 | | | 97 | |
| 12:45 PM | | | | 100 | | 100 | | | 100 | |
| 01:00 PM | | | | 88 | | 88 | | | 88 | |
| 01:15 PM | | | | 103 | | 103 | | | 103 | |
| 01:30 PM | | | | 83 | | 83 | | | 83 | |
| 01:45 PM | | | | 95 | | 95 | | | 95 | |
| 02:00 PM | | | | 107 | | 107 | | | 107 | |
| 02:15 PM | | | | 85 | | 85 | | | 85 | |
| 02:30 PM | | | | 103 | | 103 | | | 103 | |
| 02:45 PM | | | | 113 | | 113 | | | 113 | |
| 03:00 PM | | | | 125 | | 125 | | | 125 | |
| 03:15 PM | | | | 108 | | 108 | | | 108 | |
| 03:30 PM | | | | 120 | | 120 | | | 120 | |
| 03:45 PM | | | | 123 | | 123 | | | 123 | |
| 04:00 PM | | | | 152 | | 152 | | | 152 | |
| 04:15 PM | | | | 134 | | 134 | | | 134 | |
| 04:30 PM | | | | 154 | | 154 | | | 154 | |
| 04:45 PM | | | | 116 | | 116 | | | 116 | |
| 05:00 PM | | | | 141 | | 141 | | | 141 | |
| 05:15 PM | | | | 125 | | 125 | | | 125 | |
| 05:30 PM | | | | 97 | | 97 | | | 97 | |
| 05:45 PM | | | | 97 | | 97 | | | 97 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | | | 108 | | 108 | | | 108 | |
| 06:15 PM | | | | 76 | | 76 | | | 76 | |
| 06:30 PM | | | | 72 | | 72 | | | 72 | |
| 06:45 PM | | | | 57 | | 57 | | | 57 | |
| 07:00 PM | | | | 45 | | 45 | | | 45 | |
| 07:15 PM | | | | 31 | | 31 | | | 31 | |
| 07:30 PM | | | | 52 | | 52 | | | 52 | |
| 07:45 PM | | | | 47 | | 47 | | | 47 | |
| 08:00 PM | | | | 45 | | 45 | | | 45 | |
| 08:15 PM | | | | 42 | | 42 | | | 42 | |
| 08:30 PM | | | | 39 | | 39 | | | 39 | |
| 08:45 PM | | | | 25 | | 25 | | | 25 | |
| 09:00 PM | | | | 35 | | 35 | | | 35 | |
| 09:15 PM | | | | 27 | | 27 | | | 27 | |
| 09:30 PM | | | | 27 | | 27 | | | 27 | |
| 09:45 PM | | | | 28 | | 28 | | | 28 | |
| 10:00 PM | | | | 24 | | 24 | | | 24 | |
| 10:15 PM | | | | 16 | | 16 | | | 16 | |
| 10:30 PM | | | | 21 | | 21 | | | 21 | |
| 10:45 PM | | | | 11 | | 11 | | | 11 | |
| 11:00 PM | | | | 17 | | 17 | | | 17 | |
| 11:15 PM | | | | 16 | | 16 | | | 16 | |
| 11:30 PM | | | | 16 | | 16 | | | 16 | |
| 11:45 PM | | | | 12 | | 12 | | | 12 | |
| Day Total | | | | 5769 | | 5769 | | | 5769 | |
| % Weekday Average | | | | 100% | | | | | | |
| % Week Average | | | | 100% | | 100% | | | | |
| AM Peak 15-min Vol | | | | 7:30 AM 104 | | 7:30 AM 104 | | | 7:30 AM 104 | |
| PM Peak 15-min Vol | | | | 4:30 PM 154 | | 4:30 PM 154 | | | 4:30 PM 154 | |

Comments:

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB, WB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 AM | 0 | 0 | 0 | 5 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 27-36 | 11 |
| 12:15 AM | 0 | 0 | 0 | 4 | 9 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 31-40 | 23 |
| 12:30 AM | 0 | 0 | 0 | 3 | 10 | 13 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31-40 | 23 |
| 12:45 AM | 0 | 0 | 0 | 1 | 6 | 8 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 31-40 | 14 |
| 01:00 AM | 2 | 0 | 0 | 1 | 6 | 7 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 36-45 | 14 |
| 01:15 AM | 0 | 0 | 0 | 0 | 4 | 6 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 36-45 | 13 |
| 01:30 AM | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 36-45 | 8 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 16 | 36-45 | 11 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36-45 | 5 |
| 02:15 AM | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 5 |
| 02:30 AM | 1 | 0 | 0 | 0 | 3 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 36-45 | 15 |
| 02:45 AM | 0 | 0 | 0 | 1 | 6 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31-40 | 14 |
| 03:00 AM | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 31-40 | 8 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 7 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 46-55 | 6 |
| 03:45 AM | 0 | 0 | 0 | 1 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 36-45 | 10 |
| 04:00 AM | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 36-45 | 13 |
| 04:15 AM | 0 | 0 | 1 | 0 | 1 | 6 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 12 |
| 04:30 AM | 0 | 0 | 0 | 1 | 2 | 8 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 36-45 | 19 |
| 04:45 AM | 0 | 0 | 0 | 0 | 4 | 10 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 36-45 | 22 |
| 05:00 AM | 0 | 0 | 0 | 0 | 2 | 17 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 36-45 | 25 |
| 05:15 AM | 0 | 0 | 0 | 1 | 9 | 25 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 47 | 36-45 | 35 |
| 05:30 AM | 0 | 0 | 0 | 1 | 5 | 34 | 21 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 78 | 36-45 | 55 |
| 05:45 AM | 0 | 0 | 0 | 0 | 9 | 43 | 35 | 12 | 6 | 0 | 0 | 1 | 0 | 0 | 106 | 36-45 | 78 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB, WB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 6 | 0 | 1 | 5 | 6 | 31 | 39 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 99 | 36-45 | 70 |
| 06:15 AM | 0 | 0 | 0 | 3 | 12 | 35 | 35 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 96 | 36-45 | 70 |
| 06:30 AM | 2 | 0 | 0 | 0 | 11 | 43 | 39 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 116 | 36-45 | 82 |
| 06:45 AM | 2 | 0 | 0 | 1 | 12 | 44 | 37 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 115 | 36-45 | 81 |
| 07:00 AM | 0 | 0 | 0 | 0 | 11 | 48 | 57 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 133 | 36-45 | 105 |
| 07:15 AM | 2 | 0 | 0 | 2 | 11 | 53 | 57 | 27 | 6 | 1 | 0 | 0 | 0 | 0 | 159 | 36-45 | 110 |
| 07:30 AM | 0 | 0 | 0 | 0 | 21 | 69 | 62 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 185 | 36-45 | 131 |
| 07:45 AM | 5 | 0 | 0 | 3 | 21 | 63 | 77 | 36 | 6 | 1 | 1 | 0 | 0 | 0 | 213 | 36-45 | 140 |
| 08:00 AM | 2 | 0 | 0 | 1 | 17 | 59 | 65 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 172 | 36-45 | 124 |
| 08:15 AM | 1 | 0 | 0 | 1 | 11 | 73 | 84 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 208 | 36-45 | 157 |
| 08:30 AM | 2 | 0 | 0 | 3 | 30 | 66 | 65 | 25 | 6 | 2 | 0 | 0 | 0 | 0 | 199 | 36-45 | 131 |
| 08:45 AM | 0 | 0 | 0 | 0 | 15 | 66 | 54 | 25 | 4 | 2 | 1 | 0 | 0 | 0 | 167 | 36-45 | 120 |
| 09:00 AM | 2 | 0 | 1 | 4 | 16 | 47 | 50 | 31 | 3 | 2 | 0 | 0 | 0 | 0 | 156 | 36-45 | 97 |
| 09:15 AM | 0 | 0 | 0 | 2 | 16 | 65 | 53 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 166 | 36-45 | 118 |
| 09:30 AM | 0 | 0 | 0 | 4 | 15 | 65 | 42 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 145 | 36-45 | 107 |
| 09:45 AM | 3 | 0 | 0 | 4 | 19 | 57 | 54 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 159 | 36-45 | 111 |
| 10:00 AM | 2 | 0 | 0 | 7 | 18 | 50 | 44 | 23 | 1 | 3 | 0 | 0 | 0 | 0 | 148 | 36-45 | 94 |
| 10:15 AM | 1 | 0 | 0 | 2 | 20 | 54 | 40 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 136 | 36-45 | 94 |
| 10:30 AM | 1 | 0 | 0 | 5 | 16 | 71 | 36 | 27 | 1 | 2 | 0 | 0 | 0 | 0 | 159 | 36-45 | 107 |
| 10:45 AM | 1 | 0 | 1 | 5 | 23 | 57 | 48 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 161 | 36-45 | 105 |
| 11:00 AM | 3 | 0 | 0 | 1 | 18 | 62 | 60 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 157 | 36-45 | 122 |
| 11:15 AM | 2 | 0 | 1 | 3 | 16 | 71 | 41 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 158 | 36-45 | 112 |
| 11:30 AM | 3 | 0 | 0 | 1 | 12 | 81 | 59 | 27 | 3 | 1 | 0 | 0 | 0 | 0 | 187 | 36-45 | 140 |
| 11:45 AM | 4 | 0 | 1 | 2 | 29 | 80 | 57 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 195 | 36-45 | 137 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 2 | 0 | 0 | 2 | 22 | 85 | 48 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 186 | 36-45 | 133 |
| 12:15 PM | 0 | 0 | 0 | 2 | 32 | 77 | 49 | 21 | 3 | 1 | 0 | 0 | 0 | 0 | 185 | 36-45 | 126 |
| 12:30 PM | 3 | 0 | 2 | 1 | 15 | 76 | 72 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 189 | 36-45 | 148 |
| 12:45 PM | 0 | 0 | 0 | 4 | 40 | 103 | 60 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 238 | 36-45 | 163 |
| 01:00 PM | 0 | 0 | 0 | 5 | 34 | 82 | 59 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 200 | 36-45 | 141 |
| 01:15 PM | 2 | 0 | 0 | 4 | 27 | 86 | 61 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 204 | 36-45 | 147 |
| 01:30 PM | 4 | 0 | 1 | 5 | 32 | 80 | 45 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 174 | 36-45 | 125 |
| 01:45 PM | 1 | 0 | 0 | 3 | 32 | 106 | 30 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 187 | 31-40 | 138 |
| 02:00 PM | 2 | 1 | 0 | 4 | 54 | 86 | 40 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 200 | 31-40 | 140 |
| 02:15 PM | 0 | 0 | 0 | 5 | 38 | 92 | 47 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 194 | 36-45 | 139 |
| 02:30 PM | 0 | 0 | 0 | 1 | 36 | 80 | 79 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 216 | 36-45 | 159 |
| 02:45 PM | 2 | 0 | 1 | 7 | 35 | 121 | 60 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 253 | 36-45 | 181 |
| 03:00 PM | 0 | 0 | 0 | 8 | 22 | 74 | 102 | 32 | 4 | 1 | 0 | 0 | 0 | 0 | 243 | 36-45 | 176 |
| 03:15 PM | 0 | 0 | 1 | 4 | 14 | 85 | 91 | 34 | 7 | 1 | 0 | 0 | 0 | 0 | 237 | 36-45 | 176 |
| 03:30 PM | 0 | 0 | 1 | 2 | 28 | 105 | 75 | 29 | 4 | 2 | 0 | 0 | 0 | 0 | 246 | 36-45 | 180 |
| 03:45 PM | 1 | 0 | 0 | 0 | 22 | 87 | 90 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 236 | 36-45 | 177 |
| 04:00 PM | 2 | 0 | 2 | 4 | 46 | 110 | 91 | 19 | 5 | 1 | 1 | 0 | 0 | 1 | 282 | 36-45 | 201 |
| 04:15 PM | 4 | 1 | 0 | 4 | 26 | 108 | 90 | 31 | 6 | 1 | 0 | 0 | 0 | 0 | 271 | 36-45 | 198 |
| 04:30 PM | 2 | 0 | 0 | 3 | 32 | 90 | 105 | 29 | 10 | 2 | 1 | 0 | 0 | 0 | 274 | 36-45 | 195 |
| 04:45 PM | 3 | 0 | 1 | 5 | 42 | 96 | 78 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 248 | 36-45 | 174 |
| 05:00 PM | 2 | 0 | 0 | 11 | 38 | 112 | 97 | 33 | 1 | 2 | 0 | 0 | 0 | 0 | 296 | 36-45 | 209 |
| 05:15 PM | 4 | 0 | 0 | 0 | 27 | 102 | 91 | 25 | 6 | 0 | 1 | 0 | 0 | 0 | 256 | 36-45 | 193 |
| 05:30 PM | 0 | 0 | 0 | 1 | 37 | 88 | 58 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 208 | 36-45 | 146 |
| 05:45 PM | 0 | 0 | 0 | 0 | 16 | 67 | 76 | 29 | 10 | 0 | 0 | 0 | 0 | 0 | 198 | 36-45 | 143 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: EB, WB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 14 | 78 | 72 | 21 | 3 | 2 | 1 | 0 | 0 | 0 | 192 | 36-45 | 150 |
| 06:15 PM | 0 | 0 | 0 | 1 | 13 | 54 | 64 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 154 | 36-45 | 118 |
| 06:30 PM | 0 | 0 | 0 | 0 | 18 | 48 | 53 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 145 | 36-45 | 101 |
| 06:45 PM | 0 | 0 | 0 | 1 | 10 | 35 | 37 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 108 | 36-45 | 72 |
| 07:00 PM | 0 | 0 | 0 | 0 | 9 | 41 | 32 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 105 | 36-45 | 73 |
| 07:15 PM | 1 | 0 | 0 | 0 | 7 | 32 | 32 | 18 | 5 | 4 | 1 | 0 | 0 | 0 | 100 | 36-45 | 64 |
| 07:30 PM | 0 | 0 | 0 | 1 | 9 | 42 | 36 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 102 | 36-45 | 78 |
| 07:45 PM | 0 | 0 | 0 | 2 | 16 | 33 | 33 | 12 | 4 | 3 | 1 | 0 | 0 | 0 | 104 | 36-45 | 66 |
| 08:00 PM | 1 | 0 | 0 | 1 | 7 | 32 | 35 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 85 | 36-45 | 67 |
| 08:15 PM | 0 | 0 | 2 | 1 | 7 | 32 | 28 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 78 | 36-45 | 60 |
| 08:30 PM | 0 | 0 | 0 | 0 | 8 | 42 | 25 | 7 | 2 | 1 | 3 | 0 | 0 | 0 | 88 | 36-45 | 67 |
| 08:45 PM | 0 | 0 | 0 | 1 | 9 | 25 | 20 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 76 | 36-45 | 45 |
| 09:00 PM | 0 | 0 | 0 | 2 | 9 | 28 | 25 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 74 | 36-45 | 53 |
| 09:15 PM | 0 | 0 | 0 | 0 | 3 | 27 | 20 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 65 | 36-45 | 47 |
| 09:30 PM | 0 | 0 | 0 | 0 | 9 | 19 | 19 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 58 | 36-45 | 38 |
| 09:45 PM | 0 | 0 | 0 | 0 | 11 | 21 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 36-45 | 38 |
| 10:00 PM | 0 | 0 | 0 | 0 | 5 | 19 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 36-45 | 31 |
| 10:15 PM | 0 | 0 | 0 | 2 | 4 | 14 | 16 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 36-45 | 30 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 42 | 36-45 | 33 |
| 10:45 PM | 0 | 0 | 0 | 0 | 5 | 10 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 36-45 | 22 |
| 11:00 PM | 2 | 0 | 0 | 2 | 1 | 11 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 36-45 | 21 |
| 11:15 PM | 0 | 0 | 0 | 3 | 3 | 17 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 42 | 36-45 | 31 |
| 11:30 PM | 1 | 1 | 0 | 0 | 3 | 9 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 36-45 | 21 |
| 11:45 PM | 0 | 0 | 2 | 1 | 2 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 36-45 | 16 |
| Day Total | 87 | 3 | 19 | 182 | 1416 | 4554 | 3764 | 1324 | 278 | 64 | 14 | 2 | 0 | 2 | 11709 | 36-45 | 8318 |
| Percent | 0.7% | 0% | 0.2% | 1.6% | 12.1% | 38.9% | 32.1% | 11.3% | 2.4% | 0.5% | 0.1% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 6:00 AM | 12:00 AM | 4:15 AM | 10:00 AM | 8:30 AM | 11:30 AM | 8:15 AM | 7:45 AM | 6:30 AM | 10:00 AM | 3:00 AM | 5:45 AM | 12:00 AM | 1:45 AM | 7:45 AM | | |
| | 6 | 0 | 1 | 7 | 30 | 81 | 84 | 36 | 7 | 3 | 1 | 1 | 0 | 1 | 213 | | |
| PM Peak 15-min Vol | 1:30 PM | 2:00 PM | 12:30 PM | 5:00 PM | 2:00 PM | 2:45 PM | 4:30 PM | 3:15 PM | 4:30 PM | 7:15 PM | 8:30 PM | 9:00 PM | 12:00 PM | 4:00 PM | 5:00 PM | | |
| | 4 | 1 | 2 | 11 | 54 | 121 | 105 | 34 | 10 | 4 | 3 | 1 | 0 | 1 | 296 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: EB, WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 87 | 3 | 19 | 182 | 1416 | 4554 | 3764 | 1324 | 278 | 64 | 14 | 2 | 0 | 2 | 11709 | 36-45 | 8318 |
| Percent | 0.7% | 0% | 0.2% | 1.6% | 12.1% | 38.9% | 32.1% | 11.3% | 2.4% | 0.5% | 0.1% | 0% | 0% | 0% | | | |
| Cumulative Percent | 0.7% | 0.8% | 0.9% | 2.5% | 14.6% | 53.5% | 85.6% | 96.9% | 99.3% | 99.8% | 100% | 100% | 100% | 100% | | | |
| ADT 11709 | | | | | | | | | | | | | | | 85th Percentile: 45 MPH Mean Speed(Average): 39 MPH Median: 40 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |



Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-----------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 AM | 0 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:15 AM | 0 | 20 | 3 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:30 AM | 0 | 19 | 5 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:45 AM | 0 | 13 | 4 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:00 AM | 0 | 15 | 3 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 26 |
| 01:15 AM | 0 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 AM | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:45 AM | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:00 AM | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:15 AM | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:30 AM | 0 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 20 |
| 02:45 AM | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:00 AM | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:15 AM | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:30 AM | 0 | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 AM | 1 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 AM | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:15 AM | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:30 AM | 0 | 16 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| 04:45 AM | 0 | 19 | 7 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:00 AM | 0 | 13 | 9 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:15 AM | 0 | 31 | 7 | 0 | 4 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 05:30 AM | 0 | 45 | 19 | 1 | 9 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 78 |
| 05:45 AM | 0 | 69 | 23 | 1 | 9 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 106 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 11709 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr
SPECIFIC LOCATION:
CITY/STATE: Harrisonburg, VA

QC JOB #: 15651701
DIRECTION: EB, WB
DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-----------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 06:00 AM | 0 | 61 | 17 | 1 | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 6 | 99 |
| 06:15 AM | 1 | 62 | 18 | 2 | 8 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 96 |
| 06:30 AM | 1 | 61 | 25 | 3 | 17 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 116 |
| 06:45 AM | 0 | 60 | 27 | 1 | 14 | 0 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 2 | 115 |
| 07:00 AM | 0 | 76 | 25 | 1 | 19 | 1 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 133 |
| 07:15 AM | 0 | 88 | 38 | 2 | 13 | 1 | 0 | 2 | 11 | 2 | 0 | 0 | 0 | 2 | 159 |
| 07:30 AM | 2 | 100 | 46 | 3 | 20 | 1 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 185 |
| 07:45 AM | 2 | 130 | 41 | 4 | 17 | 3 | 2 | 3 | 4 | 1 | 0 | 0 | 1 | 5 | 213 |
| 08:00 AM | 2 | 101 | 35 | 1 | 15 | 3 | 0 | 5 | 6 | 1 | 0 | 0 | 0 | 3 | 172 |
| 08:15 AM | 1 | 122 | 47 | 8 | 16 | 2 | 0 | 3 | 6 | 1 | 0 | 0 | 1 | 1 | 208 |
| 08:30 AM | 2 | 109 | 41 | 2 | 21 | 3 | 0 | 4 | 13 | 1 | 0 | 0 | 1 | 2 | 199 |
| 08:45 AM | 0 | 102 | 32 | 3 | 11 | 1 | 2 | 1 | 12 | 2 | 0 | 1 | 0 | 0 | 167 |
| 09:00 AM | 0 | 90 | 35 | 1 | 11 | 1 | 0 | 2 | 12 | 1 | 0 | 0 | 1 | 2 | 156 |
| 09:15 AM | 0 | 89 | 45 | 1 | 15 | 2 | 0 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 166 |
| 09:30 AM | 0 | 86 | 27 | 3 | 13 | 2 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 145 |
| 09:45 AM | 1 | 82 | 46 | 6 | 8 | 3 | 1 | 1 | 6 | 1 | 0 | 0 | 1 | 3 | 159 |
| 10:00 AM | 0 | 78 | 27 | 2 | 11 | 6 | 0 | 6 | 13 | 2 | 0 | 0 | 1 | 2 | 148 |
| 10:15 AM | 0 | 82 | 27 | 2 | 11 | 1 | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 136 |
| 10:30 AM | 0 | 89 | 29 | 5 | 11 | 0 | 1 | 7 | 14 | 0 | 0 | 0 | 2 | 1 | 159 |
| 10:45 AM | 0 | 90 | 30 | 5 | 17 | 4 | 1 | 2 | 9 | 2 | 0 | 0 | 0 | 1 | 161 |
| 11:00 AM | 0 | 95 | 28 | 0 | 15 | 3 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 3 | 157 |
| 11:15 AM | 1 | 95 | 28 | 1 | 14 | 4 | 0 | 3 | 7 | 2 | 0 | 0 | 1 | 2 | 158 |
| 11:30 AM | 1 | 93 | 58 | 5 | 15 | 0 | 1 | 1 | 8 | 1 | 0 | 0 | 1 | 3 | 187 |
| 11:45 AM | 0 | 115 | 41 | 1 | 11 | 1 | 0 | 7 | 13 | 1 | 0 | 0 | 1 | 4 | 195 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 11709 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 PM | 0 | 108 | 40 | 0 | 15 | 1 | 1 | 6 | 11 | 1 | 0 | 0 | 1 | 2 | 186 |
| 12:15 PM | 3 | 108 | 43 | 2 | 6 | 5 | 0 | 4 | 13 | 1 | 0 | 0 | 0 | 0 | 185 |
| 12:30 PM | 0 | 127 | 30 | 2 | 9 | 2 | 1 | 7 | 6 | 0 | 0 | 0 | 2 | 3 | 189 |
| 12:45 PM | 1 | 142 | 59 | 1 | 16 | 5 | 0 | 3 | 8 | 1 | 0 | 1 | 1 | 0 | 238 |
| 01:00 PM | 3 | 128 | 37 | 1 | 9 | 2 | 0 | 6 | 11 | 1 | 0 | 0 | 2 | 0 | 200 |
| 01:15 PM | 0 | 128 | 40 | 4 | 14 | 2 | 1 | 3 | 9 | 0 | 0 | 0 | 1 | 2 | 204 |
| 01:30 PM | 0 | 101 | 39 | 5 | 10 | 2 | 0 | 4 | 6 | 3 | 0 | 0 | 0 | 4 | 174 |
| 01:45 PM | 1 | 110 | 43 | 2 | 15 | 2 | 0 | 3 | 10 | 0 | 0 | 0 | 0 | 1 | 187 |
| 02:00 PM | 0 | 121 | 41 | 3 | 19 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 | 3 | 200 |
| 02:15 PM | 0 | 118 | 40 | 2 | 15 | 5 | 0 | 3 | 9 | 1 | 0 | 0 | 1 | 0 | 194 |
| 02:30 PM | 1 | 136 | 44 | 4 | 15 | 2 | 0 | 2 | 10 | 0 | 0 | 1 | 1 | 0 | 216 |
| 02:45 PM | 0 | 133 | 68 | 3 | 24 | 2 | 0 | 9 | 10 | 1 | 0 | 0 | 1 | 2 | 253 |
| 03:00 PM | 1 | 159 | 41 | 5 | 15 | 3 | 0 | 6 | 10 | 2 | 0 | 0 | 1 | 0 | 243 |
| 03:15 PM | 0 | 161 | 46 | 2 | 13 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 237 |
| 03:30 PM | 0 | 164 | 47 | 2 | 18 | 3 | 1 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 246 |
| 03:45 PM | 0 | 163 | 36 | 1 | 15 | 8 | 0 | 4 | 7 | 0 | 0 | 0 | 1 | 1 | 236 |
| 04:00 PM | 0 | 168 | 66 | 2 | 26 | 4 | 0 | 6 | 7 | 0 | 1 | 0 | 0 | 2 | 282 |
| 04:15 PM | 1 | 174 | 52 | 5 | 20 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 2 | 4 | 271 |
| 04:30 PM | 3 | 159 | 69 | 2 | 26 | 1 | 1 | 2 | 7 | 0 | 0 | 0 | 2 | 2 | 274 |
| 04:45 PM | 0 | 170 | 43 | 0 | 19 | 2 | 0 | 6 | 3 | 2 | 0 | 0 | 0 | 3 | 248 |
| 05:00 PM | 0 | 190 | 64 | 3 | 23 | 3 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 2 | 296 |
| 05:15 PM | 1 | 169 | 52 | 1 | 18 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 1 | 4 | 256 |
| 05:30 PM | 0 | 124 | 49 | 2 | 23 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 2 | 0 | 208 |
| 05:45 PM | 0 | 138 | 30 | 1 | 18 | 0 | 0 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 198 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 11709 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr
SPECIFIC LOCATION:
CITY/STATE: Harrisonburg, VA

QC JOB #: 15651701
DIRECTION: EB, WB
DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------------------------|---------------|----------------|----------------|--------------|---------------|---------------|---------------|----------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|
| 06:00 PM | 2 | 135 | 36 | 1 | 14 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 192 |
| 06:15 PM | 1 | 107 | 30 | 0 | 10 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 154 |
| 06:30 PM | 0 | 110 | 24 | 0 | 6 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 145 |
| 06:45 PM | 0 | 76 | 16 | 2 | 6 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 108 |
| 07:00 PM | 0 | 70 | 26 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 105 |
| 07:15 PM | 0 | 62 | 26 | 1 | 3 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 100 |
| 07:30 PM | 0 | 73 | 18 | 1 | 5 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 102 |
| 07:45 PM | 0 | 70 | 23 | 1 | 4 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 104 |
| 08:00 PM | 1 | 52 | 14 | 0 | 8 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 85 |
| 08:15 PM | 1 | 52 | 12 | 1 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 78 |
| 08:30 PM | 0 | 73 | 8 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 88 |
| 08:45 PM | 0 | 51 | 17 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 09:00 PM | 0 | 52 | 11 | 1 | 5 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 74 |
| 09:15 PM | 0 | 50 | 7 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 65 |
| 09:30 PM | 0 | 42 | 9 | 1 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 58 |
| 09:45 PM | 0 | 41 | 3 | 0 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 57 |
| 10:00 PM | 0 | 34 | 3 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:15 PM | 0 | 34 | 9 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 48 |
| 10:30 PM | 0 | 26 | 11 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 10:45 PM | 0 | 22 | 2 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 PM | 0 | 22 | 3 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 32 |
| 11:15 PM | 0 | 33 | 5 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:30 PM | 0 | 20 | 1 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 28 |
| 11:45 PM | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Day Total | 36 | 7249 | 2361 | 143 | 871 | 134 | 19 | 185 | 540 | 44 | 3 | 3 | 33 | 88 | 11709 |
| Percent | 0.3% | 61.9% | 20.2% | 1.2% | 7.4% | 1.1% | 0.2% | 1.6% | 4.6% | 0.4% | 0% | 0% | 0.3% | 0.8% | |
| ADT 11709 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:30 AM 2 | 7:45 AM 130 | 11:30 AM 58 | 8:15 AM 8 | 8:30 AM 21 | 10:00 AM 6 | 7:45 AM 2 | 10:30 AM 7 | 10:30 AM 14 | 6:45 AM 3 | 12:00 AM 0 | 8:45 AM 1 | 10:30 AM 2 | 6:00 AM 6 | 7:45 AM 213 |
| PM Peak 15-min Vol | 12:15 PM 3 | 5:00 PM 190 | 4:30 PM 69 | 1:30 PM 5 | 4:00 PM 26 | 3:45 PM 8 | 12:00 PM 1 | 2:45 PM 9 | 12:15 PM 13 | 1:30 PM 3 | 4:00 PM 1 | 12:45 PM 1 | 12:30 PM 2 | 1:30 PM 4 | 5:00 PM 296 |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

| | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|--------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total | 36 | 7249 | 2361 | 143 | 871 | 134 | 19 | 185 | 540 | 44 | 3 | 3 | 33 | 88 | 11709 |
| Percent | 0.3% | 61.9% | 20.2% | 1.2% | 7.4% | 1.1% | 0.2% | 1.6% | 4.6% | 0.4% | 0% | 0% | 0.3% | 0.8% | |
| ADT 11709 | | | | | | | | | | | | | | | |

Comments:



Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB, WB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | | | 18 | | 18 | | | 18 | |
| 12:15 AM | | | | 29 | | 29 | | | 29 | |
| 12:30 AM | | | | 31 | | 31 | | | 31 | |
| 12:45 AM | | | | 23 | | 23 | | | 23 | |
| 01:00 AM | | | | 26 | | 26 | | | 26 | |
| 01:15 AM | | | | 18 | | 18 | | | 18 | |
| 01:30 AM | | | | 14 | | 14 | | | 14 | |
| 01:45 AM | | | | 16 | | 16 | | | 16 | |
| 02:00 AM | | | | 7 | | 7 | | | 7 | |
| 02:15 AM | | | | 9 | | 9 | | | 9 | |
| 02:30 AM | | | | 20 | | 20 | | | 20 | |
| 02:45 AM | | | | 18 | | 18 | | | 18 | |
| 03:00 AM | | | | 11 | | 11 | | | 11 | |
| 03:15 AM | | | | 10 | | 10 | | | 10 | |
| 03:30 AM | | | | 10 | | 10 | | | 10 | |
| 03:45 AM | | | | 13 | | 13 | | | 13 | |
| 04:00 AM | | | | 15 | | 15 | | | 15 | |
| 04:15 AM | | | | 16 | | 16 | | | 16 | |
| 04:30 AM | | | | 27 | | 27 | | | 27 | |
| 04:45 AM | | | | 29 | | 29 | | | 29 | |
| 05:00 AM | | | | 30 | | 30 | | | 30 | |
| 05:15 AM | | | | 47 | | 47 | | | 47 | |
| 05:30 AM | | | | 78 | | 78 | | | 78 | |
| 05:45 AM | | | | 106 | | 106 | | | 106 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB, WB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 AM | | | | 99 | | 99 | | | 99 | |
| 06:15 AM | | | | 96 | | 96 | | | 96 | |
| 06:30 AM | | | | 116 | | 116 | | | 116 | |
| 06:45 AM | | | | 115 | | 115 | | | 115 | |
| 07:00 AM | | | | 133 | | 133 | | | 133 | |
| 07:15 AM | | | | 159 | | 159 | | | 159 | |
| 07:30 AM | | | | 185 | | 185 | | | 185 | |
| 07:45 AM | | | | 213 | | 213 | | | 213 | |
| 08:00 AM | | | | 172 | | 172 | | | 172 | |
| 08:15 AM | | | | 208 | | 208 | | | 208 | |
| 08:30 AM | | | | 199 | | 199 | | | 199 | |
| 08:45 AM | | | | 167 | | 167 | | | 167 | |
| 09:00 AM | | | | 156 | | 156 | | | 156 | |
| 09:15 AM | | | | 166 | | 166 | | | 166 | |
| 09:30 AM | | | | 145 | | 145 | | | 145 | |
| 09:45 AM | | | | 159 | | 159 | | | 159 | |
| 10:00 AM | | | | 148 | | 148 | | | 148 | |
| 10:15 AM | | | | 136 | | 136 | | | 136 | |
| 10:30 AM | | | | 159 | | 159 | | | 159 | |
| 10:45 AM | | | | 161 | | 161 | | | 161 | |
| 11:00 AM | | | | 157 | | 157 | | | 157 | |
| 11:15 AM | | | | 158 | | 158 | | | 158 | |
| 11:30 AM | | | | 187 | | 187 | | | 187 | |
| 11:45 AM | | | | 195 | | 195 | | | 195 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021 - Dec 9 2021

| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
|--------------------|-----|-----|-----|-----------------|-----|-----------------------------------|-----|-----|--------------------------------|----------------------|
| 12:00 PM | | | | 186 | | 186 | | | 186 | |
| 12:15 PM | | | | 185 | | 185 | | | 185 | |
| 12:30 PM | | | | 189 | | 189 | | | 189 | |
| 12:45 PM | | | | 238 | | 238 | | | 238 | |
| 01:00 PM | | | | 200 | | 200 | | | 200 | |
| 01:15 PM | | | | 204 | | 204 | | | 204 | |
| 01:30 PM | | | | 174 | | 174 | | | 174 | |
| 01:45 PM | | | | 187 | | 187 | | | 187 | |
| 02:00 PM | | | | 200 | | 200 | | | 200 | |
| 02:15 PM | | | | 194 | | 194 | | | 194 | |
| 02:30 PM | | | | 216 | | 216 | | | 216 | |
| 02:45 PM | | | | 253 | | 253 | | | 253 | |
| 03:00 PM | | | | 243 | | 243 | | | 243 | |
| 03:15 PM | | | | 237 | | 237 | | | 237 | |
| 03:30 PM | | | | 246 | | 246 | | | 246 | |
| 03:45 PM | | | | 236 | | 236 | | | 236 | |
| 04:00 PM | | | | 282 | | 282 | | | 282 | |
| 04:15 PM | | | | 271 | | 271 | | | 271 | |
| 04:30 PM | | | | 274 | | 274 | | | 274 | |
| 04:45 PM | | | | 248 | | 248 | | | 248 | |
| 05:00 PM | | | | 296 | | 296 | | | 296 | |
| 05:15 PM | | | | 256 | | 256 | | | 256 | |
| 05:30 PM | | | | 208 | | 208 | | | 208 | |
| 05:45 PM | | | | 198 | | 198 | | | 198 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |

Comments:

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: EB, WB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | | | 192 | | 192 | | | 192 | |
| 06:15 PM | | | | 154 | | 154 | | | 154 | |
| 06:30 PM | | | | 145 | | 145 | | | 145 | |
| 06:45 PM | | | | 108 | | 108 | | | 108 | |
| 07:00 PM | | | | 105 | | 105 | | | 105 | |
| 07:15 PM | | | | 100 | | 100 | | | 100 | |
| 07:30 PM | | | | 102 | | 102 | | | 102 | |
| 07:45 PM | | | | 104 | | 104 | | | 104 | |
| 08:00 PM | | | | 85 | | 85 | | | 85 | |
| 08:15 PM | | | | 78 | | 78 | | | 78 | |
| 08:30 PM | | | | 88 | | 88 | | | 88 | |
| 08:45 PM | | | | 76 | | 76 | | | 76 | |
| 09:00 PM | | | | 74 | | 74 | | | 74 | |
| 09:15 PM | | | | 65 | | 65 | | | 65 | |
| 09:30 PM | | | | 58 | | 58 | | | 58 | |
| 09:45 PM | | | | 57 | | 57 | | | 57 | |
| 10:00 PM | | | | 43 | | 43 | | | 43 | |
| 10:15 PM | | | | 48 | | 48 | | | 48 | |
| 10:30 PM | | | | 42 | | 42 | | | 42 | |
| 10:45 PM | | | | 30 | | 30 | | | 30 | |
| 11:00 PM | | | | 32 | | 32 | | | 32 | |
| 11:15 PM | | | | 42 | | 42 | | | 42 | |
| 11:30 PM | | | | 28 | | 28 | | | 28 | |
| 11:45 PM | | | | 22 | | 22 | | | 22 | |
| Day Total | | | | 11709 | | 11709 | | | 11709 | |
| % Weekday Average | | | | 100% | | | | | | |
| % Week Average | | | | 100% | | 100% | | | | |
| AM Peak 15-min Vol | | | | 7:45 AM 213 | | 7:45 AM 213 | | | 7:45 AM 213 | |
| PM Peak 15-min Vol | | | | 5:00 PM 296 | | 5:00 PM 296 | | | 5:00 PM 296 | |

Comments:

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Speed Data

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
|-------------------------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|------------|-------------------|
| 12:00 AM | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31-40 | 5 |
| 12:15 AM | 0 | 0 | 0 | 1 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31-40 | 10 |
| 12:30 AM | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31-40 | 12 |
| 12:45 AM | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 36-45 | 6 |
| 01:00 AM | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 41-50 | 4 |
| 01:15 AM | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 7 |
| 01:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41-50 | 4 |
| 01:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 41-50 | 6 |
| 02:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 41-50 | 3 |
| 02:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 2 |
| 02:30 AM | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 36-45 | 9 |
| 02:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36-45 | 4 |
| 03:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36-45 | 2 |
| 03:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 36-45 | 3 |
| 03:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 46-55 | 3 |
| 03:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36-45 | 3 |
| 04:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 9 |
| 04:15 AM | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 36-45 | 6 |
| 04:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 41-50 | 8 |
| 04:45 AM | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 13 |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36-45 | 14 |
| 05:15 AM | 0 | 0 | 0 | 0 | 6 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 36-45 | 23 |
| 05:30 AM | 0 | 0 | 0 | 0 | 2 | 21 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 36-45 | 36 |
| 05:45 AM | 0 | 0 | 0 | 0 | 5 | 20 | 14 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 51 | 36-45 | 34 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | | QC JOB #: 15651701 | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|--------------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | | DIRECTION: WB | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | | DATE: Dec 9 2021 | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 AM | 2 | 0 | 1 | 4 | 3 | 7 | 10 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 35 | 36-45 | 17 |
| 06:15 AM | 0 | 0 | 0 | 2 | 5 | 17 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 46 | 36-45 | 35 |
| 06:30 AM | 2 | 0 | 0 | 0 | 7 | 26 | 20 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 67 | 36-45 | 46 |
| 06:45 AM | 0 | 0 | 0 | 1 | 7 | 28 | 22 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 71 | 36-45 | 50 |
| 07:00 AM | 0 | 0 | 0 | 0 | 5 | 14 | 39 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 71 | 36-45 | 53 |
| 07:15 AM | 1 | 0 | 0 | 1 | 6 | 24 | 32 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 85 | 36-45 | 56 |
| 07:30 AM | 0 | 0 | 0 | 0 | 3 | 21 | 33 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 81 | 36-45 | 54 |
| 07:45 AM | 3 | 0 | 0 | 0 | 8 | 26 | 41 | 30 | 1 | 1 | 1 | 0 | 0 | 0 | 111 | 41-50 | 71 |
| 08:00 AM | 2 | 0 | 0 | 0 | 5 | 22 | 31 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 81 | 36-45 | 53 |
| 08:15 AM | 0 | 0 | 0 | 0 | 7 | 40 | 39 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 110 | 36-45 | 79 |
| 08:30 AM | 1 | 0 | 0 | 0 | 4 | 31 | 38 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 104 | 36-45 | 69 |
| 08:45 AM | 0 | 0 | 0 | 0 | 5 | 34 | 32 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 86 | 36-45 | 66 |
| 09:00 AM | 2 | 0 | 0 | 0 | 5 | 16 | 26 | 21 | 2 | 2 | 0 | 0 | 0 | 0 | 74 | 41-50 | 47 |
| 09:15 AM | 0 | 0 | 0 | 0 | 4 | 26 | 22 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 75 | 36-45 | 48 |
| 09:30 AM | 0 | 0 | 0 | 1 | 4 | 21 | 26 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 65 | 36-45 | 47 |
| 09:45 AM | 2 | 0 | 0 | 1 | 7 | 26 | 24 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 75 | 36-45 | 50 |
| 10:00 AM | 1 | 0 | 0 | 0 | 8 | 27 | 12 | 15 | 1 | 2 | 0 | 0 | 0 | 0 | 66 | 36-45 | 39 |
| 10:15 AM | 0 | 0 | 0 | 1 | 7 | 20 | 23 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 58 | 36-45 | 43 |
| 10:30 AM | 1 | 0 | 0 | 1 | 5 | 32 | 15 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 69 | 36-45 | 47 |
| 10:45 AM | 1 | 0 | 1 | 2 | 9 | 34 | 17 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 83 | 36-45 | 51 |
| 11:00 AM | 2 | 0 | 0 | 1 | 14 | 30 | 26 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 79 | 36-45 | 56 |
| 11:15 AM | 1 | 0 | 0 | 1 | 11 | 38 | 19 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 87 | 36-45 | 57 |
| 11:30 AM | 2 | 0 | 0 | 0 | 6 | 41 | 30 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 96 | 36-45 | 71 |
| 11:45 AM | 3 | 0 | 0 | 0 | 10 | 50 | 33 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 111 | 36-45 | 83 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|--|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------------|-------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 12:00 PM | 1 | 0 | 0 | 1 | 12 | 43 | 16 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 87 | 36-45 | 59 |
| 12:15 PM | 0 | 0 | 0 | 0 | 15 | 37 | 21 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 89 | 36-45 | 58 |
| 12:30 PM | 2 | 0 | 2 | 0 | 7 | 38 | 31 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 92 | 36-45 | 69 |
| 12:45 PM | 0 | 0 | 0 | 2 | 27 | 57 | 28 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 138 | 36-45 | 85 |
| 01:00 PM | 0 | 0 | 0 | 1 | 23 | 48 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 112 | 36-45 | 82 |
| 01:15 PM | 2 | 0 | 0 | 3 | 11 | 49 | 24 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 101 | 36-45 | 73 |
| 01:30 PM | 2 | 0 | 1 | 1 | 14 | 43 | 26 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 91 | 36-45 | 69 |
| 01:45 PM | 1 | 0 | 0 | 0 | 18 | 55 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 92 | 31-40 | 73 |
| 02:00 PM | 1 | 1 | 0 | 1 | 28 | 47 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 93 | 31-40 | 75 |
| 02:15 PM | 0 | 0 | 0 | 3 | 26 | 44 | 27 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 109 | 36-45 | 71 |
| 02:30 PM | 0 | 0 | 0 | 1 | 22 | 36 | 40 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 113 | 36-45 | 76 |
| 02:45 PM | 2 | 0 | 0 | 4 | 25 | 61 | 34 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 140 | 36-45 | 95 |
| 03:00 PM | 0 | 0 | 0 | 5 | 8 | 31 | 59 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 118 | 36-45 | 90 |
| 03:15 PM | 0 | 0 | 0 | 2 | 5 | 50 | 43 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 129 | 36-45 | 93 |
| 03:30 PM | 0 | 0 | 0 | 1 | 14 | 53 | 38 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 126 | 36-45 | 91 |
| 03:45 PM | 1 | 0 | 0 | 0 | 10 | 39 | 44 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 113 | 36-45 | 83 |
| 04:00 PM | 0 | 0 | 0 | 2 | 16 | 62 | 30 | 13 | 4 | 1 | 1 | 0 | 0 | 1 | 130 | 36-45 | 92 |
| 04:15 PM | 2 | 0 | 0 | 2 | 13 | 57 | 39 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 137 | 36-45 | 96 |
| 04:30 PM | 1 | 0 | 0 | 1 | 11 | 36 | 51 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 120 | 36-45 | 87 |
| 04:45 PM | 1 | 0 | 1 | 4 | 28 | 51 | 39 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 132 | 36-45 | 90 |
| 05:00 PM | 2 | 0 | 0 | 8 | 24 | 55 | 50 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 155 | 36-45 | 105 |
| 05:15 PM | 2 | 0 | 0 | 0 | 23 | 53 | 37 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 131 | 36-45 | 90 |
| 05:30 PM | 0 | 0 | 0 | 1 | 26 | 43 | 30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 111 | 36-45 | 73 |
| 05:45 PM | 0 | 0 | 0 | 0 | 13 | 28 | 34 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 101 | 36-45 | 62 |
| Day Total Percent | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Type of report: Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|--|---------------|---------------|---------------|--------------|----------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|--------------------|----------------|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| 06:00 PM | 1 | 0 | 0 | 0 | 6 | 34 | 31 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 84 | 36-45 | 65 |
| 06:15 PM | 0 | 0 | 0 | 1 | 4 | 22 | 34 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 78 | 36-45 | 56 |
| 06:30 PM | 0 | 0 | 0 | 0 | 8 | 24 | 29 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 73 | 36-45 | 53 |
| 06:45 PM | 0 | 0 | 0 | 0 | 5 | 16 | 13 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 51 | 36-45 | 29 |
| 07:00 PM | 0 | 0 | 0 | 0 | 5 | 24 | 16 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 36-45 | 40 |
| 07:15 PM | 1 | 0 | 0 | 0 | 5 | 22 | 19 | 14 | 4 | 3 | 1 | 0 | 0 | 0 | 69 | 36-45 | 41 |
| 07:30 PM | 0 | 0 | 0 | 0 | 2 | 21 | 14 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 50 | 36-45 | 35 |
| 07:45 PM | 0 | 0 | 0 | 2 | 8 | 13 | 21 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 57 | 36-45 | 34 |
| 08:00 PM | 0 | 0 | 0 | 0 | 3 | 20 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 36-45 | 32 |
| 08:15 PM | 0 | 0 | 0 | 0 | 1 | 15 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 36 | 36-45 | 31 |
| 08:30 PM | 0 | 0 | 0 | 0 | 4 | 25 | 12 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 49 | 36-45 | 37 |
| 08:45 PM | 0 | 0 | 0 | 1 | 7 | 17 | 13 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 51 | 36-45 | 30 |
| 09:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 15 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 36-45 | 32 |
| 09:15 PM | 0 | 0 | 0 | 0 | 2 | 11 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 38 | 36-45 | 25 |
| 09:30 PM | 0 | 0 | 0 | 0 | 7 | 9 | 10 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 36-45 | 19 |
| 09:45 PM | 0 | 0 | 0 | 0 | 7 | 8 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 36-45 | 20 |
| 10:00 PM | 0 | 0 | 0 | 0 | 2 | 10 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 36-45 | 13 |
| 10:15 PM | 0 | 0 | 0 | 1 | 3 | 9 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 41-50 | 19 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 21 | 36-45 | 17 |
| 10:45 PM | 0 | 0 | 0 | 0 | 2 | 4 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 36-45 | 14 |
| 11:00 PM | 1 | 0 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 36-45 | 12 |
| 11:15 PM | 0 | 0 | 0 | 0 | 3 | 9 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 36-45 | 19 |
| 11:30 PM | 1 | 0 | 0 | 0 | 2 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 40-49 | 8 |
| 11:45 PM | 0 | 0 | 1 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 36-45 | 7 |
| Day Total | 51 | 1 | 8 | 66 | 694 | 2234 | 1857 | 804 | 179 | 34 | 8 | 2 | 0 | 2 | 5940 | 36-45 | 4091 |
| Percent | 0.9% | 0% | 0.1% | 1.1% | 11.7% | 37.6% | 31.3% | 13.5% | 3% | 0.6% | 0.1% | 0% | 0% | 0% | | | |
| | | | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 7:45 AM 3 | 12:00 AM 0 | 4:15 AM 1 | 6:00 AM 4 | 11:00 AM 14 | 11:45 AM 50 | 7:45 AM 41 | 7:45 AM 30 | 8:30 AM 6 | 7:30 AM 2 | 7:45 AM 1 | 5:45 AM 1 | 12:00 AM 0 | 1:45 AM 1 | 7:45 AM 111 | | |
| PM Peak 15-min Vol | 12:30 PM 2 | 2:00 PM 1 | 12:30 PM 2 | 5:00 PM 8 | 2:00 PM 28 | 4:00 PM 62 | 3:00 PM 59 | 3:15 PM 24 | 5:45 PM 6 | 7:15 PM 3 | 4:00 PM 1 | 9:00 PM 1 | 12:00 PM 0 | 4:00 PM 1 | 5:00 PM 155 | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | | | | | | | | QC JOB #: 15651701 | | | |
|---|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------------------------|--|------------|-------------------|
| SPECIFIC LOCATION: | | | | | | | | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | | | | | | | | DATE: Dec 9 2021 | | | |
| Speed Range | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total | Pace Speed | Number in Pace |
| Grand Total | 51 | 1 | 8 | 66 | 694 | 2234 | 1857 | 804 | 179 | 34 | 8 | 2 | 0 | 2 | 5940 | 36-45 | 4091 |
| Percent | 0.9% | 0% | 0.1% | 1.1% | 11.7% | 37.6% | 31.3% | 13.5% | 3% | 0.6% | 0.1% | 0% | 0% | 0% | | | |
| Cumulative Percent | 0.9% | 0.9% | 1% | 2.1% | 13.8% | 51.4% | 82.7% | 96.2% | 99.2% | 99.8% | 99.9% | 100% | 100% | 100% | | | |
| ADT 5940 | | | | | | | | | | | | | | | 85th Percentile: 46 MPH Mean Speed(Average): 39 MPH Median: 40 MPH Mode: 38 MPH | | |
| <i>Comments:</i> | | | | | | | | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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



LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-----------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 12:15 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 AM | 0 | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:45 AM | 0 | 6 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:00 AM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 01:15 AM | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:30 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:45 AM | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:15 AM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:30 AM | 0 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 AM | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 AM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 AM | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:15 AM | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 AM | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 AM | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:00 AM | 0 | 7 | 4 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:15 AM | 0 | 22 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:30 AM | 0 | 31 | 12 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 50 |
| 05:45 AM | 0 | 32 | 13 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 51 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5940 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|-----------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 06:00 AM | 0 | 22 | 7 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 35 |
| 06:15 AM | 1 | 29 | 8 | 0 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 46 |
| 06:30 AM | 1 | 33 | 14 | 2 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 67 |
| 06:45 AM | 0 | 41 | 14 | 1 | 8 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 71 |
| 07:00 AM | 0 | 35 | 17 | 0 | 12 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 71 |
| 07:15 AM | 0 | 50 | 19 | 0 | 6 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 1 | 85 |
| 07:30 AM | 1 | 42 | 24 | 1 | 8 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 81 |
| 07:45 AM | 1 | 77 | 16 | 0 | 8 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 | 111 |
| 08:00 AM | 2 | 44 | 15 | 1 | 9 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 81 |
| 08:15 AM | 1 | 69 | 25 | 6 | 4 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 110 |
| 08:30 AM | 1 | 58 | 21 | 0 | 13 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 104 |
| 08:45 AM | 0 | 49 | 18 | 1 | 5 | 1 | 1 | 1 | 8 | 1 | 0 | 1 | 0 | 0 | 86 |
| 09:00 AM | 0 | 44 | 13 | 0 | 4 | 1 | 0 | 1 | 7 | 1 | 0 | 0 | 1 | 2 | 74 |
| 09:15 AM | 0 | 46 | 16 | 0 | 5 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 75 |
| 09:30 AM | 0 | 33 | 19 | 1 | 4 | 1 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 65 |
| 09:45 AM | 1 | 34 | 23 | 5 | 4 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 2 | 75 |
| 10:00 AM | 0 | 36 | 12 | 0 | 4 | 2 | 0 | 2 | 7 | 1 | 0 | 0 | 1 | 1 | 66 |
| 10:15 AM | 0 | 40 | 10 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:30 AM | 0 | 39 | 13 | 2 | 4 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 1 | 69 |
| 10:45 AM | 0 | 42 | 18 | 3 | 9 | 3 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 83 |
| 11:00 AM | 0 | 48 | 14 | 0 | 4 | 3 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 2 | 79 |
| 11:15 AM | 1 | 48 | 16 | 1 | 9 | 1 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 1 | 87 |
| 11:30 AM | 1 | 49 | 29 | 2 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 96 |
| 11:45 AM | 0 | 67 | 22 | 1 | 6 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 1 | 3 | 111 |
| Day Total Percent | | | | | | | | | | | | | | | |
| ADT 5940 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | | | | | | |

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| 12:00 PM | 0 | 48 | 20 | 0 | 5 | 0 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 1 | 87 |
| 12:15 PM | 2 | 59 | 17 | 1 | 2 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:30 PM | 0 | 61 | 12 | 1 | 5 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 2 | 2 | 92 |
| 12:45 PM | 1 | 83 | 37 | 0 | 9 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 138 |
| 01:00 PM | 3 | 69 | 24 | 0 | 2 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 2 | 0 | 112 |
| 01:15 PM | 0 | 61 | 22 | 2 | 6 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 101 |
| 01:30 PM | 0 | 53 | 21 | 2 | 7 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 2 | 91 |
| 01:45 PM | 0 | 54 | 20 | 2 | 4 | 1 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 92 |
| 02:00 PM | 0 | 55 | 21 | 0 | 7 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 1 | 93 |
| 02:15 PM | 0 | 69 | 26 | 0 | 8 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 109 |
| 02:30 PM | 0 | 73 | 23 | 2 | 3 | 2 | 0 | 1 | 7 | 0 | 0 | 1 | 1 | 0 | 113 |
| 02:45 PM | 0 | 79 | 37 | 1 | 11 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 0 | 2 | 140 |
| 03:00 PM | 0 | 76 | 21 | 4 | 5 | 1 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 118 |
| 03:15 PM | 0 | 87 | 28 | 2 | 7 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 129 |
| 03:30 PM | 0 | 87 | 23 | 1 | 5 | 3 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 126 |
| 03:45 PM | 0 | 77 | 14 | 1 | 9 | 6 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 113 |
| 04:00 PM | 0 | 82 | 26 | 1 | 13 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 130 |
| 04:15 PM | 1 | 87 | 27 | 3 | 11 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 2 | 137 |
| 04:30 PM | 1 | 76 | 27 | 1 | 7 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 120 |
| 04:45 PM | 0 | 88 | 28 | 0 | 7 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 1 | 132 |
| 05:00 PM | 0 | 96 | 37 | 3 | 9 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 155 |
| 05:15 PM | 1 | 94 | 24 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 131 |
| 05:30 PM | 0 | 74 | 23 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 111 |
| 05:45 PM | 0 | 77 | 8 | 1 | 6 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 101 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| ADT | | | | | | | | | | | | | | | |
| 5940 | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| 15-min Vol | | | | | | | | | | | | | | | |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr

QC JOB #: 15651701

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

| Start Time | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|------------------------------|-------------|----------------|-------------|---------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|---------|
| 06:00 PM | 1 | 61 | 14 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 06:15 PM | 1 | 59 | 9 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 78 |
| 06:30 PM | 0 | 57 | 9 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 73 |
| 06:45 PM | 0 | 34 | 10 | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 51 |
| 07:00 PM | 0 | 39 | 16 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:15 PM | 0 | 42 | 19 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 1 | 69 |
| 07:30 PM | 0 | 34 | 11 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 50 |
| 07:45 PM | 0 | 36 | 14 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 57 |
| 08:00 PM | 1 | 24 | 9 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:15 PM | 0 | 28 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 08:30 PM | 0 | 42 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 49 |
| 08:45 PM | 0 | 30 | 14 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:00 PM | 0 | 28 | 6 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 09:15 PM | 0 | 30 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| 09:30 PM | 0 | 23 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 09:45 PM | 0 | 19 | 2 | 0 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 PM | 0 | 16 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:15 PM | 0 | 22 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:30 PM | 0 | 15 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:45 PM | 0 | 14 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 PM | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 15 |
| 11:15 PM | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:30 PM | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 12 |
| 11:45 PM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Day Total | 23 | 3728 | 1203 | 66 | 391 | 66 | 6 | 98 | 270 | 21 | 2 | 2 | 12 | 52 | 5940 |
| Percent | 0.4% | 62.8% | 20.3% | 1.1% | 6.6% | 1.1% | 0.1% | 1.6% | 4.5% | 0.4% | 0% | 0% | 0.2% | 0.9% | |
| ADT 5940 | | | | | | | | | | | | | | | |
| AM Peak 15-min Vol | 8:00 AM | 7:45 AM | 11:30 AM | 8:15 AM | 6:30 AM | 10:45 AM | 1:45 AM | 11:45 AM | 8:45 AM | 6:45 AM | 12:00 AM | 8:45 AM | 8:15 AM | 7:45 AM | 7:45 AM |
| | 2 | 77 | 29 | 6 | 14 | 3 | 1 | 4 | 8 | 2 | 0 | 1 | 1 | 4 | 111 |
| PM Peak 15-min Vol | 1:00 PM | 5:00 PM | 12:45 PM | 3:00 PM | 4:00 PM | 3:45 PM | 12:00 PM | 3:00 PM | 1:45 PM | 1:30 PM | 4:00 PM | 2:30 PM | 12:30 PM | 12:30 PM | 5:00 PM |
| | 3 | 96 | 37 | 4 | 13 | 6 | 1 | 6 | 8 | 1 | 1 | 1 | 2 | 2 | 155 |

Comments:

LOCATION: Mt Clinton Pike East of Acorn Dr **QC JOB #:** 15651701
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

| | Motorcycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|--------------------|-------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|-------|
| Grand Total | 23 | 3728 | 1203 | 66 | 391 | 66 | 6 | 98 | 270 | 21 | 2 | 2 | 12 | 52 | 5940 |
| Percent | 0.4% | 62.8% | 20.3% | 1.1% | 6.6% | 1.1% | 0.1% | 1.6% | 4.5% | 0.4% | 0% | 0% | 0.2% | 0.9% | |
| ADT 5940 | | | | | | | | | | | | | | | |

Comments:



Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: WB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 AM | | | | 7 | | 7 | | | 7 | |
| 12:15 AM | | | | 12 | | 12 | | | 12 | |
| 12:30 AM | | | | 13 | | 13 | | | 13 | |
| 12:45 AM | | | | 11 | | 11 | | | 11 | |
| 01:00 AM | | | | 9 | | 9 | | | 9 | |
| 01:15 AM | | | | 10 | | 10 | | | 10 | |
| 01:30 AM | | | | 5 | | 5 | | | 5 | |
| 01:45 AM | | | | 9 | | 9 | | | 9 | |
| 02:00 AM | | | | 3 | | 3 | | | 3 | |
| 02:15 AM | | | | 5 | | 5 | | | 5 | |
| 02:30 AM | | | | 12 | | 12 | | | 12 | |
| 02:45 AM | | | | 4 | | 4 | | | 4 | |
| 03:00 AM | | | | 2 | | 2 | | | 2 | |
| 03:15 AM | | | | 6 | | 6 | | | 6 | |
| 03:30 AM | | | | 3 | | 3 | | | 3 | |
| 03:45 AM | | | | 3 | | 3 | | | 3 | |
| 04:00 AM | | | | 9 | | 9 | | | 9 | |
| 04:15 AM | | | | 9 | | 9 | | | 9 | |
| 04:30 AM | | | | 10 | | 10 | | | 10 | |
| 04:45 AM | | | | 16 | | 16 | | | 16 | |
| 05:00 AM | | | | 16 | | 16 | | | 16 | |
| 05:15 AM | | | | 30 | | 30 | | | 30 | |
| 05:30 AM | | | | 50 | | 50 | | | 50 | |
| 05:45 AM | | | | 51 | | 51 | | | 51 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA | | | | | | | QC JOB #: 15651701 DIRECTION: WB DATE: Dec 9 2021 - Dec 9 2021 | | | |
|---|-----|-----|-----|-----------------|-----|-----------------------------------|---|-----|--------------------------------|----------------------|
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 AM | | | | 35 | | 35 | | | 35 | |
| 06:15 AM | | | | 46 | | 46 | | | 46 | |
| 06:30 AM | | | | 67 | | 67 | | | 67 | |
| 06:45 AM | | | | 71 | | 71 | | | 71 | |
| 07:00 AM | | | | 71 | | 71 | | | 71 | |
| 07:15 AM | | | | 85 | | 85 | | | 85 | |
| 07:30 AM | | | | 81 | | 81 | | | 81 | |
| 07:45 AM | | | | 111 | | 111 | | | 111 | |
| 08:00 AM | | | | 81 | | 81 | | | 81 | |
| 08:15 AM | | | | 110 | | 110 | | | 110 | |
| 08:30 AM | | | | 104 | | 104 | | | 104 | |
| 08:45 AM | | | | 86 | | 86 | | | 86 | |
| 09:00 AM | | | | 74 | | 74 | | | 74 | |
| 09:15 AM | | | | 75 | | 75 | | | 75 | |
| 09:30 AM | | | | 65 | | 65 | | | 65 | |
| 09:45 AM | | | | 75 | | 75 | | | 75 | |
| 10:00 AM | | | | 66 | | 66 | | | 66 | |
| 10:15 AM | | | | 58 | | 58 | | | 58 | |
| 10:30 AM | | | | 69 | | 69 | | | 69 | |
| 10:45 AM | | | | 83 | | 83 | | | 83 | |
| 11:00 AM | | | | 79 | | 79 | | | 79 | |
| 11:15 AM | | | | 87 | | 87 | | | 87 | |
| 11:30 AM | | | | 96 | | 96 | | | 96 | |
| 11:45 AM | | | | 111 | | 111 | | | 111 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| Comments: | | | | | | | | | | |

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | QC JOB #: 15651701 | | | |
|--|-----|-----|-----|-----------------|-----|-----------------------------------|-------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | DATE: Dec 9 2021 - Dec 9 2021 | | | |
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 12:00 PM | | | | 87 | | 87 | | | 87 | |
| 12:15 PM | | | | 89 | | 89 | | | 89 | |
| 12:30 PM | | | | 92 | | 92 | | | 92 | |
| 12:45 PM | | | | 138 | | 138 | | | 138 | |
| 01:00 PM | | | | 112 | | 112 | | | 112 | |
| 01:15 PM | | | | 101 | | 101 | | | 101 | |
| 01:30 PM | | | | 91 | | 91 | | | 91 | |
| 01:45 PM | | | | 92 | | 92 | | | 92 | |
| 02:00 PM | | | | 93 | | 93 | | | 93 | |
| 02:15 PM | | | | 109 | | 109 | | | 109 | |
| 02:30 PM | | | | 113 | | 113 | | | 113 | |
| 02:45 PM | | | | 140 | | 140 | | | 140 | |
| 03:00 PM | | | | 118 | | 118 | | | 118 | |
| 03:15 PM | | | | 129 | | 129 | | | 129 | |
| 03:30 PM | | | | 126 | | 126 | | | 126 | |
| 03:45 PM | | | | 113 | | 113 | | | 113 | |
| 04:00 PM | | | | 130 | | 130 | | | 130 | |
| 04:15 PM | | | | 137 | | 137 | | | 137 | |
| 04:30 PM | | | | 120 | | 120 | | | 120 | |
| 04:45 PM | | | | 132 | | 132 | | | 132 | |
| 05:00 PM | | | | 155 | | 155 | | | 155 | |
| 05:15 PM | | | | 131 | | 131 | | | 131 | |
| 05:30 PM | | | | 111 | | 111 | | | 111 | |
| 05:45 PM | | | | 101 | | 101 | | | 101 | |
| Day Total | | | | | | | | | | |
| % Weekday Average | | | | | | | | | | |
| % Week Average | | | | | | | | | | |
| AM Peak 15-min Vol | | | | | | | | | | |
| PM Peak 15-min Vol | | | | | | | | | | |
| <i>Comments:</i> | | | | | | | | | | |

Report generated on 12/14/2021 6:32 AM

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

Type of report: Tube Count - Volume Data

| LOCATION: Mt Clinton Pike East of Acorn Dr | | | | | | | QC JOB #: 15651701 | | | |
|--|-----|-----|-----|-----------------|-----|-----------------------------------|-------------------------------|-----|--------------------------------|----------------------|
| SPECIFIC LOCATION: | | | | | | | DIRECTION: WB | | | |
| CITY/STATE: Harrisonburg, VA | | | | | | | DATE: Dec 9 2021 - Dec 9 2021 | | | |
| Start Time | Mon | Tue | Wed | Thu 9 Dec 21 | Fri | Average Weekday 15-min Traffic | Sat | Sun | Average Week 15-min Traffic | Average Week Profile |
| 06:00 PM | | | | 84 | | 84 | | | 84 | |
| 06:15 PM | | | | 78 | | 78 | | | 78 | |
| 06:30 PM | | | | 73 | | 73 | | | 73 | |
| 06:45 PM | | | | 51 | | 51 | | | 51 | |
| 07:00 PM | | | | 60 | | 60 | | | 60 | |
| 07:15 PM | | | | 69 | | 69 | | | 69 | |
| 07:30 PM | | | | 50 | | 50 | | | 50 | |
| 07:45 PM | | | | 57 | | 57 | | | 57 | |
| 08:00 PM | | | | 40 | | 40 | | | 40 | |
| 08:15 PM | | | | 36 | | 36 | | | 36 | |
| 08:30 PM | | | | 49 | | 49 | | | 49 | |
| 08:45 PM | | | | 51 | | 51 | | | 51 | |
| 09:00 PM | | | | 39 | | 39 | | | 39 | |
| 09:15 PM | | | | 38 | | 38 | | | 38 | |
| 09:30 PM | | | | 31 | | 31 | | | 31 | |
| 09:45 PM | | | | 29 | | 29 | | | 29 | |
| 10:00 PM | | | | 19 | | 19 | | | 19 | |
| 10:15 PM | | | | 32 | | 32 | | | 32 | |
| 10:30 PM | | | | 21 | | 21 | | | 21 | |
| 10:45 PM | | | | 19 | | 19 | | | 19 | |
| 11:00 PM | | | | 15 | | 15 | | | 15 | |
| 11:15 PM | | | | 26 | | 26 | | | 26 | |
| 11:30 PM | | | | 12 | | 12 | | | 12 | |
| 11:45 PM | | | | 10 | | 10 | | | 10 | |
| Day Total | | | | 5940 | | 5940 | | | 5940 | |
| % Weekday Average | | | | 100% | | | | | | |
| % Week Average | | | | 100% | | 100% | | | | |
| AM Peak 15-min Vol | | | | 7:45 AM 111 | | 7:45 AM 111 | | | 7:45 AM 111 | |
| PM Peak 15-min Vol | | | | 5:00 PM 155 | | 5:00 PM 155 | | | 5:00 PM 155 | |

Comments:

Report generated on 12/14/2021 6:32 AM























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

Attachment B Synchro Analysis Worksheets

HCM Signalized Intersection Capacity Analysis

3: Virginia Ave & Mt Clinton Pike

03/14/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|----------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | |  |  | |  |  |  |  |  |  |  |  | | |
| Traffic Volume (vph) | 113 | 176 | 76 | 40 | 173 | 127 | 46 | 322 | 46 | 91 | 632 | 112 | | |
| Future Volume (vph) | 113 | 176 | 76 | 40 | 173 | 127 | 46 | 322 | 46 | 91 | 632 | 112 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Width | 12 | 12 | 10 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | | |
| Total Lost time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | | | |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | | 1773 | 1436 | | 1809 | 1568 | 1719 | 3377 | | 1736 | 3403 | | | |
| Flt Permitted | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.18 | 1.00 | | 0.43 | 1.00 | | | |
| Satd. Flow (perm) | | 1773 | 1436 | | 1809 | 1568 | 329 | 3377 | | 783 | 3403 | | | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | |
| Adj. Flow (vph) | 124 | 193 | 84 | 44 | 190 | 140 | 51 | 354 | 51 | 100 | 695 | 123 | | |
| RTOR Reduction (vph) | 0 | 0 | 66 | 0 | 0 | 116 | 0 | 8 | 0 | 0 | 10 | 0 | | |
| Lane Group Flow (vph) | 0 | 317 | 18 | 0 | 234 | 24 | 51 | 397 | 0 | 100 | 808 | 0 | | |
| Heavy Vehicles (%) | 10% | 2% | 5% | 13% | 2% | 3% | 5% | 4% | 11% | 4% | 4% | 2% | | |
| Turn Type | Split | NA | Prot | Split | NA | Prot | pm+pt | NA | | pm+pt | NA | | | |
| Protected Phases | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | | | |
| Permitted Phases | | | | | | | 2 | | | 6 | | | | |
| Actuated Green, G (s) | | 26.1 | 26.1 | | 20.5 | 20.5 | 38.1 | 31.6 | | 43.9 | 34.5 | | | |
| Effective Green, g (s) | | 26.1 | 26.1 | | 20.5 | 20.5 | 38.1 | 31.6 | | 43.9 | 34.5 | | | |
| Actuated g/C Ratio | | 0.22 | 0.22 | | 0.17 | 0.17 | 0.32 | 0.26 | | 0.37 | 0.29 | | | |
| Clearance Time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 386 | 313 | | 309 | 268 | 180 | 891 | | 362 | 980 | | | |
| v/s Ratio Prot | | c0.18 | 0.01 | | c0.13 | 0.02 | 0.02 | 0.12 | | c0.02 | c0.24 | | | |
| v/s Ratio Perm | | | | | | | 0.07 | | | 0.08 | | | | |
| v/c Ratio | | 0.82 | 0.06 | | 0.76 | 0.09 | 0.28 | 0.45 | | 0.28 | 0.82 | | | |
| Uniform Delay, d1 | | 44.6 | 37.1 | | 47.2 | 41.7 | 29.7 | 36.7 | | 25.6 | 39.8 | | | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 13.1 | 0.1 | | 10.1 | 0.1 | 0.9 | 0.4 | | 0.4 | 5.7 | | | |
| Delay (s) | | 57.7 | 37.1 | | 57.4 | 41.9 | 30.5 | 37.1 | | 26.0 | 45.5 | | | |
| Level of Service | | E | D | | E | D | C | D | | C | D | | | |
| Approach Delay (s) | | 53.4 | | | 51.6 | | | 36.4 | | | 43.4 | | | |
| Approach LOS | | D | | | D | | | D | | | D | | | |
| Intersection Summary | | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 45.2 | | | | | | | | | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | | | 0.78 | | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 119.7 | | | | | | | | 32.1 | | | |
| Intersection Capacity Utilization | | | 78.8% | | | | | | | | | | ICU Level of Service | D |
| Analysis Period (min) | | | 15 | | | | | | | | | | | |

c Critical Lane Group

Queues

3: Virginia Ave & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 317 | 84 | 234 | 140 | 51 | 405 | 100 | 818 |
| v/c Ratio | 0.81 | 0.19 | 0.75 | 0.34 | 0.26 | 0.49 | 0.28 | 0.82 |
| Control Delay | 63.0 | 0.9 | 64.9 | 6.0 | 27.9 | 40.5 | 26.9 | 48.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 63.0 | 0.9 | 64.9 | 6.0 | 27.9 | 40.5 | 26.9 | 48.9 |
| Queue Length 50th (ft) | 246 | 0 | 183 | 0 | 24 | 139 | 49 | 322 |
| Queue Length 95th (ft) | 383 | 0 | 294 | 36 | 58 | 213 | 99 | #501 |
| Internal Link Dist (ft) | 1703 | | 409 | | | 737 | | 808 |
| Turn Bay Length (ft) | | 70 | | 120 | 100 | | 115 | |
| Base Capacity (vph) | 523 | 547 | 439 | 508 | 247 | 1081 | 374 | 1091 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.15 | 0.53 | 0.28 | 0.21 | 0.37 | 0.27 | 0.75 |

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis

6: Mt Clinton Pike & Pligrims Pride Driveway

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 12 | 345 | 330 | 8 | 4 | 8 |
| Future Volume (Veh/h) | 12 | 345 | 330 | 8 | 4 | 8 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 13 | 383 | 367 | 9 | 4 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 489 | | | | |
| pX, platoon unblocked | | | | | 0.90 | |
| vC, conflicting volume | 376 | | | | 780 | 372 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 376 | | | | 700 | 372 |
| tC, single (s) | 4.6 | | | | 7.1 | 7.1 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.7 | | | | 4.1 | 4.1 |
| p0 queue free % | 99 | | | | 99 | 98 |
| cM capacity (veh/h) | 962 | | | | 286 | 522 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 396 | 376 | 13 | | | |
| Volume Left | 13 | 0 | 4 | | | |
| Volume Right | 0 | 9 | 9 | | | |
| cSH | 962 | 1700 | 416 | | | |
| Volume to Capacity | 0.01 | 0.22 | 0.03 | | | |
| Queue Length 95th (ft) | 1 | 0 | 2 | | | |
| Control Delay (s) | 0.4 | 0.0 | 13.9 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.4 | 0.0 | 13.9 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 37.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 23 | 283 | 43 | 52 | 283 | 29 | 31 | 132 | 70 | 33 | 308 | 51 |
| Future Volume (vph) | 23 | 283 | 43 | 52 | 283 | 29 | 31 | 132 | 70 | 33 | 308 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 |
| Total Lost time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 0.99 | | | 0.96 | | | 0.98 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 1.00 | |
| Satd. Flow (prot) | | 3281 | | | 3256 | | | 1535 | | | 1650 | |
| Flt Permitted | | 0.90 | | | 0.82 | | | 0.89 | | | 0.95 | |
| Satd. Flow (perm) | | 2954 | | | 2699 | | | 1380 | | | 1573 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 26 | 318 | 48 | 58 | 318 | 33 | 35 | 148 | 79 | 37 | 346 | 57 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 0 | 379 | 0 | 0 | 401 | 0 | 0 | 246 | 0 | 0 | 435 | 0 |
| Heavy Vehicles (%) | 6% | 3% | 10% | 19% | 2% | 11% | 17% | 15% | 24% | 38% | 12% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Actuated Green, G (s) | | 14.1 | | | 14.1 | | | 19.1 | | | 19.1 | |
| Effective Green, g (s) | | 14.1 | | | 14.1 | | | 19.1 | | | 19.1 | |
| Actuated g/C Ratio | | 0.30 | | | 0.30 | | | 0.40 | | | 0.40 | |
| Clearance Time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 880 | | | 804 | | | 557 | | | 635 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.13 | | | 0.15 | | | 0.18 | | | 0.28 | |
| v/c Ratio | | 0.43 | | | 0.50 | | | 0.44 | | | 0.68 | |
| Uniform Delay, d1 | | 13.4 | | | 13.7 | | | 10.2 | | | 11.6 | |
| Progression Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.3 | | | 0.5 | | | 0.6 | | | 3.1 | |
| Delay (s) | | 13.7 | | | 14.2 | | | 10.8 | | | 14.7 | |
| Level of Service | | B | | | B | | | B | | | B | |
| Approach Delay (s) | | 13.7 | | | 14.2 | | | 10.8 | | | 14.7 | |
| Approach LOS | | B | | | B | | | B | | | B | |

Intersection Summary

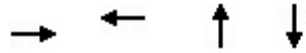
| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 13.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.61 | | |
| Actuated Cycle Length (s) | 47.3 | Sum of lost time (s) | 14.1 |
| Intersection Capacity Utilization | 62.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

Queues

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | WBT | NBT | SBT |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph) | 392 | 409 | 262 | 440 |
| v/c Ratio | 0.45 | 0.51 | 0.46 | 0.70 |
| Control Delay | 15.7 | 17.1 | 12.9 | 18.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 15.7 | 17.1 | 12.9 | 18.9 |
| Queue Length 50th (ft) | 41 | 45 | 42 | 89 |
| Queue Length 95th (ft) | 94 | 102 | 110 | 207 |
| Internal Link Dist (ft) | 1715 | 1699 | 474 | 360 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 2596 | 2371 | 1207 | 1374 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.17 | 0.22 | 0.32 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↘ | ↗ |
| Traffic Volume (veh/h) | 8 | 340 | 372 | 211 | 220 | 3 |
| Future Volume (Veh/h) | 8 | 340 | 372 | 211 | 220 | 3 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 9 | 374 | 409 | 232 | 242 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 641 | | | 730 | 320 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 641 | | | 730 | 320 | |
| tC, single (s) | 4.5 | | | 7.0 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | 3.6 | 3.3 | |
| p0 queue free % | 99 | | | 29 | 100 | |
| cM capacity (veh/h) | 827 | | | 341 | 681 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volume Total | 134 | 249 | 273 | 368 | 242 | 3 |
| Volume Left | 9 | 0 | 0 | 0 | 242 | 0 |
| Volume Right | 0 | 0 | 0 | 232 | 0 | 3 |
| cSH | 827 | 1700 | 1700 | 1700 | 341 | 681 |
| Volume to Capacity | 0.01 | 0.15 | 0.16 | 0.22 | 0.71 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 129 | 0 |
| Control Delay (s) | 0.7 | 0.0 | 0.0 | 0.0 | 37.6 | 10.3 |
| Lane LOS | A | | | | E | B |
| Approach Delay (s) | 0.3 | 0.0 | | | 37.3 | |
| Approach LOS | | | | | E | |
| Intersection Summary | | | | | | |
| Average Delay | | | 7.3 | | | |
| Intersection Capacity Utilization | | | 35.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

17: Mt Clinton Pike & Technology Drive

03/14/2022

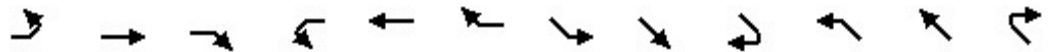


| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|------|
| Lane Configurations | | ↔↕ | ↕↔ | | ↔↕ | |
| Traffic Volume (veh/h) | 11 | 518 | 580 | 11 | 2 | 2 |
| Future Volume (Veh/h) | 11 | 518 | 580 | 11 | 2 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 12 | 545 | 611 | 12 | 2 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 1027 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 623 | | | | 914 | 312 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 623 | | | | 914 | 312 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 100 |
| cM capacity (veh/h) | 968 | | | | 273 | 690 |
| Direction, Lane # | SE 1 | SE 2 | NW 1 | NW 2 | SW 1 | |
| Volume Total | 194 | 363 | 407 | 216 | 4 | |
| Volume Left | 12 | 0 | 0 | 0 | 2 | |
| Volume Right | 0 | 0 | 0 | 12 | 2 | |
| cSH | 968 | 1700 | 1700 | 1700 | 391 | |
| Volume to Capacity | 0.01 | 0.21 | 0.24 | 0.13 | 0.01 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 1 | |
| Control Delay (s) | 0.7 | 0.0 | 0.0 | 0.0 | 14.3 | |
| Lane LOS | A | | | | B | |
| Approach Delay (s) | 0.2 | | 0.0 | | 14.3 | |
| Approach LOS | | | | | B | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.2 | | | |
| Intersection Capacity Utilization | | | 32.2% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

2: Mt Clinton Pike & US 11

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 76 | 140 | 26 | 27 | 412 | 364 | 200 | 265 | 56 | 20 | 210 | 16 |
| Future Volume (vph) | 76 | 140 | 26 | 27 | 412 | 364 | 200 | 265 | 56 | 20 | 210 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1671 | 1644 | | 1805 | 1845 | 1538 | 1641 | 1701 | | 1626 | 1757 | |
| Flt Permitted | 0.22 | 1.00 | | 0.65 | 1.00 | 1.00 | 0.35 | 1.00 | | 0.46 | 1.00 | |
| Satd. Flow (perm) | 385 | 1644 | | 1227 | 1845 | 1538 | 608 | 1701 | | 780 | 1757 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 81 | 149 | 28 | 29 | 438 | 387 | 213 | 282 | 60 | 21 | 223 | 17 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 268 | 0 | 7 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 81 | 171 | 0 | 29 | 438 | 119 | 213 | 335 | 0 | 21 | 238 | 0 |
| Heavy Vehicles (%) | 8% | 9% | 33% | 0% | 3% | 5% | 10% | 10% | 3% | 11% | 7% | 7% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 38.4 | 31.2 | | 31.4 | 27.7 | 27.7 | 35.4 | 23.3 | | 24.2 | 17.7 | |
| Effective Green, g (s) | 38.4 | 31.2 | | 31.4 | 27.7 | 27.7 | 35.4 | 23.3 | | 24.2 | 17.7 | |
| Actuated g/C Ratio | 0.43 | 0.35 | | 0.35 | 0.31 | 0.31 | 0.39 | 0.26 | | 0.27 | 0.20 | |
| Clearance Time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| 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) | 266 | 569 | | 451 | 567 | 472 | 377 | 439 | | 270 | 345 | |
| v/s Ratio Prot | c0.02 | c0.10 | | 0.00 | c0.24 | | c0.08 | c0.20 | | 0.01 | 0.14 | |
| v/s Ratio Perm | 0.11 | | | 0.02 | | 0.08 | 0.15 | | | 0.02 | | |
| v/c Ratio | 0.30 | 0.30 | | 0.06 | 0.77 | 0.25 | 0.56 | 0.76 | | 0.08 | 0.69 | |
| Uniform Delay, d1 | 17.5 | 21.5 | | 19.4 | 28.3 | 23.4 | 19.8 | 30.9 | | 24.5 | 33.6 | |
| Progression Factor | 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 | | 0.1 | 6.5 | 0.3 | 1.9 | 7.7 | | 0.1 | 5.6 | |
| Delay (s) | 18.2 | 21.8 | | 19.5 | 34.8 | 23.7 | 21.7 | 38.6 | | 24.6 | 39.3 | |
| Level of Service | B | C | | B | C | C | C | D | | C | D | |
| Approach Delay (s) | | 20.7 | | | 29.3 | | | 32.1 | | | 38.1 | |
| Approach LOS | | C | | | C | | | C | | | D | |

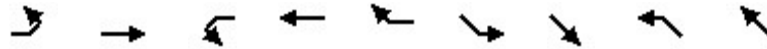
Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 30.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.74 | | |
| Actuated Cycle Length (s) | 90.1 | Sum of lost time (s) | 25.4 |
| Intersection Capacity Utilization | 70.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Queues

2: Mt Clinton Pike & US 11

03/14/2022



| Lane Group | EBL | EBT | WBL | WBT | WBR | SEL | SET | NWL | NWT |
|-------------------------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 81 | 177 | 29 | 438 | 387 | 213 | 342 | 21 | 240 |
| v/c Ratio | 0.28 | 0.30 | 0.06 | 0.79 | 0.53 | 0.55 | 0.75 | 0.08 | 0.68 |
| Control Delay | 18.2 | 24.0 | 16.2 | 43.1 | 6.1 | 25.1 | 42.1 | 18.8 | 44.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.2 | 24.0 | 16.2 | 43.1 | 6.1 | 25.1 | 42.1 | 18.8 | 44.7 |
| Queue Length 50th (ft) | 26 | 74 | 9 | 236 | 0 | 86 | 184 | 8 | 135 |
| Queue Length 95th (ft) | 60 | 146 | 28 | #454 | 73 | 148 | 300 | 23 | 223 |
| Internal Link Dist (ft) | | 768 | | 698 | | | 947 | | 612 |
| Turn Bay Length (ft) | 150 | | 115 | | 750 | | | 175 | |
| Base Capacity (vph) | 382 | 699 | 524 | 642 | 787 | 414 | 586 | 410 | 590 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.25 | 0.06 | 0.68 | 0.49 | 0.51 | 0.58 | 0.05 | 0.41 |























Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Virginia Ave & Mt Clinton Pike

03/14/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|----------------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | | |
| Lane Configurations | |  |  | |  |  |  |  |  |  |  |  | | |
| Traffic Volume (vph) | 153 | 166 | 101 | 43 | 224 | 120 | 116 | 732 | 34 | 113 | 386 | 136 | | |
| Future Volume (vph) | 153 | 166 | 101 | 43 | 224 | 120 | 116 | 732 | 34 | 113 | 386 | 136 | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | |
| Lane Width | 12 | 12 | 10 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | | |
| Total Lost time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | | |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | | |
| Satd. Flow (prot) | | 1819 | 1478 | | 1810 | 1583 | 1770 | 3546 | | 1736 | 3392 | | | |
| Flt Permitted | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.30 | 1.00 | | 0.11 | 1.00 | | | |
| Satd. Flow (perm) | | 1819 | 1478 | | 1810 | 1583 | 558 | 3546 | | 208 | 3392 | | | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | |
| Adj. Flow (vph) | 172 | 187 | 113 | 48 | 252 | 135 | 130 | 822 | 38 | 127 | 434 | 153 | | |
| RTOR Reduction (vph) | 0 | 0 | 88 | 0 | 0 | 110 | 0 | 2 | 0 | 0 | 25 | 0 | | |
| Lane Group Flow (vph) | 0 | 359 | 25 | 0 | 300 | 25 | 130 | 858 | 0 | 127 | 562 | 0 | | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 10% | 3% | 2% | 2% | 1% | 4% | 4% | 2% | 3% | | |
| Turn Type | Split | NA | Prot | Split | NA | Prot | pm+pt | NA | | pm+pt | NA | | | |
| Protected Phases | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | | | |
| Permitted Phases | | | | | | | 2 | | | 6 | | | | |
| Actuated Green, G (s) | | 29.8 | 29.8 | | 25.1 | 25.1 | 46.3 | 36.2 | | 46.5 | 36.3 | | | |
| Effective Green, g (s) | | 29.8 | 29.8 | | 25.1 | 25.1 | 46.3 | 36.2 | | 46.5 | 36.3 | | | |
| Actuated g/C Ratio | | 0.22 | 0.22 | | 0.19 | 0.19 | 0.35 | 0.27 | | 0.35 | 0.27 | | | |
| Clearance Time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | |
| Lane Grp Cap (vph) | | 406 | 330 | | 340 | 297 | 285 | 962 | | 189 | 923 | | | |
| v/s Ratio Prot | | c0.20 | 0.02 | | c0.17 | 0.02 | 0.03 | c0.24 | | c0.05 | 0.17 | | | |
| v/s Ratio Perm | | | | | | | 0.12 | | | 0.18 | | | | |
| v/c Ratio | | 0.88 | 0.08 | | 0.88 | 0.09 | 0.46 | 0.89 | | 0.67 | 0.61 | | | |
| Uniform Delay, d1 | | 50.1 | 40.9 | | 52.7 | 44.7 | 31.2 | 46.7 | | 33.2 | 42.4 | | | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | | |
| Incremental Delay, d2 | | 19.8 | 0.1 | | 22.5 | 0.1 | 1.2 | 12.3 | | 9.0 | 3.0 | | | |
| Delay (s) | | 70.0 | 41.0 | | 75.2 | 44.8 | 32.4 | 59.0 | | 42.3 | 45.3 | | | |
| Level of Service | | E | D | | E | D | C | E | | D | D | | | |
| Approach Delay (s) | | 63.0 | | | 65.8 | | | 55.5 | | | 44.8 | | | |
| Approach LOS | | E | | | E | | | E | | | D | | | |
| Intersection Summary | | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 55.7 | | | | | | | | | HCM 2000 Level of Service | E | |
| HCM 2000 Volume to Capacity ratio | | | 0.86 | | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 133.4 | | | | | | | | 32.1 | | | |
| Intersection Capacity Utilization | | | 85.7% | | | | | | | | | | ICU Level of Service | E |
| Analysis Period (min) | | | 15 | | | | | | | | | | | |

c Critical Lane Group

Queues

3: Virginia Ave & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 359 | 113 | 300 | 135 | 130 | 860 | 127 | 587 |
| v/c Ratio | 0.88 | 0.24 | 0.88 | 0.31 | 0.46 | 0.89 | 0.68 | 0.62 |
| Control Delay | 74.2 | 1.8 | 80.3 | 4.9 | 32.0 | 60.2 | 47.0 | 44.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.2 | 1.8 | 80.3 | 4.9 | 32.0 | 60.2 | 47.0 | 44.5 |
| Queue Length 50th (ft) | 312 | 0 | 266 | 0 | 76 | 405 | 74 | 238 |
| Queue Length 95th (ft) | #459 | 4 | #411 | 29 | 122 | #523 | #140 | 301 |
| Internal Link Dist (ft) | 1703 | | 409 | | | 737 | | 808 |
| Turn Bay Length (ft) | | 70 | | 120 | 100 | | 115 | |
| Base Capacity (vph) | 457 | 502 | 374 | 460 | 297 | 963 | 200 | 946 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.79 | 0.23 | 0.80 | 0.29 | 0.44 | 0.89 | 0.64 | 0.62 |

Intersection Summary

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

HCM Unsignalized Intersection Capacity Analysis

6: Mt Clinton Pike & Pligrims Pride Driveway

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Traffic Volume (veh/h) | 4 | 355 | 381 | 9 | 7 | 5 |
| Future Volume (Veh/h) | 4 | 355 | 381 | 9 | 7 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 5 | 418 | 448 | 11 | 8 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 489 | | | | |
| pX, platoon unblocked | | | | | 0.96 | |
| vC, conflicting volume | 459 | | | | 882 | 454 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 459 | | | | 854 | 454 |
| tC, single (s) | 4.8 | | | | 6.9 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.8 | | | | 4.0 | 3.7 |
| p0 queue free % | 99 | | | | 97 | 99 |
| cM capacity (veh/h) | 831 | | | | 260 | 535 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 423 | 459 | 14 | | | |
| Volume Left | 5 | 0 | 8 | | | |
| Volume Right | 0 | 11 | 6 | | | |
| cSH | 831 | 1700 | 333 | | | |
| Volume to Capacity | 0.01 | 0.27 | 0.04 | | | |
| Queue Length 95th (ft) | 0 | 0 | 3 | | | |
| Control Delay (s) | 0.2 | 0.0 | 16.3 | | | |
| Lane LOS | A | | C | | | |
| Approach Delay (s) | 0.2 | 0.0 | 16.3 | | | |
| Approach LOS | | | C | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.3 | | | |
| Intersection Capacity Utilization | | | 31.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕ | | | ↕ | |
| Traffic Volume (vph) | 30 | 287 | 46 | 56 | 271 | 28 | 91 | 278 | 115 | 53 | 248 | 89 |
| Future Volume (vph) | 30 | 287 | 46 | 56 | 271 | 28 | 91 | 278 | 115 | 53 | 248 | 89 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 |
| Total Lost time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 0.99 | | | 0.97 | | | 0.97 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 3292 | | | 3216 | | | 1688 | | | 1643 | |
| Flt Permitted | | 0.88 | | | 0.80 | | | 0.84 | | | 0.87 | |
| Satd. Flow (perm) | | 2900 | | | 2604 | | | 1430 | | | 1441 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 34 | 326 | 52 | 64 | 308 | 32 | 103 | 316 | 131 | 60 | 282 | 101 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 9 | 0 |
| Lane Group Flow (vph) | 0 | 397 | 0 | 0 | 396 | 0 | 0 | 541 | 0 | 0 | 434 | 0 |
| Heavy Vehicles (%) | 5% | 4% | 0% | 14% | 4% | 14% | 2% | 9% | 10% | 21% | 9% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Actuated Green, G (s) | | 16.1 | | | 16.1 | | | 35.7 | | | 35.7 | |
| Effective Green, g (s) | | 16.1 | | | 16.1 | | | 35.7 | | | 35.7 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | | 0.54 | | | 0.54 | |
| Clearance Time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 708 | | | 636 | | | 774 | | | 780 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.14 | | | 0.15 | | | 0.38 | | | 0.30 | |
| v/c Ratio | | 0.56 | | | 0.62 | | | 0.70 | | | 0.56 | |
| Uniform Delay, d1 | | 21.8 | | | 22.2 | | | 11.1 | | | 9.9 | |
| Progression Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 1.0 | | | 1.9 | | | 2.8 | | | 0.9 | |
| Delay (s) | | 22.8 | | | 24.1 | | | 13.9 | | | 10.8 | |
| Level of Service | | C | | | C | | | B | | | B | |
| Approach Delay (s) | | 22.8 | | | 24.1 | | | 13.9 | | | 10.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |

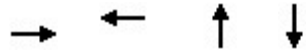
| Intersection Summary | | |
|-----------------------------------|-------|---------------------------|
| HCM 2000 Control Delay | 17.4 | HCM 2000 Level of Service |
| HCM 2000 Volume to Capacity ratio | 0.67 | B |
| Actuated Cycle Length (s) | 65.9 | Sum of lost time (s) |
| Intersection Capacity Utilization | 77.6% | 14.1 |
| Analysis Period (min) | 15 | ICU Level of Service |
| | | D |

c Critical Lane Group

Queues

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | WBT | NBT | SBT |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph) | 412 | 404 | 550 | 443 |
| v/c Ratio | 0.57 | 0.63 | 0.71 | 0.57 |
| Control Delay | 25.3 | 27.6 | 17.4 | 13.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.3 | 27.6 | 17.4 | 13.4 |
| Queue Length 50th (ft) | 74 | 76 | 142 | 101 |
| Queue Length 95th (ft) | 124 | 127 | 289 | 205 |
| Internal Link Dist (ft) | 1715 | 1699 | 474 | 360 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 1947 | 1746 | 953 | 960 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.23 | 0.58 | 0.46 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | ↕↕ | ↕↕ | | ↗ | ↗ |
| Traffic Volume (veh/h) | 5 | 389 | 344 | 299 | 327 | 25 |
| Future Volume (Veh/h) | 5 | 389 | 344 | 299 | 327 | 25 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 6 | 447 | 395 | 344 | 376 | 29 |
| 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 | 739 | | | 802 | 370 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 739 | | | 802 | 370 | |
| tC, single (s) | 4.1 | | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.3 | |
| p0 queue free % | 99 | | | 0 | 95 | |
| cM capacity (veh/h) | 876 | | | 319 | 633 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volume Total | 155 | 298 | 263 | 476 | 376 | 29 |
| Volume Left | 6 | 0 | 0 | 0 | 376 | 0 |
| Volume Right | 0 | 0 | 0 | 344 | 0 | 29 |
| cSH | 876 | 1700 | 1700 | 1700 | 319 | 633 |
| Volume to Capacity | 0.01 | 0.18 | 0.15 | 0.28 | 1.18 | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 399 | 4 |
| Control Delay (s) | 0.4 | 0.0 | 0.0 | 0.0 | 143.6 | 11.0 |
| Lane LOS | A | | | | F | B |
| Approach Delay (s) | 0.1 | 0.0 | | | 134.1 | |
| Approach LOS | | | | | F | |
| Intersection Summary | | | | | | |
| Average Delay | | | 34.0 | | | |
| Intersection Capacity Utilization | | | 43.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

17: Mt Clinton Pike & Technology Drive

03/14/2022

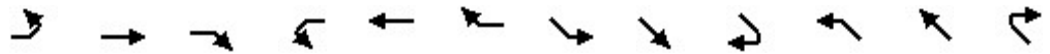


| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 0 | 668 | 636 | 4 | 5 | 6 |
| Future Volume (Veh/h) | 0 | 668 | 636 | 4 | 5 | 6 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 768 | 731 | 5 | 6 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 1027 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 736 | | | 1118 | 368 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 736 | | | 1118 | 368 | |
| tC, single (s) | 4.1 | | | 6.8 | 7.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.5 | |
| p0 queue free % | 100 | | | 97 | 99 | |
| cM capacity (veh/h) | 879 | | | 204 | 580 | |
| Direction, Lane # | SE 1 | SE 2 | NW 1 | NW 2 | SW 1 | |
| Volume Total | 256 | 512 | 487 | 249 | 13 | |
| Volume Left | 0 | 0 | 0 | 0 | 6 | |
| Volume Right | 0 | 0 | 0 | 5 | 7 | |
| cSH | 879 | 1700 | 1700 | 1700 | 314 | |
| Volume to Capacity | 0.00 | 0.30 | 0.29 | 0.15 | 0.04 | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 3 | |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 | |
| Lane LOS | | | | | C | |
| Approach Delay (s) | 0.0 | 0.0 | | 17.0 | | |
| Approach LOS | | | | | C | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 28.5% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

2: Mt Clinton Pike & US 11

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 409 | 66 | 70 | 268 | 286 | 270 | 357 | 47 | 34 | 267 | 35 |
| Future Volume (vph) | 110 | 409 | 66 | 70 | 268 | 286 | 270 | 357 | 47 | 34 | 267 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 1806 | | 1805 | 1845 | 1495 | 1719 | 1834 | | 1805 | 1792 | |
| Flt Permitted | 0.35 | 1.00 | | 0.15 | 1.00 | 1.00 | 0.24 | 1.00 | | 0.30 | 1.00 | |
| Satd. Flow (perm) | 660 | 1806 | | 293 | 1845 | 1495 | 441 | 1834 | | 577 | 1792 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 121 | 449 | 73 | 77 | 295 | 314 | 297 | 392 | 52 | 37 | 293 | 38 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 230 | 0 | 4 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 121 | 516 | 0 | 77 | 295 | 84 | 297 | 440 | 0 | 37 | 326 | 0 |
| Heavy Vehicles (%) | 1% | 2% | 9% | 0% | 3% | 8% | 5% | 2% | 0% | 0% | 4% | 6% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 39.3 | 29.5 | | 32.1 | 25.9 | 25.9 | 41.8 | 28.7 | | 29.0 | 22.3 | |
| Effective Green, g (s) | 39.3 | 29.5 | | 32.1 | 25.9 | 25.9 | 41.8 | 28.7 | | 29.0 | 22.3 | |
| Actuated g/C Ratio | 0.41 | 0.31 | | 0.33 | 0.27 | 0.27 | 0.43 | 0.30 | | 0.30 | 0.23 | |
| Clearance Time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| 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) | 383 | 552 | | 194 | 495 | 401 | 364 | 545 | | 258 | 414 | |
| v/s Ratio Prot | c0.03 | c0.29 | | 0.03 | 0.16 | | c0.11 | c0.24 | | 0.01 | 0.18 | |
| v/s Ratio Perm | 0.10 | | | 0.11 | | 0.06 | c0.24 | | | 0.03 | | |
| v/c Ratio | 0.32 | 0.94 | | 0.40 | 0.60 | 0.21 | 0.82 | 0.81 | | 0.14 | 0.79 | |
| Uniform Delay, d1 | 19.0 | 32.6 | | 24.3 | 30.7 | 27.4 | 20.7 | 31.3 | | 24.5 | 34.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | 23.3 | | 1.3 | 1.9 | 0.3 | 13.2 | 8.5 | | 0.3 | 9.6 | |
| Delay (s) | 19.4 | 55.9 | | 25.6 | 32.7 | 27.6 | 33.8 | 39.9 | | 24.8 | 44.5 | |
| Level of Service | B | E | | C | C | C | C | D | | C | D | |
| Approach Delay (s) | | 49.0 | | | 29.6 | | | 37.5 | | | 42.5 | |
| Approach LOS | | D | | | C | | | D | | | D | |

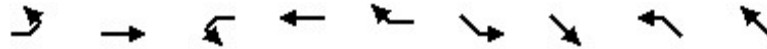
Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 39.1 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 96.5 | Sum of lost time (s) | 25.4 |
| Intersection Capacity Utilization | 82.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Queues

2: Mt Clinton Pike & US 11

03/14/2022



| Lane Group | EBL | EBT | WBL | WBT | WBR | SEL | SET | NWL | NWT |
|-------------------------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 121 | 522 | 77 | 295 | 314 | 297 | 444 | 37 | 331 |
| v/c Ratio | 0.32 | 0.93 | 0.35 | 0.63 | 0.51 | 0.81 | 0.80 | 0.14 | 0.78 |
| Control Delay | 20.2 | 58.5 | 22.4 | 39.1 | 6.9 | 38.8 | 44.0 | 18.8 | 48.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.2 | 58.5 | 22.4 | 39.1 | 6.9 | 38.8 | 44.0 | 18.8 | 48.7 |
| Queue Length 50th (ft) | 45 | 318 | 28 | 159 | 0 | 124 | 253 | 13 | 193 |
| Queue Length 95th (ft) | 87 | #559 | 60 | 273 | 68 | #257 | #440 | 34 | 313 |
| Internal Link Dist (ft) | | 768 | | 698 | | | 947 | | 612 |
| Turn Bay Length (ft) | 150 | | 115 | | 750 | | | 175 | |
| Base Capacity (vph) | 445 | 666 | 252 | 577 | 683 | 372 | 593 | 388 | 543 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.78 | 0.31 | 0.51 | 0.46 | 0.80 | 0.75 | 0.10 | 0.61 |























Intersection Summary

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

HCM Signalized Intersection Capacity Analysis

3: Virginia Ave & Mt Clinton Pike

03/14/2022

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  |  | |  |  |  |  |  |  |  |  |
| Traffic Volume (vph) | 96 | 149 | 64 | 30 | 128 | 94 | 39 | 273 | 39 | 77 | 536 | 95 |
| Future Volume (vph) | 96 | 149 | 64 | 30 | 128 | 94 | 39 | 273 | 39 | 77 | 536 | 95 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 10 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Total Lost time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1773 | 1436 | | 1808 | 1568 | 1719 | 3377 | | 1736 | 3403 | |
| Flt Permitted | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.25 | 1.00 | | 0.53 | 1.00 | |
| Satd. Flow (perm) | | 1773 | 1436 | | 1808 | 1568 | 449 | 3377 | | 968 | 3403 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 105 | 164 | 70 | 33 | 141 | 103 | 43 | 300 | 43 | 85 | 589 | 104 |
| RTOR Reduction (vph) | 0 | 0 | 55 | 0 | 0 | 87 | 0 | 8 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 0 | 269 | 15 | 0 | 174 | 16 | 43 | 335 | 0 | 85 | 683 | 0 |
| Heavy Vehicles (%) | 10% | 2% | 5% | 13% | 2% | 3% | 5% | 4% | 11% | 4% | 4% | 2% |
| Turn Type | Split | NA | Prot | Split | NA | Prot | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Actuated Green, G (s) | | 22.1 | 22.1 | | 16.2 | 16.2 | 32.7 | 26.7 | | 34.3 | 27.5 | |
| Effective Green, g (s) | | 22.1 | 22.1 | | 16.2 | 16.2 | 32.7 | 26.7 | | 34.3 | 27.5 | |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.16 | 0.16 | 0.31 | 0.26 | | 0.33 | 0.26 | |
| Clearance Time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | 377 | 305 | | 281 | 244 | 214 | 867 | | 369 | 900 | |
| v/s Ratio Prot | | c0.15 | 0.01 | | c0.10 | 0.01 | 0.01 | 0.10 | | c0.02 | c0.20 | |
| v/s Ratio Perm | | | | | | | 0.05 | | | 0.06 | | |
| v/c Ratio | | 0.71 | 0.05 | | 0.62 | 0.07 | 0.20 | 0.39 | | 0.23 | 0.76 | |
| Uniform Delay, d1 | | 38.0 | 32.5 | | 41.0 | 37.4 | 25.5 | 31.8 | | 24.5 | 35.1 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 6.3 | 0.1 | | 4.0 | 0.1 | 0.5 | 0.3 | | 0.3 | 3.7 | |
| Delay (s) | | 44.2 | 32.6 | | 45.0 | 37.5 | 26.0 | 32.1 | | 24.8 | 38.9 | |
| Level of Service | | D | C | | D | D | C | C | | C | D | |
| Approach Delay (s) | | 41.8 | | | 42.2 | | | 31.4 | | | 37.3 | |
| Approach LOS | | D | | | D | | | C | | | D | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 37.7 | | | | HCM 2000 Level of Service | | | | D | |
| HCM 2000 Volume to Capacity ratio | | | 0.67 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 103.9 | | | | Sum of lost time (s) | | | | 32.1 | |
| Intersection Capacity Utilization | | | 70.3% | | | | ICU Level of Service | | | | C | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

c Critical Lane Group

Queues

3: Virginia Ave & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 269 | 70 | 174 | 103 | 43 | 343 | 85 | 693 |
| v/c Ratio | 0.71 | 0.16 | 0.61 | 0.27 | 0.18 | 0.39 | 0.22 | 0.76 |
| Control Delay | 52.0 | 0.8 | 55.2 | 1.9 | 23.7 | 34.8 | 23.5 | 42.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.0 | 0.8 | 55.2 | 1.9 | 23.7 | 34.8 | 23.5 | 42.5 |
| Queue Length 50th (ft) | 173 | 0 | 113 | 0 | 17 | 98 | 35 | 224 |
| Queue Length 95th (ft) | 312 | 0 | 220 | 2 | 48 | 175 | 84 | 368 |
| Internal Link Dist (ft) | 1703 | | 409 | | | 737 | | 808 |
| Turn Bay Length (ft) | | 70 | | 120 | 100 | | 115 | |
| Base Capacity (vph) | 619 | 615 | 520 | 571 | 296 | 1279 | 421 | 1290 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.11 | 0.33 | 0.18 | 0.15 | 0.27 | 0.20 | 0.54 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

6: Mt Clinton Pike & Pligrims Pride Driveway

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 256 | 245 | 6 | 3 | 7 |
| Future Volume (Veh/h) | 9 | 256 | 245 | 6 | 3 | 7 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 10 | 284 | 272 | 7 | 3 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 489 | | | | |
| pX, platoon unblocked | | | | | 0.96 | |
| vC, conflicting volume | 279 | | | | 580 | 276 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 279 | | | | 541 | 276 |
| tC, single (s) | 4.6 | | | | 7.1 | 7.1 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.7 | | | | 4.1 | 4.1 |
| p0 queue free % | 99 | | | | 99 | 99 |
| cM capacity (veh/h) | 1052 | | | | 386 | 599 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 294 | 279 | 11 | | | |
| Volume Left | 10 | 0 | 3 | | | |
| Volume Right | 0 | 7 | 8 | | | |
| cSH | 1052 | 1700 | 521 | | | |
| Volume to Capacity | 0.01 | 0.16 | 0.02 | | | |
| Queue Length 95th (ft) | 1 | 0 | 2 | | | |
| Control Delay (s) | 0.4 | 0.0 | 12.1 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.4 | 0.0 | 12.1 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | | 30.7% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

8: N Liberty Street & Mt Clinton Pike

03/14/2022



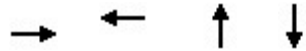
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|------|------|---------------------------|-------|------|------|------|------|------|-------|------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕↕ | | | ↕↕ | |
| Traffic Volume (vph) | 17 | 210 | 32 | 39 | 212 | 22 | 16 | 68 | 36 | 15 | 139 | 23 |
| Future Volume (vph) | 17 | 210 | 32 | 39 | 212 | 22 | 16 | 68 | 36 | 15 | 139 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 |
| Total Lost time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 0.99 | | | 0.96 | | | 0.98 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 1.00 | |
| Satd. Flow (prot) | | 3281 | | | 3254 | | | 1536 | | | 1650 | |
| Flt Permitted | | 0.91 | | | 0.85 | | | 0.91 | | | 0.95 | |
| Satd. Flow (perm) | | 3000 | | | 2802 | | | 1414 | | | 1578 | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 19 | 236 | 36 | 44 | 238 | 25 | 18 | 76 | 40 | 17 | 156 | 26 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 8 | 0 | 0 | 21 | 0 | 0 | 7 | 0 |
| Lane Group Flow (vph) | 0 | 278 | | 0 | 0 | 299 | 0 | 0 | 113 | 0 | 0 | 192 |
| Heavy Vehicles (%) | 6% | 3% | 10% | 19% | 2% | 11% | 17% | 15% | 24% | 38% | 12% | 0% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Actuated Green, G (s) | | 11.9 | | | 11.9 | | | 7.7 | | | 7.7 | |
| Effective Green, g (s) | | 11.9 | | | 11.9 | | | 7.7 | | | 7.7 | |
| Actuated g/C Ratio | | 0.35 | | | 0.35 | | | 0.23 | | | 0.23 | |
| Clearance Time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Vehicle Extension (s) | | 3.0 | | | 3.0 | | | 3.0 | | | 3.0 | |
| Lane Grp Cap (vph) | | 1059 | | | 989 | | | 323 | | | 360 | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.09 | | | c0.11 | | | 0.08 | | | c0.12 | |
| v/c Ratio | | 0.26 | | | 0.30 | | | 0.35 | | | 0.53 | |
| Uniform Delay, d1 | | 7.8 | | | 7.9 | | | 10.9 | | | 11.4 | |
| Progression Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Incremental Delay, d2 | | 0.1 | | | 0.2 | | | 0.7 | | | 1.5 | |
| Delay (s) | | 7.9 | | | 8.1 | | | 11.6 | | | 12.9 | |
| Level of Service | | A | | | A | | | B | | | B | |
| Approach Delay (s) | | 7.9 | | | 8.1 | | | 11.6 | | | 12.9 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | 9.6 | | | HCM 2000 Level of Service | | | | A | | | | |
| HCM 2000 Volume to Capacity ratio | 0.39 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 33.7 | | | Sum of lost time (s) | | | | 14.1 | | | | |
| Intersection Capacity Utilization | 43.9% | | | ICU Level of Service | | | | A | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

c Critical Lane Group

Queues

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | WBT | NBT | SBT |
|-------------------------|------|------|------|------|
| Lane Group Flow (vph) | 291 | 307 | 134 | 199 |
| v/c Ratio | 0.22 | 0.25 | 0.30 | 0.41 |
| Control Delay | 9.3 | 9.8 | 10.1 | 12.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.3 | 9.8 | 10.1 | 12.4 |
| Queue Length 50th (ft) | 18 | 21 | 14 | 26 |
| Queue Length 95th (ft) | 44 | 47 | 45 | 69 |
| Internal Link Dist (ft) | 1715 | 1699 | 474 | 360 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 2997 | 2803 | 1413 | 1577 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.11 | 0.09 | 0.13 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

03/14/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔ | ↔ |
| Traffic Volume (veh/h) | 6 | 255 | 271 | 154 | 131 | 2 |
| Future Volume (Veh/h) | 6 | 255 | 271 | 154 | 131 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 7 | 280 | 298 | 169 | 144 | 2 |
| 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 | 467 | | | 536 | 234 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 467 | | | 536 | 234 | |
| tC, single (s) | 4.5 | | | 7.0 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.4 | | | 3.6 | 3.3 | |
| p0 queue free % | 99 | | | 68 | 100 | |
| cM capacity (veh/h) | 974 | | | 457 | 775 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volume Total | 100 | 187 | 199 | 268 | 144 | 2 |
| Volume Left | 7 | 0 | 0 | 0 | 144 | 0 |
| Volume Right | 0 | 0 | 0 | 169 | 0 | 2 |
| cSH | 974 | 1700 | 1700 | 1700 | 457 | 775 |
| Volume to Capacity | 0.01 | 0.11 | 0.12 | 0.16 | 0.32 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 33 | 0 |
| Control Delay (s) | 0.7 | 0.0 | 0.0 | 0.0 | 16.5 | 9.7 |
| Lane LOS | A | | | | C | A |
| Approach Delay (s) | 0.2 | 0.0 | | | 16.4 | |
| Approach LOS | | | | | C | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.7 | | | |
| Intersection Capacity Utilization | | | 26.3% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

17: Mt Clinton Pike & Technology Drive

03/14/2022

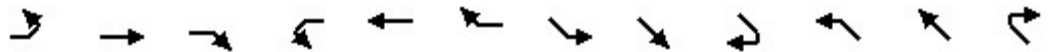


| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 8 | 378 | 423 | 8 | 2 | 2 |
| Future Volume (Veh/h) | 8 | 378 | 423 | 8 | 2 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 8 | 398 | 445 | 8 | 2 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 1027 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 453 | | | 664 | 226 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 453 | | | 664 | 226 | |
| tC, single (s) | 4.1 | | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.3 | |
| p0 queue free % | 99 | | | 99 | 100 | |
| cM capacity (veh/h) | 1118 | | | 395 | 783 | |
| Direction, Lane # | SE 1 | SE 2 | NW 1 | NW 2 | SW 1 | |
| Volume Total | 141 | 265 | 297 | 156 | 4 | |
| Volume Left | 8 | 0 | 0 | 0 | 2 | |
| Volume Right | 0 | 0 | 0 | 8 | 2 | |
| cSH | 1118 | 1700 | 1700 | 1700 | 525 | |
| Volume to Capacity | 0.01 | 0.16 | 0.17 | 0.09 | 0.01 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 1 | |
| Control Delay (s) | 0.5 | 0.0 | 0.0 | 0.0 | 11.9 | |
| Lane LOS | A | | | B | | |
| Approach Delay (s) | 0.2 | 0.0 | | 11.9 | | |
| Approach LOS | | | | | B | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 26.2% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Signalized Intersection Capacity Analysis

2: Mt Clinton Pike & US 11

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|-------|------|-------|-------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 95 | 18 | 14 | 212 | 187 | 146 | 193 | 41 | 18 | 192 | 15 |
| Future Volume (vph) | 52 | 95 | 18 | 14 | 212 | 187 | 146 | 193 | 41 | 18 | 192 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1671 | 1644 | | 1805 | 1845 | 1538 | 1641 | 1701 | | 1626 | 1756 | |
| Flt Permitted | 0.45 | 1.00 | | 0.68 | 1.00 | 1.00 | 0.45 | 1.00 | | 0.60 | 1.00 | |
| Satd. Flow (perm) | 786 | 1644 | | 1292 | 1845 | 1538 | 784 | 1701 | | 1035 | 1756 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 55 | 101 | 19 | 15 | 226 | 199 | 155 | 205 | 44 | 19 | 204 | 16 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 152 | 0 | 7 | 0 | 0 | 2 | 0 |
| Lane Group Flow (vph) | 55 | 114 | 0 | 15 | 226 | 47 | 155 | 242 | 0 | 19 | 218 | 0 |
| Heavy Vehicles (%) | 8% | 9% | 33% | 0% | 3% | 5% | 10% | 10% | 3% | 11% | 7% | 7% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 25.2 | 20.7 | | 18.2 | 17.2 | 17.2 | 30.1 | 19.5 | | 21.9 | 15.4 | |
| Effective Green, g (s) | 25.2 | 20.7 | | 18.2 | 17.2 | 17.2 | 30.1 | 19.5 | | 21.9 | 15.4 | |
| Actuated g/C Ratio | 0.34 | 0.28 | | 0.25 | 0.24 | 0.24 | 0.41 | 0.27 | | 0.30 | 0.21 | |
| Clearance Time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| 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) | 325 | 465 | | 328 | 434 | 361 | 447 | 453 | | 362 | 369 | |
| v/s Ratio Prot | c0.01 | c0.07 | | 0.00 | c0.12 | | c0.05 | c0.14 | | 0.00 | 0.12 | |
| v/s Ratio Perm | 0.05 | | | 0.01 | | 0.03 | 0.09 | | | 0.01 | | |
| v/c Ratio | 0.17 | 0.24 | | 0.05 | 0.52 | 0.13 | 0.35 | 0.54 | | 0.05 | 0.59 | |
| Uniform Delay, d1 | 16.5 | 20.2 | | 20.8 | 24.4 | 22.0 | 14.2 | 22.9 | | 18.1 | 26.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.3 | | 0.1 | 1.1 | 0.2 | 0.5 | 1.2 | | 0.1 | 2.4 | |
| Delay (s) | 16.7 | 20.5 | | 20.8 | 25.5 | 22.2 | 14.7 | 24.1 | | 18.2 | 28.4 | |
| Level of Service | B | C | | C | C | C | B | C | | B | C | |
| Approach Delay (s) | | 19.3 | | | 23.8 | | | 20.5 | | | 27.6 | |
| Approach LOS | | B | | | C | | | C | | | C | |

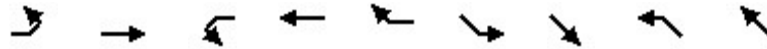
Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 22.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 73.1 | Sum of lost time (s) | 25.4 |
| Intersection Capacity Utilization | 55.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

Queues

2: Mt Clinton Pike & US 11

03/14/2022



| Lane Group | EBL | EBT | WBL | WBT | WBR | SEL | SET | NWL | NWT |
|-------------------------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 55 | 120 | 15 | 226 | 199 | 155 | 249 | 19 | 220 |
| v/c Ratio | 0.16 | 0.24 | 0.04 | 0.57 | 0.41 | 0.33 | 0.52 | 0.05 | 0.57 |
| Control Delay | 17.1 | 20.2 | 16.4 | 33.3 | 7.4 | 15.7 | 27.1 | 15.0 | 33.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.1 | 20.2 | 16.4 | 33.3 | 7.4 | 15.7 | 27.1 | 15.0 | 33.6 |
| Queue Length 50th (ft) | 15 | 32 | 4 | 94 | 0 | 41 | 93 | 5 | 90 |
| Queue Length 95th (ft) | 43 | 97 | 17 | 190 | 53 | 97 | 194 | 19 | 189 |
| Internal Link Dist (ft) | | 768 | | 698 | | | 947 | | 612 |
| Turn Bay Length (ft) | 150 | | 115 | | 750 | | | 175 | |
| Base Capacity (vph) | 477 | 878 | 444 | 837 | 806 | 548 | 750 | 559 | 768 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.12 | 0.14 | 0.03 | 0.27 | 0.25 | 0.28 | 0.33 | 0.03 | 0.29 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

03/14/2022

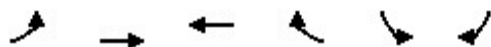


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | ↕↕ | ↕↔ | | ↔ | ↔ |
| Traffic Volume (veh/h) | 4 | 292 | 251 | 218 | 195 | 15 |
| Future Volume (Veh/h) | 4 | 292 | 251 | 218 | 195 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 5 | 336 | 289 | 251 | 224 | 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) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 540 | | | 592 | 270 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 540 | | | 592 | 270 | |
| tC, single (s) | 4.1 | | | 6.8 | 6.9 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.3 | |
| p0 queue free % | 100 | | | 49 | 98 | |
| cM capacity (veh/h) | 1039 | | | 435 | 734 | |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | SB 2 |
| Volume Total | 117 | 224 | 193 | 347 | 224 | 17 |
| Volume Left | 5 | 0 | 0 | 0 | 224 | 0 |
| Volume Right | 0 | 0 | 0 | 251 | 0 | 17 |
| cSH | 1039 | 1700 | 1700 | 1700 | 435 | 734 |
| Volume to Capacity | 0.00 | 0.13 | 0.11 | 0.20 | 0.51 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 72 | 2 |
| Control Delay (s) | 0.4 | 0.0 | 0.0 | 0.0 | 21.7 | 10.0 |
| Lane LOS | A | | | | C | B |
| Approach Delay (s) | 0.1 | 0.0 | | | 20.9 | |
| Approach LOS | | | | | C | |
| Intersection Summary | | | | | | |
| Average Delay | | | 4.5 | | | |
| Intersection Capacity Utilization | | | 31.4% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

6: Mt Clinton Pike & Pligrims Pride Driveway

03/14/2022

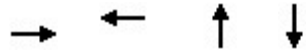


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 263 | 283 | 7 | 6 | 4 |
| Future Volume (Veh/h) | 3 | 263 | 283 | 7 | 6 | 4 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 4 | 309 | 333 | 8 | 7 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | 489 | | | | |
| pX, platoon unblocked | | | | | 0.97 | |
| vC, conflicting volume | 341 | | | | 654 | 337 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 341 | | | | 631 | 337 |
| tC, single (s) | 4.8 | | | | 6.9 | 6.6 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.8 | | | | 4.0 | 3.7 |
| p0 queue free % | 100 | | | | 98 | 99 |
| cM capacity (veh/h) | 931 | | | | 365 | 626 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 313 | 341 | 12 | | | |
| Volume Left | 4 | 0 | 7 | | | |
| Volume Right | 0 | 8 | 5 | | | |
| cSH | 931 | 1700 | 442 | | | |
| Volume to Capacity | 0.00 | 0.20 | 0.03 | | | |
| Queue Length 95th (ft) | 0 | 0 | 2 | | | |
| Control Delay (s) | 0.2 | 0.0 | 13.4 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.2 | 0.0 | 13.4 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.3 | | | |
| Intersection Capacity Utilization | | | 26.2% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

Queues

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | WBT | NBT | SBT |
|-----------------------------|------|------|------|------|
| Lane Group Flow (vph) | 306 | 303 | 283 | 199 |
| v/c Ratio | 0.37 | 0.40 | 0.56 | 0.40 |
| Control Delay | 11.8 | 12.6 | 14.5 | 11.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.8 | 12.6 | 14.5 | 11.5 |
| Queue Length 50th (ft) | 22 | 23 | 40 | 25 |
| Queue Length 95th (ft) | 52 | 54 | 100 | 69 |
| Internal Link Dist (ft) | 1715 | 1699 | 474 | 360 |
| Turn Bay Length (ft) | | | | |
| Base Capacity (vph) | 2915 | 2688 | 1488 | 1475 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.11 | 0.19 | 0.13 |
| Intersection Summary | | | | |

HCM Signalized Intersection Capacity Analysis

8: N Liberty Street & Mt Clinton Pike

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|------|-------|------|------|------|---------------------------|------|------|------|-------|------|------|
| Lane Configurations | | ↕↕ | | | ↕↕ | | | ↕↕ | | | ↕↕ | |
| Traffic Volume (vph) | 22 | 213 | 34 | 42 | 203 | 21 | 47 | 143 | 59 | 24 | 112 | 40 |
| Future Volume (vph) | 22 | 213 | 34 | 42 | 203 | 21 | 47 | 143 | 59 | 24 | 112 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 | 12 | 12 |
| Total Lost time (s) | | 6.8 | | | 6.8 | | | 7.3 | | | 7.3 | |
| Lane Util. Factor | | 0.95 | | | 0.95 | | | 1.00 | | | 1.00 | |
| Frt | | 0.98 | | | 0.99 | | | 0.97 | | | 0.97 | |
| Flt Protected | | 1.00 | | | 0.99 | | | 0.99 | | | 0.99 | |
| Satd. Flow (prot) | | 3291 | | | 3216 | | | 1688 | | | 1644 | |
| Flt Permitted | | 0.89 | | | 0.84 | | | 0.88 | | | 0.90 | |
| Satd. Flow (perm) | | 2946 | | | 2720 | | | 1508 | | | 1496 | |
| Peak-hour factor, PHF | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 25 | 242 | 39 | 48 | 231 | 24 | 53 | 162 | 67 | 27 | 127 | 45 |
| RTOR Reduction (vph) | 0 | 14 | 0 | 0 | 8 | 0 | 0 | 13 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 0 | 292 | | 0 | 0 | 295 | | 0 | 0 | 270 | | 0 |
| Heavy Vehicles (%) | 5% | 4% | 0% | 14% | 4% | 14% | 2% | 9% | 10% | 21% | 9% | 12% |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 6 | | | 2 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 2 | | |
| Actuated Green, G (s) | | 10.0 | | | | 10.0 | | | | 11.9 | | |
| Effective Green, g (s) | | 10.0 | | | | 10.0 | | | | 11.9 | | |
| Actuated g/C Ratio | | 0.28 | | | | 0.28 | | | | 0.33 | | |
| Clearance Time (s) | | 6.8 | | | | 6.8 | | | | 7.3 | | |
| Vehicle Extension (s) | | 3.0 | | | | 3.0 | | | | 3.0 | | |
| Lane Grp Cap (vph) | | 818 | | | | 755 | | | | 498 | | |
| v/s Ratio Prot | | | | | | | | | | | | |
| v/s Ratio Perm | | 0.10 | | | | c0.11 | | | | c0.18 | | |
| v/c Ratio | | 0.36 | | | | 0.39 | | | | 0.54 | | |
| Uniform Delay, d1 | | 10.4 | | | | 10.5 | | | | 9.8 | | |
| Progression Factor | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| Incremental Delay, d2 | | 0.3 | | | | 0.3 | | | | 1.2 | | |
| Delay (s) | | 10.7 | | | | 10.9 | | | | 11.0 | | |
| Level of Service | | B | | | | B | | | | B | | |
| Approach Delay (s) | | 10.7 | | | | 10.9 | | | | 11.0 | | |
| Approach LOS | | B | | | | B | | | | B | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 2000 Control Delay | | 10.7 | | | | HCM 2000 Level of Service | | | | B | | |
| HCM 2000 Volume to Capacity ratio | | 0.47 | | | | | | | | | | |
| Actuated Cycle Length (s) | | 36.0 | | | | Sum of lost time (s) | | | | 14.1 | | |
| Intersection Capacity Utilization | | 53.1% | | | | ICU Level of Service | | | | A | | |
| Analysis Period (min) | | 15 | | | | | | | | | | |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

17: Mt Clinton Pike & Technology Drive

03/14/2022

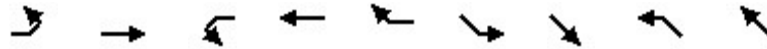


| Movement | SEL | SET | NWT | NWR | SWL | SWR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|------|
| Lane Configurations | | ↔↔ | ↔↔ | | ↔↔ | |
| Traffic Volume (veh/h) | 0 | 487 | 464 | 3 | 4 | 5 |
| Future Volume (Veh/h) | 0 | 487 | 464 | 3 | 4 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 560 | 533 | 3 | 5 | 6 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | 1027 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 536 | | | 814 | 268 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 536 | | | 814 | 268 | |
| tC, single (s) | 4.1 | | | 6.8 | 7.3 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | 3.5 | 3.5 | |
| p0 queue free % | 100 | | | 98 | 99 | |
| cM capacity (veh/h) | 1042 | | | 320 | 679 | |
| Direction, Lane # | SE 1 | SE 2 | NW 1 | NW 2 | SW 1 | |
| Volume Total | 187 | 373 | 355 | 181 | 11 | |
| Volume Left | 0 | 0 | 0 | 0 | 5 | |
| Volume Right | 0 | 0 | 0 | 3 | 6 | |
| cSH | 1042 | 1700 | 1700 | 1700 | 449 | |
| Volume to Capacity | 0.00 | 0.22 | 0.21 | 0.11 | 0.02 | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 2 | |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 13.2 | |
| Lane LOS | | | | | B | |
| Approach Delay (s) | 0.0 | 0.0 | | 13.2 | | |
| Approach LOS | | | | | B | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.1 | | | |
| Intersection Capacity Utilization | | | 23.5% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |

Queues

2: Mt Clinton Pike & US 11

03/14/2022



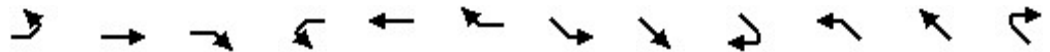
| Lane Group | EBL | EBT | WBL | WBT | WBR | SEL | SET | NWL | NWT |
|-------------------------|------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 82 | 354 | 40 | 152 | 162 | 216 | 323 | 34 | 304 |
| v/c Ratio | 0.19 | 0.70 | 0.13 | 0.37 | 0.35 | 0.52 | 0.59 | 0.09 | 0.71 |
| Control Delay | 18.9 | 36.8 | 18.8 | 32.2 | 7.2 | 19.9 | 30.5 | 15.8 | 40.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.9 | 36.8 | 18.8 | 32.2 | 7.2 | 19.9 | 30.5 | 15.8 | 40.3 |
| Queue Length 50th (ft) | 28 | 177 | 13 | 70 | 0 | 71 | 146 | 10 | 152 |
| Queue Length 95th (ft) | 64 | 310 | 37 | 140 | 49 | 138 | 263 | 30 | 269 |
| Internal Link Dist (ft) | | 768 | | 698 | | | 947 | | 612 |
| Turn Bay Length (ft) | 150 | | 115 | | 750 | | | 175 | |
| Base Capacity (vph) | 533 | 821 | 354 | 713 | 679 | 464 | 713 | 554 | 670 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.43 | 0.11 | 0.21 | 0.24 | 0.47 | 0.45 | 0.06 | 0.45 |

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: Mt Clinton Pike & US 11

03/14/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | SEL | SET | SER | NWL | NWT | NWR |
|------------------------|-------|-------|------|-------|------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 278 | 45 | 36 | 138 | 147 | 197 | 260 | 34 | 31 | 245 | 32 |
| Future Volume (vph) | 75 | 278 | 45 | 36 | 138 | 147 | 197 | 260 | 34 | 31 | 245 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1787 | 1807 | | 1805 | 1845 | 1495 | 1719 | 1835 | | 1805 | 1791 | |
| Flt Permitted | 0.58 | 1.00 | | 0.38 | 1.00 | 1.00 | 0.31 | 1.00 | | 0.54 | 1.00 | |
| Satd. Flow (perm) | 1086 | 1807 | | 717 | 1845 | 1495 | 568 | 1835 | | 1025 | 1791 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 82 | 305 | 49 | 40 | 152 | 162 | 216 | 286 | 37 | 34 | 269 | 35 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 124 | 0 | 4 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 82 | 348 | 0 | 40 | 152 | 38 | 216 | 319 | 0 | 34 | 299 | 0 |
| Heavy Vehicles (%) | 1% | 2% | 9% | 0% | 3% | 8% | 5% | 2% | 0% | 0% | 4% | 6% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 29.0 | 22.4 | | 23.4 | 19.6 | 19.6 | 36.0 | 24.2 | | 26.0 | 19.2 | |
| Effective Green, g (s) | 29.0 | 22.4 | | 23.4 | 19.6 | 19.6 | 36.0 | 24.2 | | 26.0 | 19.2 | |
| Actuated g/C Ratio | 0.35 | 0.27 | | 0.28 | 0.24 | 0.24 | 0.44 | 0.29 | | 0.31 | 0.23 | |
| Clearance Time (s) | 5.8 | 5.8 | | 5.8 | 5.8 | 5.8 | 6.9 | 6.9 | | 6.9 | 6.9 | |
| 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) | 437 | 490 | | 253 | 437 | 354 | 411 | 537 | | 386 | 416 | |
| v/s Ratio Prot | c0.01 | c0.19 | | 0.01 | 0.08 | | c0.07 | c0.17 | | 0.01 | c0.17 | |
| v/s Ratio Perm | 0.05 | | | 0.04 | | 0.03 | 0.15 | | | 0.02 | | |
| v/c Ratio | 0.19 | 0.71 | | 0.16 | 0.35 | 0.11 | 0.53 | 0.59 | | 0.09 | 0.72 | |
| Uniform Delay, d1 | 18.3 | 27.2 | | 21.9 | 26.2 | 24.7 | 16.0 | 25.0 | | 19.8 | 29.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 4.8 | | 0.3 | 0.5 | 0.1 | 1.2 | 1.8 | | 0.1 | 5.9 | |
| Delay (s) | 18.5 | 32.0 | | 22.2 | 26.7 | 24.8 | 17.2 | 26.8 | | 19.9 | 35.1 | |
| Level of Service | B | C | | C | C | C | B | C | | B | D | |
| Approach Delay (s) | | 29.5 | | | 25.3 | | | 22.9 | | | 33.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |























Intersection Summary

| | | | |
|-----------------------------------|-------|---------------------------|------|
| HCM 2000 Control Delay | 27.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 82.6 | Sum of lost time (s) | 25.4 |
| Intersection Capacity Utilization | 68.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Signalized Intersection Capacity Analysis

3: Virginia Ave & Mt Clinton Pike

03/14/2022

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | |  |  | |  |  |  |  |  |  |  |  | |
| Traffic Volume (vph) | 130 | 141 | 86 | 32 | 166 | 89 | 98 | 620 | 29 | 96 | 327 | 115 | |
| Future Volume (vph) | 130 | 141 | 86 | 32 | 166 | 89 | 98 | 620 | 29 | 96 | 327 | 115 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width | 12 | 12 | 10 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Total Lost time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | | |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 0.96 | | |
| Flt Protected | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | |
| Satd. Flow (prot) | | 1819 | 1478 | | 1810 | 1583 | 1770 | 3545 | | 1736 | 3392 | | |
| Flt Permitted | | 0.98 | 1.00 | | 0.99 | 1.00 | 0.40 | 1.00 | | 0.22 | 1.00 | | |
| Satd. Flow (perm) | | 1819 | 1478 | | 1810 | 1583 | 737 | 3545 | | 409 | 3392 | | |
| Peak-hour factor, PHF | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | |
| Adj. Flow (vph) | 146 | 158 | 97 | 36 | 187 | 100 | 110 | 697 | 33 | 108 | 367 | 129 | |
| RTOR Reduction (vph) | 0 | 0 | 77 | 0 | 0 | 84 | 0 | 2 | 0 | 0 | 24 | 0 | |
| Lane Group Flow (vph) | 0 | 304 | 20 | 0 | 223 | 16 | 110 | 728 | 0 | 108 | 472 | 0 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 10% | 3% | 2% | 2% | 1% | 4% | 4% | 2% | 3% | |
| Turn Type | Split | NA | Prot | Split | NA | Prot | pm+pt | NA | | pm+pt | NA | | |
| Protected Phases | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | | |
| Permitted Phases | | | | | | | 2 | | | 6 | | | |
| Actuated Green, G (s) | | 25.5 | 25.5 | | 20.2 | 20.2 | 46.0 | 36.5 | | 46.0 | 36.5 | | |
| Effective Green, g (s) | | 25.5 | 25.5 | | 20.2 | 20.2 | 46.0 | 36.5 | | 46.0 | 36.5 | | |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.16 | 0.16 | 0.37 | 0.29 | | 0.37 | 0.29 | | |
| Clearance Time (s) | | 6.6 | 6.6 | | 7.5 | 7.5 | 9.0 | 9.0 | | 9.0 | 9.0 | | |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | |
| Lane Grp Cap (vph) | | 374 | 304 | | 295 | 258 | 353 | 1045 | | 253 | 1000 | | |
| v/s Ratio Prot | | c0.17 | 0.01 | | c0.12 | 0.01 | 0.02 | c0.21 | | c0.03 | 0.14 | | |
| v/s Ratio Perm | | | | | | | 0.09 | | | 0.13 | | | |
| v/c Ratio | | 0.81 | 0.07 | | 0.76 | 0.06 | 0.31 | 0.70 | | 0.43 | 0.47 | | |
| Uniform Delay, d1 | | 46.9 | 39.6 | | 49.4 | 43.8 | 26.2 | 38.7 | | 27.1 | 35.8 | | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | |
| Incremental Delay, d2 | | 12.6 | 0.1 | | 10.5 | 0.1 | 0.5 | 3.8 | | 1.2 | 1.6 | | |
| Delay (s) | | 59.5 | 39.7 | | 60.0 | 43.9 | 26.7 | 42.6 | | 28.3 | 37.4 | | |
| Level of Service | | E | D | | E | D | C | D | | C | D | | |
| Approach Delay (s) | | 54.7 | | | 55.0 | | | 40.5 | | | 35.7 | | |
| Approach LOS | | D | | | D | | | D | | | D | | |
| Intersection Summary | | | | | | | | | | | | | |
| HCM 2000 Control Delay | | | 44.0 | | HCM 2000 Level of Service | | | | | | D | | |
| HCM 2000 Volume to Capacity ratio | | | 0.71 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 123.8 | | Sum of lost time (s) | | | | | 32.1 | | | |
| Intersection Capacity Utilization | | | 75.2% | | ICU Level of Service | | | | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | | |

c Critical Lane Group

Queues

3: Virginia Ave & Mt Clinton Pike

03/14/2022



| Lane Group | EBT | EBR | WBT | WBR | NBL | NBT | SBL | SBT |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 304 | 97 | 223 | 100 | 110 | 730 | 108 | 496 |
| v/c Ratio | 0.82 | 0.22 | 0.76 | 0.25 | 0.31 | 0.70 | 0.43 | 0.49 |
| Control Delay | 65.5 | 1.1 | 67.3 | 1.5 | 26.1 | 45.1 | 29.2 | 37.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 65.5 | 1.1 | 67.3 | 1.5 | 26.1 | 45.1 | 29.2 | 37.4 |
| Queue Length 50th (ft) | 236 | 0 | 174 | 0 | 52 | 278 | 51 | 164 |
| Queue Length 95th (ft) | 358 | 0 | 277 | 0 | 105 | 398 | 105 | 248 |
| Internal Link Dist (ft) | 1703 | | 409 | | | 737 | | 808 |
| Turn Bay Length (ft) | | 70 | | 120 | 100 | | 115 | |
| Base Capacity (vph) | 495 | 529 | 405 | 485 | 375 | 1043 | 275 | 1020 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.18 | 0.55 | 0.21 | 0.29 | 0.70 | 0.39 | 0.49 |

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

06/10/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations | | ↑ | ↑ | ↗ | ↘ | ↗ |
| Traffic Volume (veh/h) | 6 | 255 | 271 | 154 | 131 | 2 |
| Future Volume (Veh/h) | 6 | 255 | 271 | 154 | 131 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 7 | 280 | 298 | 169 | 144 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | None | | | |
| Median storage (veh) | 2 | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 467 | | | | 592 | 298 |
| vC1, stage 1 conf vol | | | | | 298 | |
| vC2, stage 2 conf vol | | | | | 294 | |
| vCu, unblocked vol | 467 | | | | 592 | 298 |
| tC, single (s) | 4.3 | | | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | 5.5 | |
| tF (s) | 2.4 | | | | 3.6 | 3.3 |
| p0 queue free % | 99 | | | | 77 | 100 |
| cM capacity (veh/h) | 1006 | | | | 629 | 746 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 | |
| Volume Total | 287 | 298 | 169 | 144 | 2 | |
| Volume Left | 7 | 0 | 0 | 144 | 0 | |
| Volume Right | 0 | 0 | 169 | 0 | 2 | |
| cSH | 1006 | 1700 | 1700 | 629 | 746 | |
| Volume to Capacity | 0.01 | 0.18 | 0.10 | 0.23 | 0.00 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 22 | 0 | |
| Control Delay (s) | 0.3 | 0.0 | 0.0 | 12.4 | 9.8 | |
| Lane LOS | A | | | B | A | |
| Approach Delay (s) | 0.3 | 0.0 | | 12.4 | | |
| Approach LOS | | | | B | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.1 | | | |
| Intersection Capacity Utilization | | | 32.2% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

06/10/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|------|-------|-------|------|----------------------|------|
| Lane Configurations | | ↑ | ↑ | ↗ | ↘ | ↗ |
| Traffic Volume (veh/h) | 4 | 292 | 251 | 218 | 195 | 15 |
| Future Volume (Veh/h) | 4 | 292 | 251 | 218 | 195 | 15 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 5 | 336 | 289 | 251 | 224 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | TWLTL | None | | | |
| Median storage (veh) | | 2 | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 540 | | | | 635 | 289 |
| vC1, stage 1 conf vol | | | | | 289 | |
| vC2, stage 2 conf vol | | | | | 346 | |
| vCu, unblocked vol | 540 | | | | 635 | 289 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 64 | 98 |
| cM capacity (veh/h) | 1039 | | | | 621 | 755 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 | |
| Volume Total | 341 | 289 | 251 | 224 | 17 | |
| Volume Left | 5 | 0 | 0 | 224 | 0 | |
| Volume Right | 0 | 0 | 251 | 0 | 17 | |
| cSH | 1039 | 1700 | 1700 | 621 | 755 | |
| Volume to Capacity | 0.00 | 0.17 | 0.15 | 0.36 | 0.02 | |
| Queue Length 95th (ft) | 0 | 0 | 0 | 41 | 2 | |
| Control Delay (s) | 0.2 | 0.0 | 0.0 | 14.0 | 9.9 | |
| Lane LOS | A | | | B | A | |
| Approach Delay (s) | 0.2 | 0.0 | | 13.7 | | |
| Approach LOS | | | | B | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.0 | | | |
| Intersection Capacity Utilization | | | 36.0% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

06/10/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations | | ↑ | ↑ | ↗ | ↘ | ↗ |
| Traffic Volume (veh/h) | 8 | 340 | 372 | 211 | 220 | 3 |
| Future Volume (Veh/h) | 8 | 340 | 372 | 211 | 220 | 3 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 9 | 374 | 409 | 232 | 242 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | None | | | |
| Median storage (veh) | 2 | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 641 | | | | 801 | 409 |
| vC1, stage 1 conf vol | | | | | 409 | |
| vC2, stage 2 conf vol | | | | | 392 | |
| vCu, unblocked vol | 641 | | | | 801 | 409 |
| tC, single (s) | 4.3 | | | | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | 5.5 | |
| tF (s) | 2.4 | | | | 3.6 | 3.3 |
| p0 queue free % | 99 | | | | 55 | 100 |
| cM capacity (veh/h) | 863 | | | | 541 | 647 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 | |
| Volume Total | 383 | 409 | 232 | 242 | 3 | |
| Volume Left | 9 | 0 | 0 | 242 | 0 | |
| Volume Right | 0 | 0 | 232 | 0 | 3 | |
| cSH | 863 | 1700 | 1700 | 541 | 647 | |
| Volume to Capacity | 0.01 | 0.24 | 0.14 | 0.45 | 0.00 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 57 | 0 | |
| Control Delay (s) | 0.3 | 0.0 | 0.0 | 16.9 | 10.6 | |
| Lane LOS | A | | | C | B | |
| Approach Delay (s) | 0.3 | 0.0 | | 16.8 | | |
| Approach LOS | | | | C | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.4 | | | |
| Intersection Capacity Utilization | | | 43.2% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis

12: Mt Clinton Pike & Acorn Drive

06/10/2022



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations | | ↑ | ↑ | ↗ | ↘ | ↗ |
| Traffic Volume (veh/h) | 5 | 389 | 344 | 299 | 327 | 25 |
| Future Volume (Veh/h) | 5 | 389 | 344 | 299 | 327 | 25 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 6 | 447 | 395 | 344 | 376 | 29 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | TWLTL | | None | | | |
| Median storage (veh) | 2 | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 739 | | | | 854 | 395 |
| vC1, stage 1 conf vol | | | | | 395 | |
| vC2, stage 2 conf vol | | | | | 459 | |
| vCu, unblocked vol | 739 | | | | 854 | 395 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | 5.4 | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 29 | 96 |
| cM capacity (veh/h) | 876 | | | | 532 | 659 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | SB 1 | SB 2 | |
| Volume Total | 453 | 395 | 344 | 376 | 29 | |
| Volume Left | 6 | 0 | 0 | 376 | 0 | |
| Volume Right | 0 | 0 | 344 | 0 | 29 | |
| cSH | 876 | 1700 | 1700 | 532 | 659 | |
| Volume to Capacity | 0.01 | 0.23 | 0.20 | 0.71 | 0.04 | |
| Queue Length 95th (ft) | 1 | 0 | 0 | 140 | 3 | |
| Control Delay (s) | 0.2 | 0.0 | 0.0 | 26.5 | 10.7 | |
| Lane LOS | A | | | D | B | |
| Approach Delay (s) | 0.2 | 0.0 | | 25.3 | | |
| Approach LOS | | | | D | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.5 | | | |
| Intersection Capacity Utilization | | | 49.2% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |

Attachment C Crash Data

| OBJECTID | Collision_Type | Driver_Action_Type_Cd | Military_Tr | Crash_Sever | Light_Condition | Roadway_Surface_Cond | Weather_Condition | Rte_Nm | Crash_Dt |
|----------|-----------------------------------|---|-------------|-------------|--------------------------------|----------------------|--|------------------|------------|
| 22696 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 1616 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 3/29/2014 |
| 112463 | 2. Angle | 37. Other;1. No Improper Action | 943 | B | 2. Daylight | 2. Wet | 5. Rain | R-VA115UR04121WB | 12/16/2014 |
| 70406 | 5. Sideswipe - Opposite Direction | 10. Wrong Side Of Road - Not Overtaking;1. No Improper Action | 1200 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 8/21/2014 |
| 68473 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1730 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 8/15/2014 |
| 110381 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1239 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 12/10/2014 |
| 3662 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1753 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00005WB | 1/16/2014 |
| 30025 | 2. Angle | 10. Wrong Side Of Road - Not Overtaking;1. No Improper Action | 2208 | B | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 4/26/2014 |
| 98206 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1510 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 11/9/2014 |
| 127607 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 1702 | PDO | 3. Dusk | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04115SB | 1/31/2015 |
| 182994 | 8. Non-Collision | 40. Fail to Maintain Proper Control | 2125 | A | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 7/21/2015 |
| 181939 | 8. Non-Collision | 2. Exceeded Speed Limit | 1500 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 7/12/2015 |
| 232876 | 11. Other Animal | 32. Avoiding Animal | 2140 | PDO | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 12/5/2015 |
| 139497 | 2. Angle | 34. Hit and Run;1. No Improper Action | 1552 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 3/6/2015 |
| 172430 | 2. Angle | 42. Improper or Unsafe Lane Change;1. No Improper Action | 818 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 6/19/2015 |
| 213803 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1746 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 10/19/2015 |
| 217468 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1600 | PDO | 2. Daylight | 2. Wet | 5. Rain | R-VA US00011NB | 10/28/2015 |
| 120847 | 1. Rear End | 1. No Improper Action;12. Following Too Close | 1307 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 1/11/2015 |
| 158438 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1555 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00005WB | 5/8/2015 |
| 501890 | 4. Sideswipe - Same Direction | 12. Following Too Close;1. No Improper Action | 1425 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 1/6/2018 |
| 160003 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1700 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 5/13/2015 |
| 242706 | 9. Fixed Object - Off Road | 40. Fail to Maintain Proper Control | 100 | B | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 1/3/2016 |
| 294488 | 2. Angle | 42. Improper or Unsafe Lane Change;1. No Improper Action | 1335 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 6/2/2016 |
| 251561 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1809 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 1/26/2016 |
| 278519 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1538 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 4/18/2016 |
| 346343 | 1. Rear End | 37. Other;1. No Improper Action;1. No Improper Action | 800 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 10/26/2016 |
| 350933 | 10. Deer | 1. No Improper Action | 720 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 11/7/2016 |
| 263386 | 3. Head On | 37. Other;1. No Improper Action | 1334 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 3/2/2016 |
| 266940 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 2027 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 3/12/2016 |
| 351352 | 10. Deer | 1. No Improper Action | 1748 | PDO | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 11/7/2016 |
| 281121 | 9. Fixed Object - Off Road | 1. No Improper Action | 1630 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 4/24/2016 |
| 358826 | 2. Angle | 42. Improper or Unsafe Lane Change;1. No Improper Action | 1410 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 11/20/2016 |
| 304380 | 2. Angle | 22. Disregarded Stop or Yield Sign;1. No Improper Action | 1244 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 6/29/2016 |
| 309392 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 734 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00005WB | 7/15/2016 |
| 351857 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1727 | PDO | 2. Daylight | 2. Wet | 5. Rain | R-VA115UR04121WB | 11/1/2016 |
| 409762 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 714 | A | 2. Daylight | 1. Dry | 3. Fog | R-VA115UR04121WB | 4/26/2017 |
| 459512 | 2. Angle | 12. Following Too Close;1. No Improper Action | 1601 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04115SB | 9/14/2017 |
| 478950 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 955 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04115NB | 11/7/2017 |
| 495232 | 1. Rear End | 40. Fail to Maintain Proper Control;1. No Improper Action | 1015 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 12/15/2017 |
| 375937 | 9. Fixed Object - Off Road | 2. Exceeded Speed Limit | 1330 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 1/10/2017 |
| 417053 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 1030 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 5/18/2017 |
| 427627 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 1932 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 6/17/2017 |

| | | | | | | | | | |
|--------|--------------------------------------|---|------|-----|-------------------------------------|--------|--|------------------|------------|
| 440257 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1200 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00001WB | 7/21/2017 |
| 461619 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 715 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 9/25/2017 |
| 461954 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1644 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 9/25/2017 |
| 489829 | 3. Head On | 11. Did Not Have Right-of-Way;1. No Improper Action | 755 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 12/4/2017 |
| 375516 | 5. Sideswipe - Opposite Direction | 11. Did Not Have Right-of-Way;1. No Improper Action | 1857 | PDO | 3. Dusk | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00005WB | 1/9/2017 |
| 376983 | 5. Sideswipe - Opposite Direction | 11. Did Not Have Right-of-Way;1. No Improper Action | 1700 | B | 3. Dusk | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 1/13/2017 |
| 424474 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1123 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00005WB | 6/9/2017 |
| 427424 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1026 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 6/16/2017 |
| 486302 | 2. Angle | 17. Other Improper Turn;1. No Improper Action | 1630 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 11/24/2017 |
| 493043 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1555 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 12/6/2017 |
| 510366 | 2. Angle | 11. Did Not Have Right-of-Way;13. Fail to Signal or Improper Signal | 1706 | PDO | 3. Dusk | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 1/25/2018 |
| 517754 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1620 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 2/20/2018 |
| 545322 | 4. Sideswipe - Same Direction | 42. Improper or Unsafe Lane Change;1. No Improper Action | 1530 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 5/14/2018 |
| 523468 | 5. Sideswipe - Opposite Direction | 10. Wrong Side Of Road - Not Overtaking;1. No Improper Action | 1743 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 3/10/2018 |
| 573244 | 16. Other | 9. Other Improper Passing;1. No Improper Action | 850 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 8/2/2018 |
| 504522 | 1. Rear End | 40. Fail to Maintain Proper Control;1. No Improper Action | 922 | PDO | 2. Daylight | 2. Wet | 5. Rain | R-VA US00011NB | 1/12/2018 |
| 558361 | 2. Angle | 40. Fail to Maintain Proper Control | 100 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00001WB | 5/5/2018 |
| 579242 | 2. Angle | 1. No Improper Action;1. No Improper Action | 1550 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 8/20/2018 |
| 608904 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1144 | B | 2. Daylight | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 11/5/2018 |
| 628252 | 5. Sideswipe - Opposite Direction | 15. Improper Turn - Cut Corner on Left Turn;1. No Improper Action | 557 | PDO | 6. Darkness - Unknown Road Lighting | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 12/20/2018 |
| 517290 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 745 | PDO | 2. Daylight | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 2/15/2018 |
| 546846 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1644 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 5/18/2018 |
| 573599 | 2. Angle | 22. Disregarded Stop or Yield Sign;1. No Improper Action | 1600 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 8/2/2018 |
| 634852 | 1. Rear End | 34. Hit and Run;1. No Improper Action | 2020 | B | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04115SB | 1/7/2019 |
| 650655 | 2. Angle | 22. Disregarded Stop or Yield Sign;1. No Improper Action | 842 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 2/26/2019 |
| 767638 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1746 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 1/21/2020 |
| 811885 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1845 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 7/14/2020 |
| 861431 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 905 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04115NB | 12/11/2020 |
| 846850 | 10. Deer | 1. No Improper Action | 2112 | PDO | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 11/2/2020 |
| 776551 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1400 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 2/19/2020 |
| 825840 | 2. Angle | 21. Disregarded Traffic Signal;1. No Improper Action | 1815 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011NB | 8/30/2020 |
| 864994 | 5. Sideswipe - Opposite Direction | 21. Disregarded Traffic Signal;1. No Improper Action | 1800 | B | 4. Darkness - Road Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA US00011SB | 12/26/2020 |
| 831268 | 2. Angle | 11. Did Not Have Right-of-Way;1. No Improper Action | 1615 | PDO | 2. Daylight | 2. Wet | 5. Rain | R-VA115UR04121WB | 9/17/2020 |
| 919836 | 10. Deer | 1. No Improper Action | 2116 | PDO | 5. Darkness - Road Not Lighted | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 6/28/2021 |
| 891761 | 4. Sideswipe - Same Direction | 9. Other Improper Passing;37. Other | 1714 | B | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR00001WB | 4/2/2021 |
| 903416 | 1. Rear End | 12. Following Too Close;1. No Improper Action | 1714 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121EB | 5/4/2021 |
| 900383 | 16. Other | 11. Did Not Have Right-of-Way;1. No Improper Action | 1557 | PDO | 2. Daylight | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | R-VA115UR04121WB | 4/30/2021 |

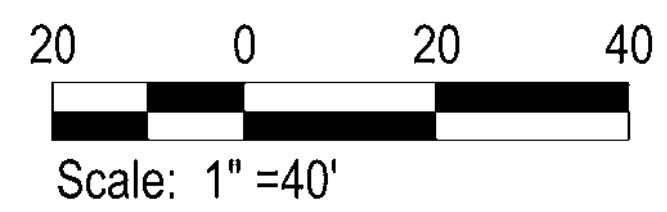
Attachment D Design Concept

CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 20' SPACING @ 45°
- E WHITE 24" WIDTH
- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP, 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45°
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW

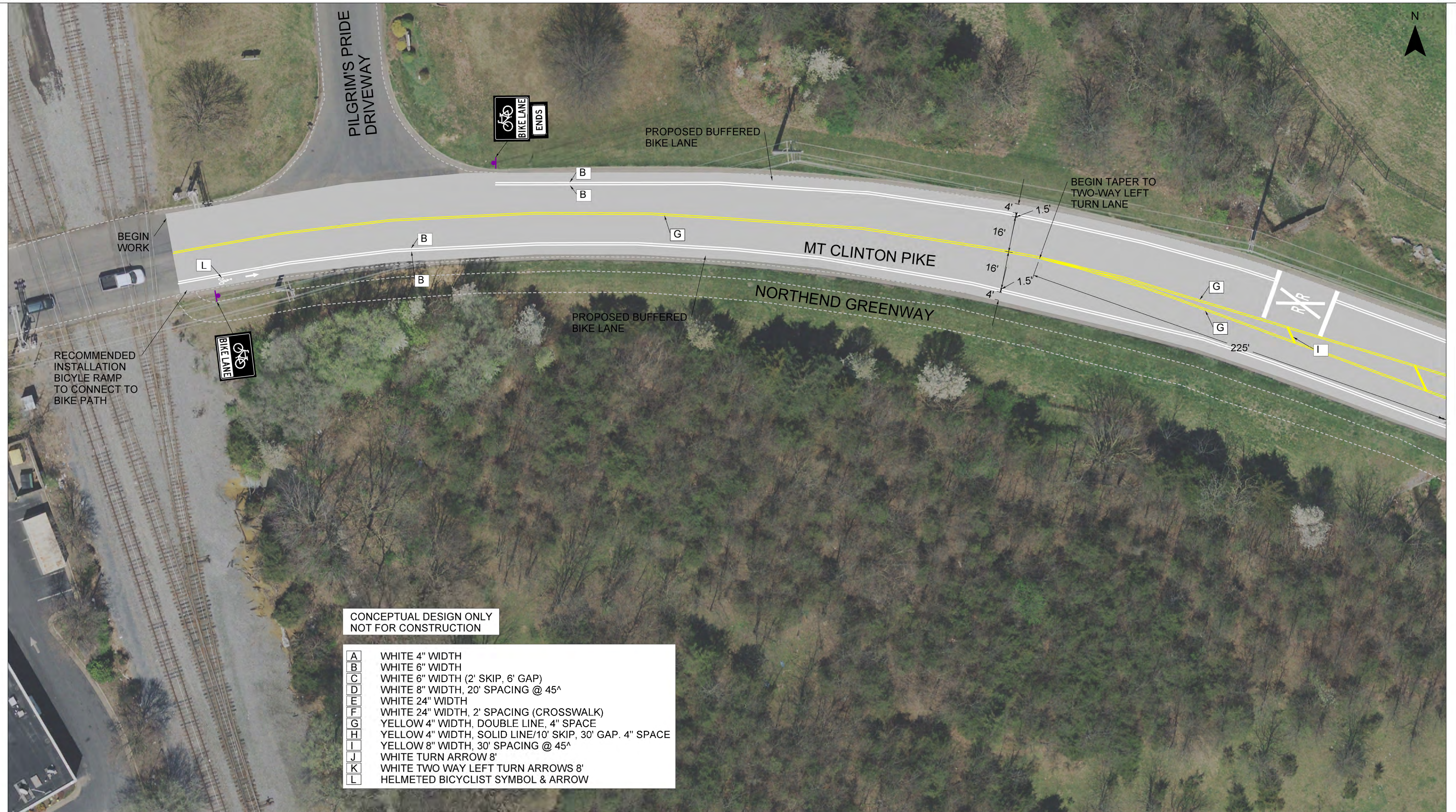


PL2121605 - VDOT TMFD On-Call312 - Mt. Clinton PI



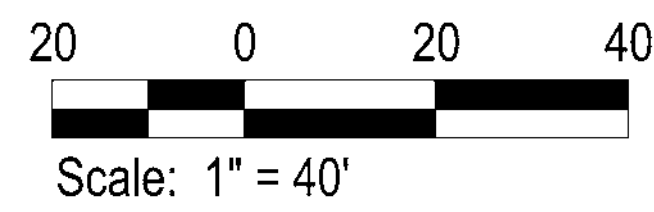
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
1



CONCEPTUAL DESIGN ONLY
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| | |
|---|---|
| A | WHITE 4" WIDTH |
| B | WHITE 6" WIDTH |
| C | WHITE 6" WIDTH (2' SKIP, 6' GAP) |
| D | WHITE 8" WIDTH, 20' SPACING @ 45° |
| E | WHITE 24" WIDTH |
| F | WHITE 24" WIDTH, 2' SPACING (CROSSWALK) |
| G | YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE |
| H | YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP, 4" SPACE |
| I | YELLOW 8" WIDTH, 30' SPACING @ 45° |
| J | WHITE TURN ARROW 8" |
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| L | HELMETED BICYCLIST SYMBOL & ARROW |



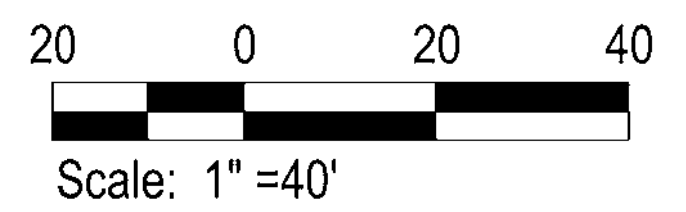
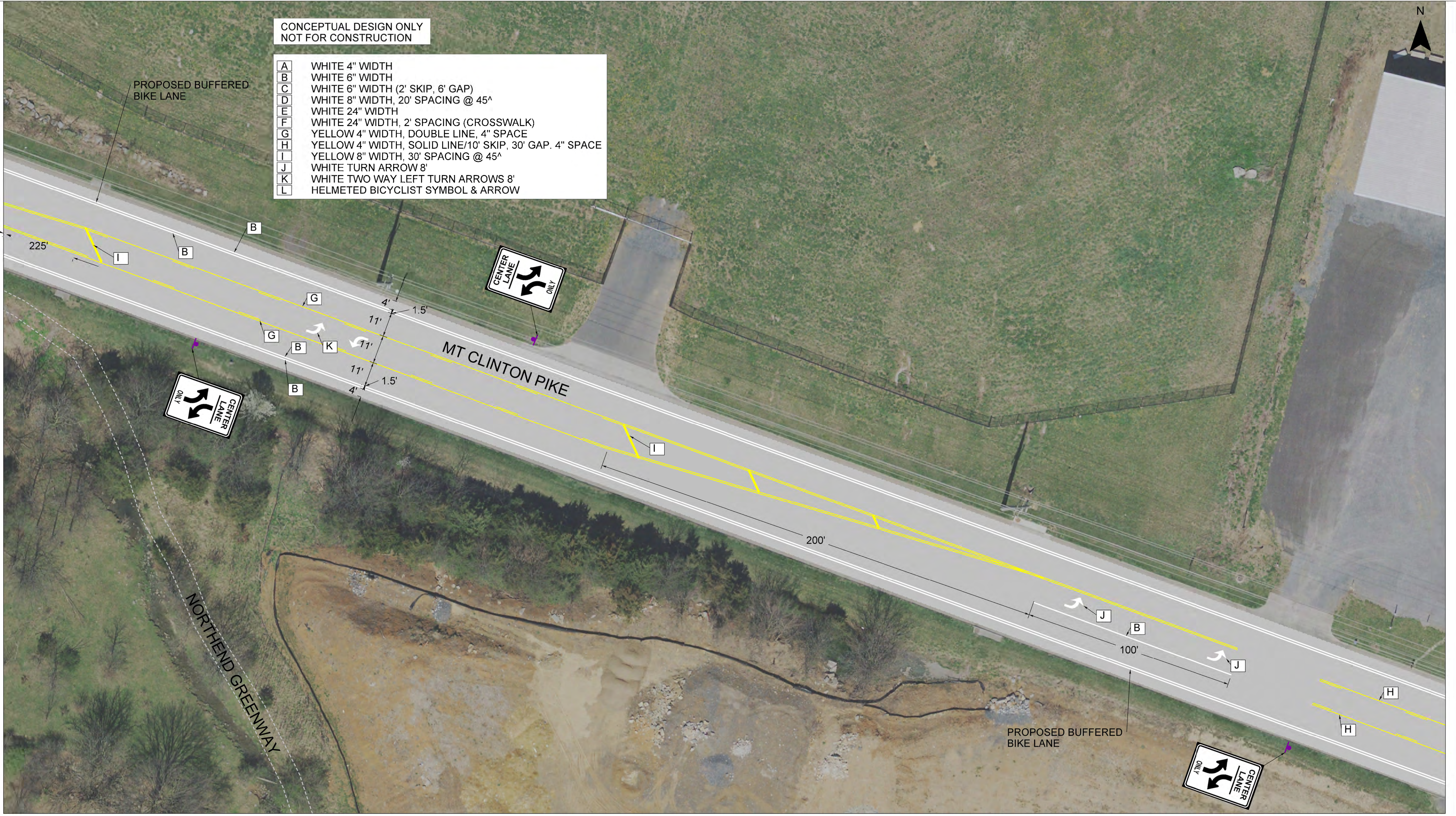
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
2

H:\2121605 - VDOT TMPD On-Call\312 - Mt. Clinton P.

CONCEPTUAL DESIGN ONLY
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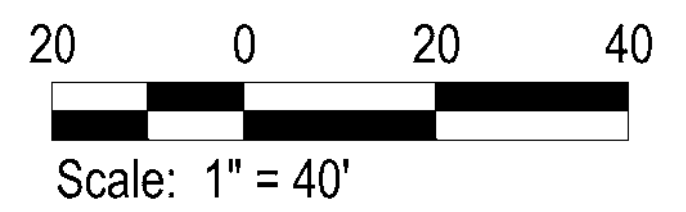
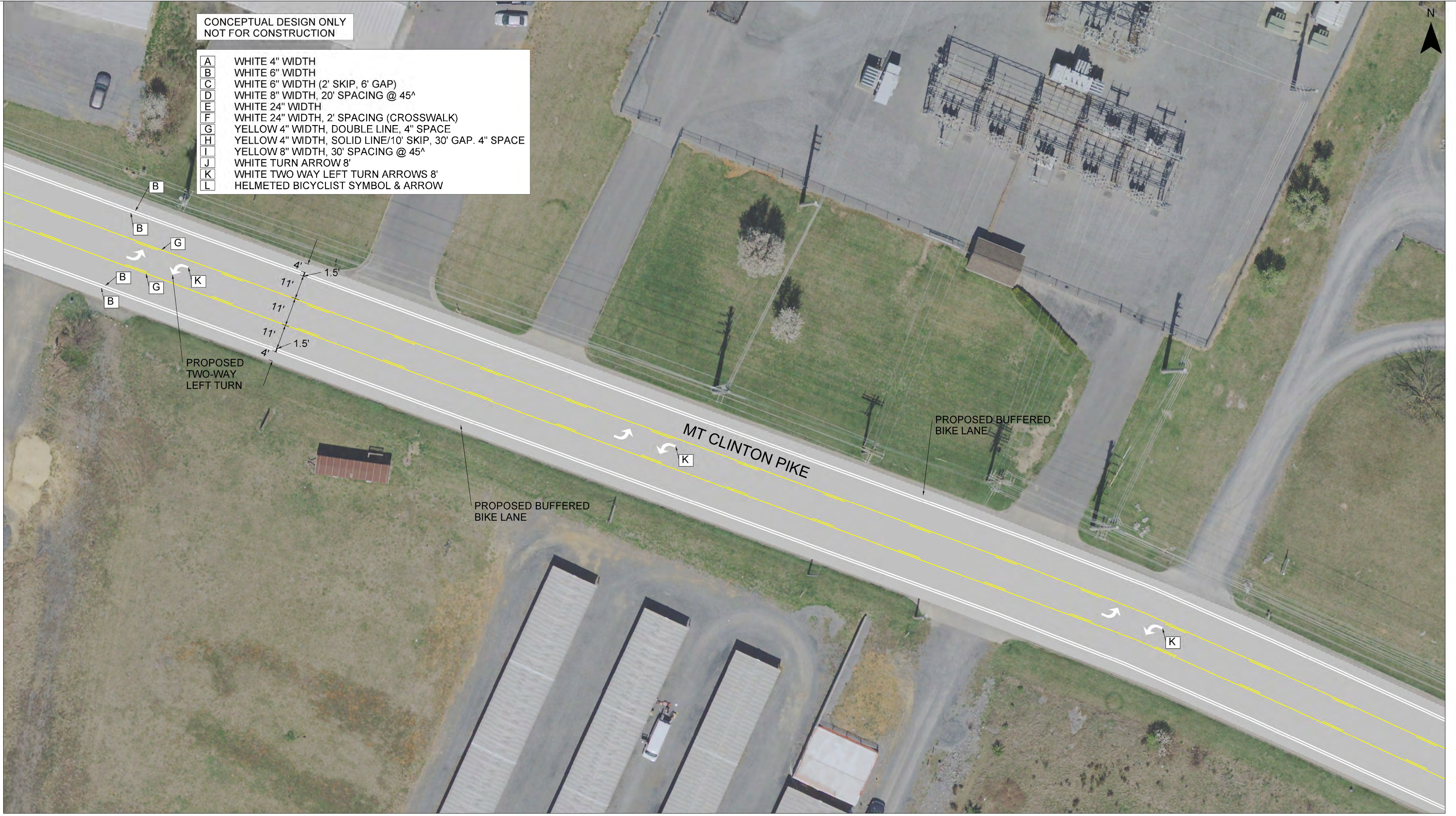
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
3

PL2121605 - VDOT TMPD On-Call312 - Mt. Clinton PI

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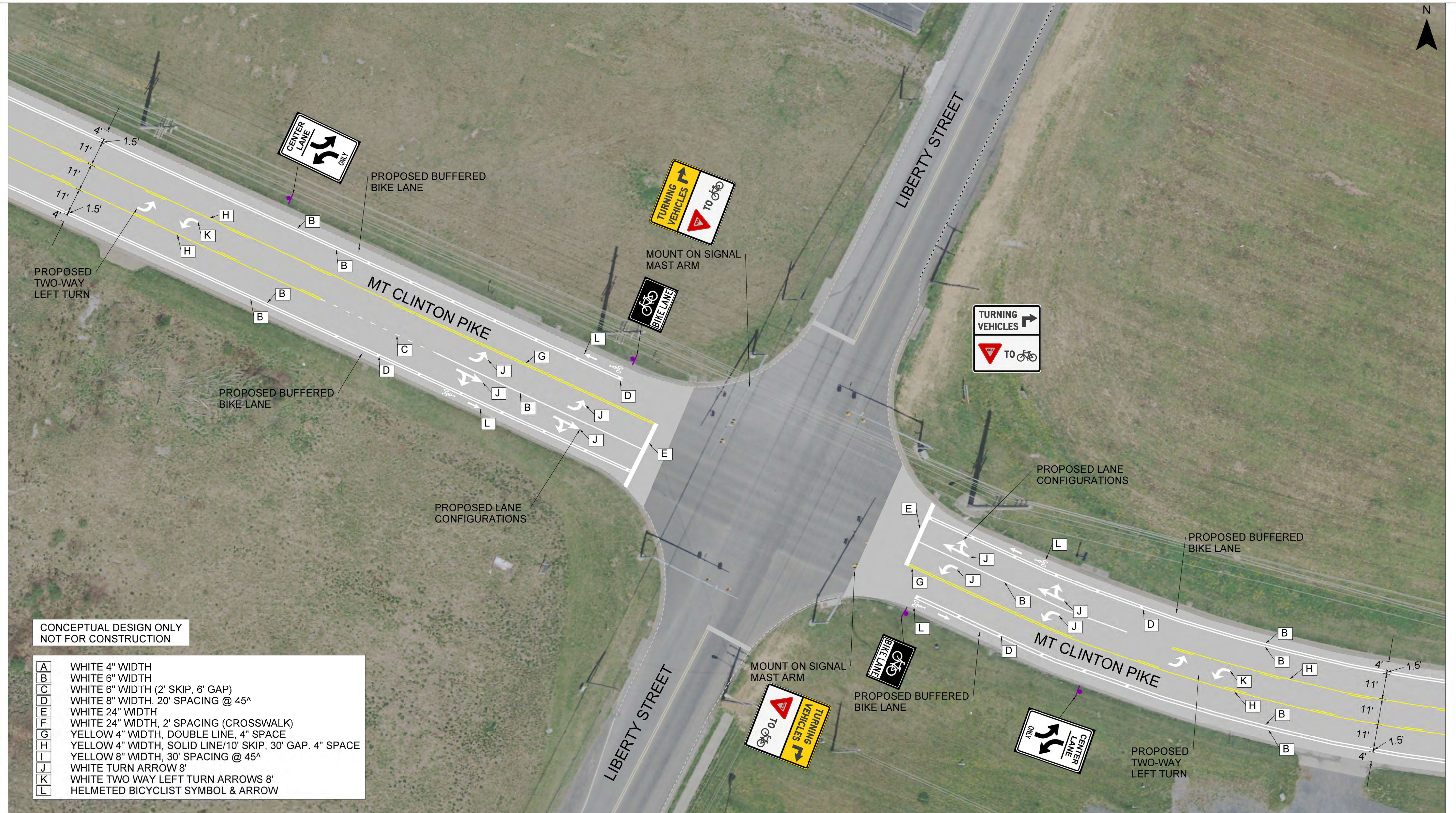
- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 20' SPACING @ 45°
- E WHITE 24" WIDTH
- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP, 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45°
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW



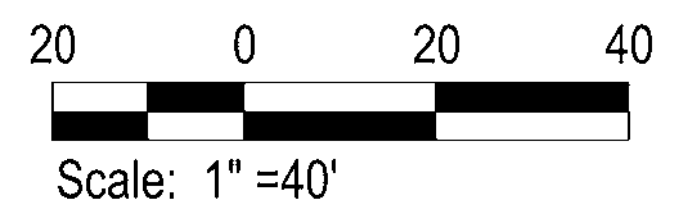
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
4

H:\2121605 - VDOT TMPD On-Call\312 - Mt. Clinton Pk



PL2121605 - VDOT TRIPD On-Call/312 - Mt. Clinton PI

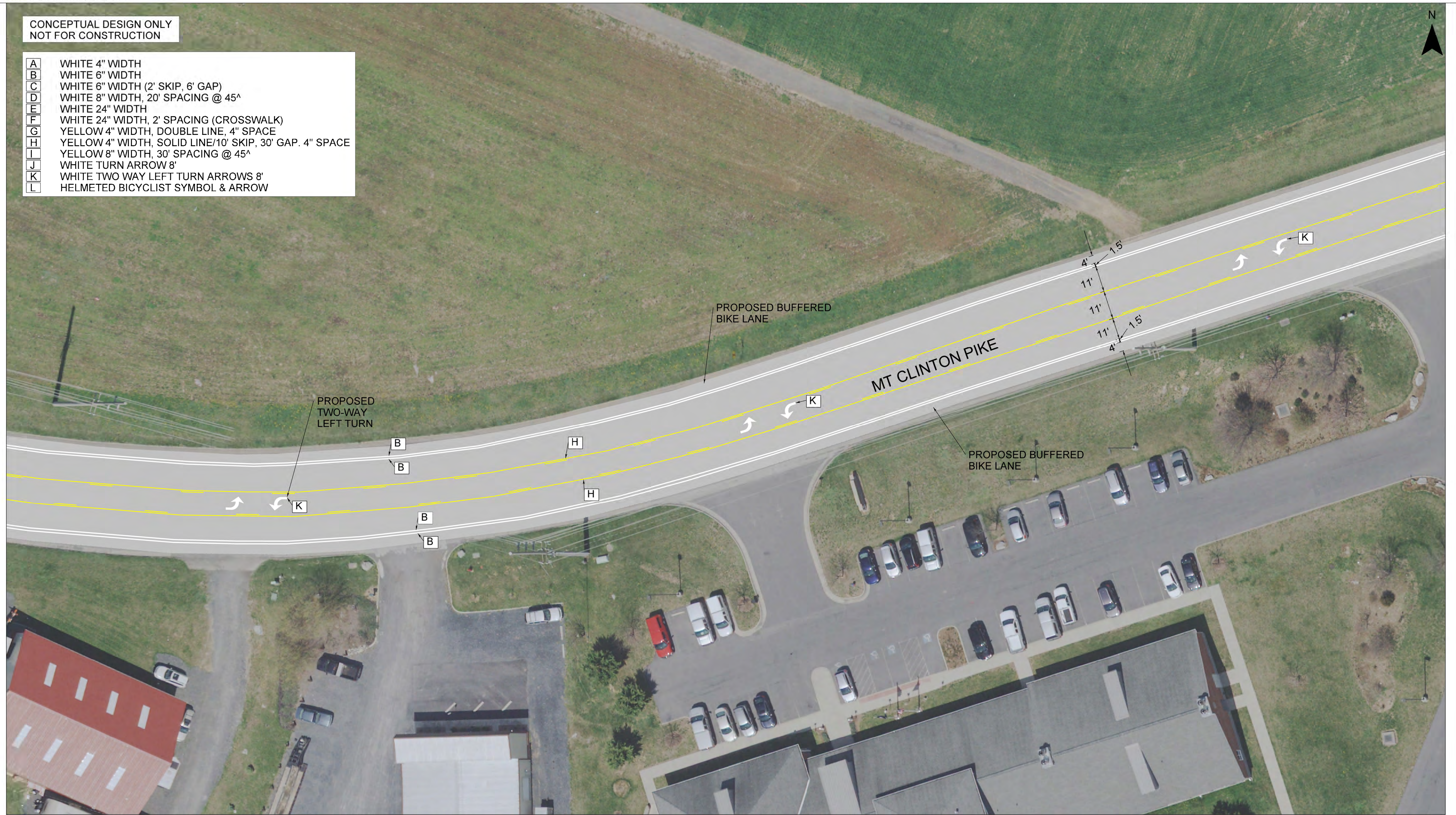


Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

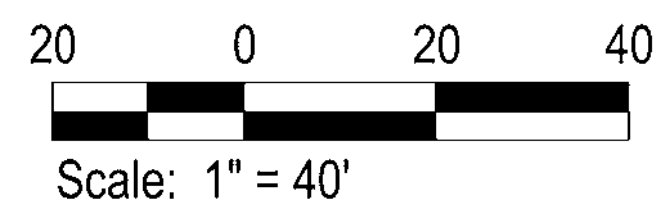
Figure
5

CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 20' SPACING @ 45°
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- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
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PL2121605 - VDOT TMPD On-Call312 - Mt. Clinton PI

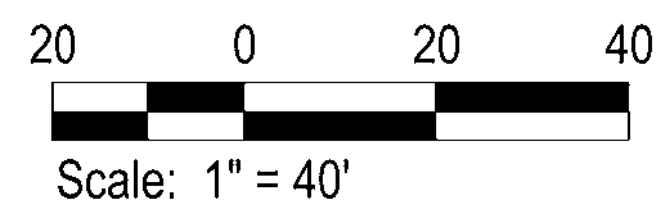


Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
6

CONCEPTUAL DESIGN ONLY
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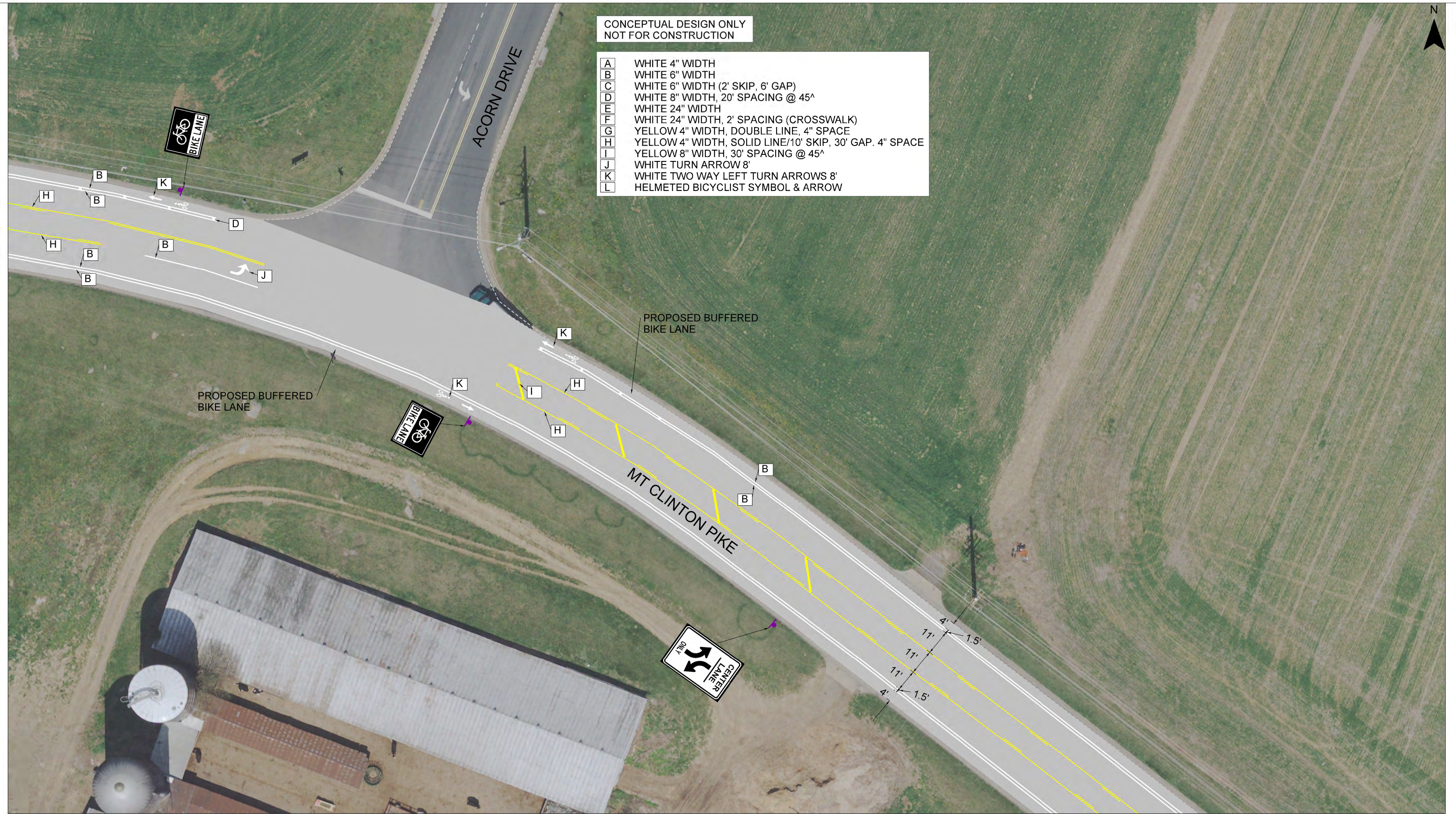
- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 20' SPACING @ 45°
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- J WHITE TURN ARROW 8'
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- L HELMETED BICYCLIST SYMBOL & ARROW



Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
7

PL2121605 - VDOT TMFD On-Call312 - Mt. Clinton PI



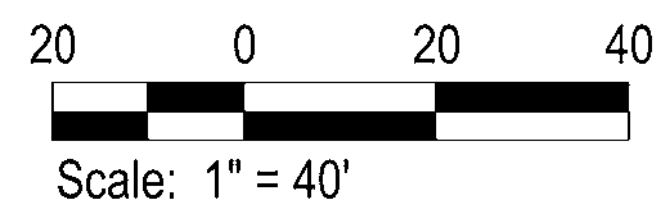
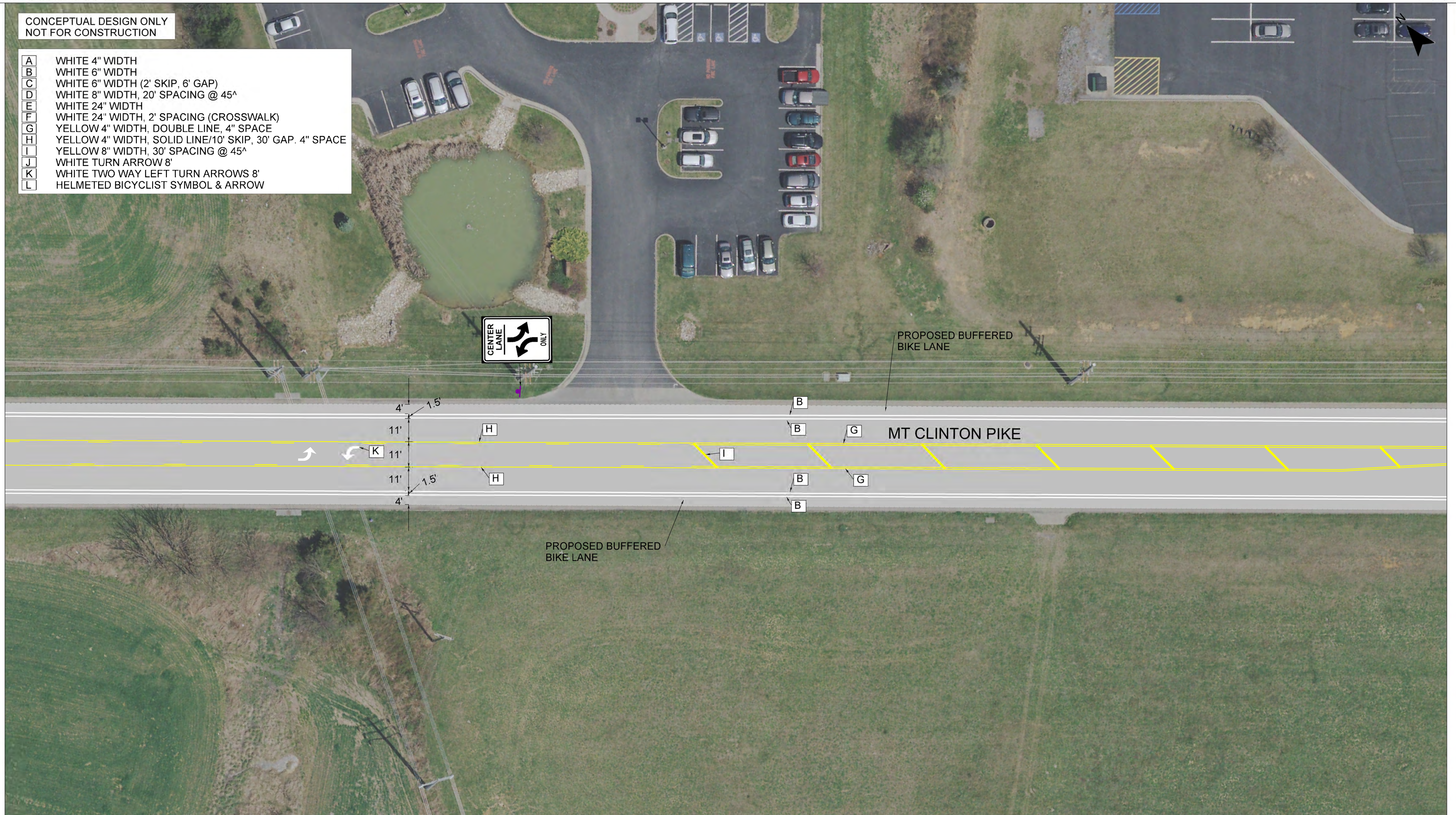
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
8

PL2121605 - VDOT TMFD On-Call312 - Mt. Clinton Pk

CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
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- C WHITE 6" WIDTH (2' SKIP, 6" GAP)
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- L HELMETED BICYCLIST SYMBOL & ARROW



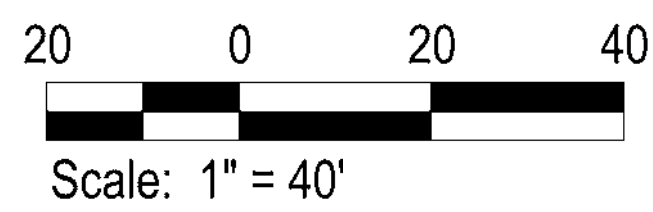
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
9



CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
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- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
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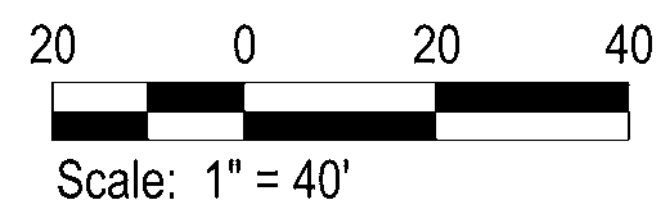
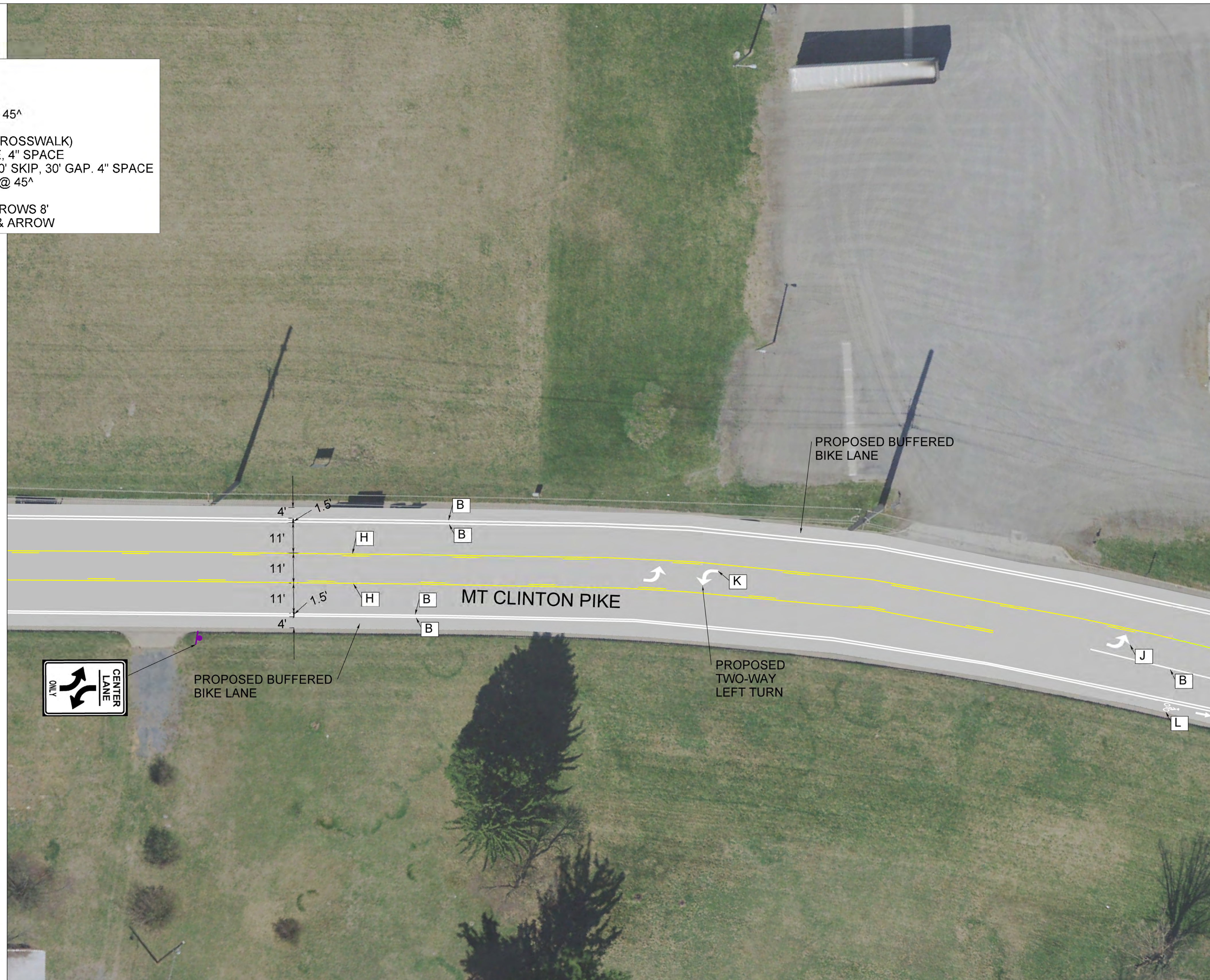
Mt Clinton Pike Road Reconfiguration Concept
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Figure
10

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CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
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Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
11

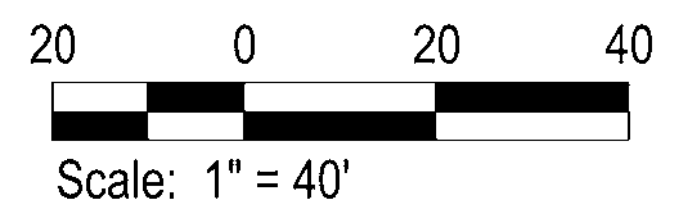
H:\2121605 - VDOT TMPD On-Call\312 - Mt. Clinton Pk

CONCEPTUAL DESIGN ONLY
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- A WHITE 4" WIDTH
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- L HELMETED BICYCLIST SYMBOL & ARROW



FUTURE SUGGESTION:
CONNECT PROPOSED BUFFERED
BIKE LANE TO EXISTING BIKE LANE
ON VINE STREET



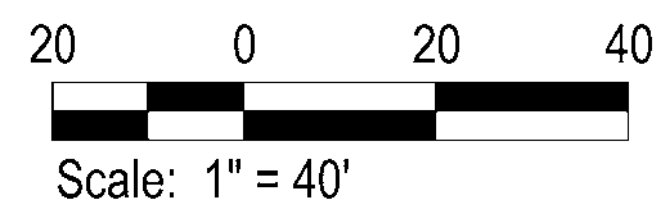
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
12

PL2121605 - VDOT TMPD On-Call312 - Mt. Clinton PI

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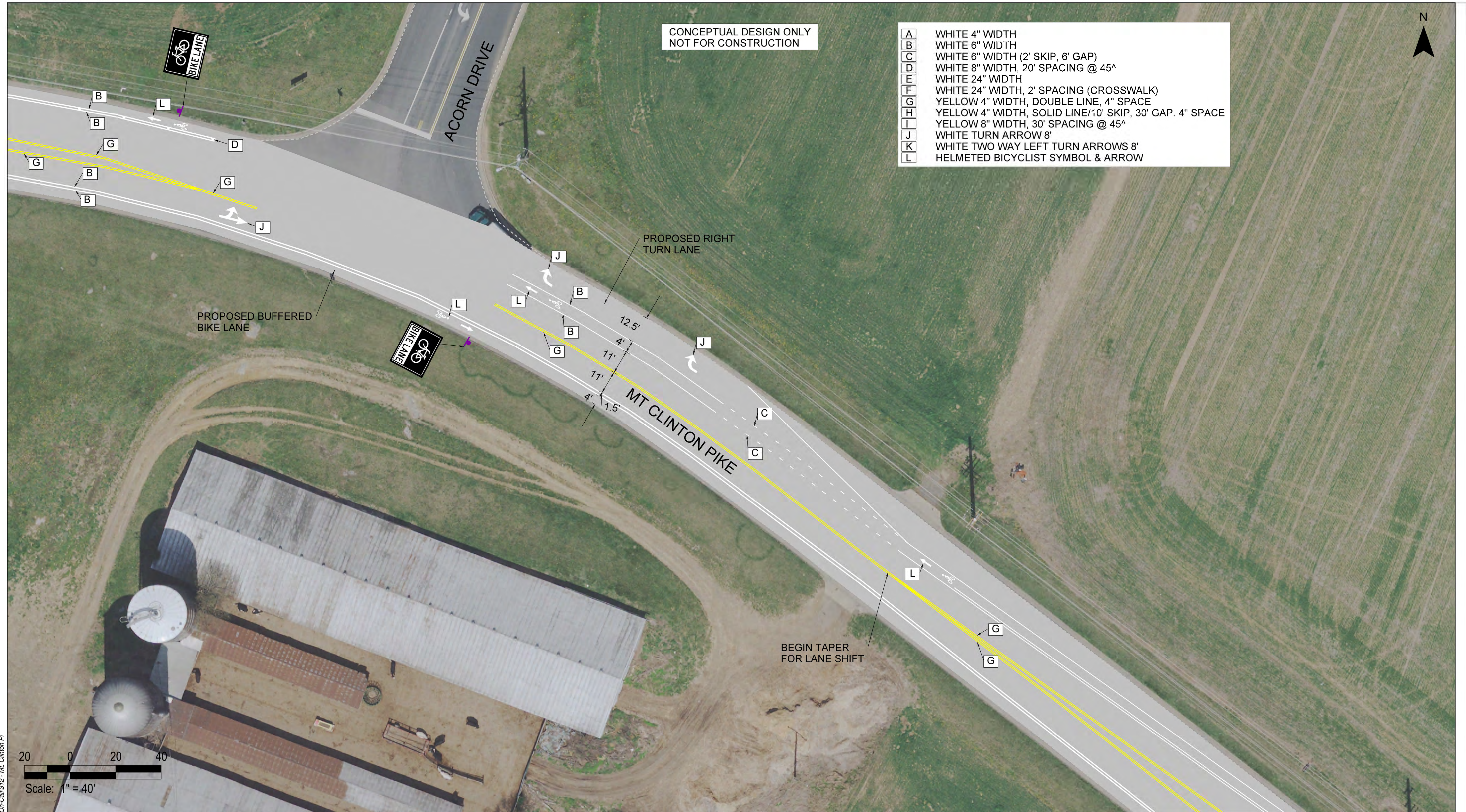
- A WHITE 4" WIDTH
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- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
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- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP. 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45°
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW



Acorn Drive Intersection - Alternative 2

Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
7



Acorn Drive Intersection - Alternative 2

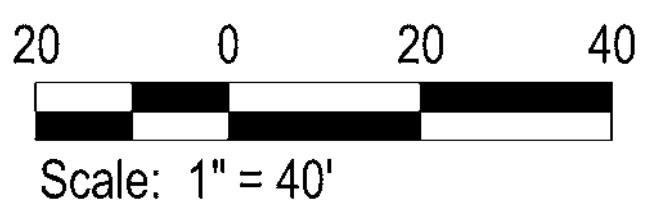
Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
8

PL2121605 - VDOT TMPD On-Call/312 - Mt. Clinton Pk

CONCEPTUAL DESIGN ONLY
NOT FOR CONSTRUCTION

- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 20' SPACING @ 45°
- E WHITE 24" WIDTH
- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP. 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45°
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW



Acorn Drive Intersection - Alternative 2

Mt Clinton Pike Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
9

H:\2121665 - VDOT TMAPD On-Call\312 - Mt. Clinton Pk

Attachment E Cost Estimate

PROJECT COST ESTIMATE

4/18/2022
12:25 PM

PROJ.: Mt Clinton Pike Road Reconfiguration Concept
SITE: Harrisonburg, VA

PROJ.: Mt Clinton Pike Road Reconfiguration Concept
SITE: Harrisonburg, VA

| ITEM | ITEM DESCRIPTION | UNITS | QUAN. | UNIT PRICE | AMOUNT | Locked |
|-----------------------|---|-------|-------|-------------|---------------|--------|
| 24265 | NS MAINTENANCE OF TRAFFIC | LS | 1 | \$15,000.00 | \$ 15,000.00 | |
| 50108 | SIGN PANEL | SF | 120 | \$26.30 | \$ 3,156.00 | |
| 50404 | SIGN POST STEEL 4" | LF | 280 | \$50.00 | \$ 14,000.00 | |
| 54043 | TY.B CL.II PAVE. LINE MARK.4" | LF | 17070 | \$4.00 | \$ 68,280.00 | |
| 54044 | TY.B CL.II PAVE. LINE MARK. 6" | LF | 23200 | \$6.00 | \$ 139,200.00 | |
| 54045 | TY.B CL.II PAVE. LINE MARK.8" | LF | 1290 | \$8.00 | \$ 10,320.00 | |
| 54048 | TY.B CL.II PAVE.LINE MARK.24" | LF | 160 | \$22.71 | \$ 3,633.60 | |
| 54575 | PVMT SYMB MRKG (SGL TURN ARROW) TY B, CL II | EA | 38 | \$313.08 | \$ 11,897.04 | |
| 54578 | PVMT SYMB MRKG (DBL TURN ARROW THRU/LT OR RT) TY B, CL II | EA | 8 | \$628.05 | \$ 5,024.40 | |
| 54630 | PVMT SYMB MRKG RAILROAD CROSSING TY B, CL II | EA | 1 | \$842.67 | \$ 842.67 | |
| 54652 | PVMT SYMB MRKG BICYCLE THRU ARROW TY B CL II | EA | 11 | \$500.00 | \$ 5,500.00 | |
| 54660 | PVMT SYMB MRKG HELMETED BICYCLIST TY B CL II | EA | 11 | \$500.00 | \$ 5,500.00 | |

MOBILIZATION \$ 26,176.53 = \$20,000 + 7.5% OF (THE SUM OF BID ITEMS - \$200,000)

SUBTOTAL \$ 308,530.24

ENGINEERING \$ 30,853.02 **10.0%** OF SUBTOTAL

CONTINGENCIES \$ 61,706.05 **20.0%** OF SUBTOTAL

TOTAL \$ 401,089.31

Network Version

Regression Model: **Non-Linear**

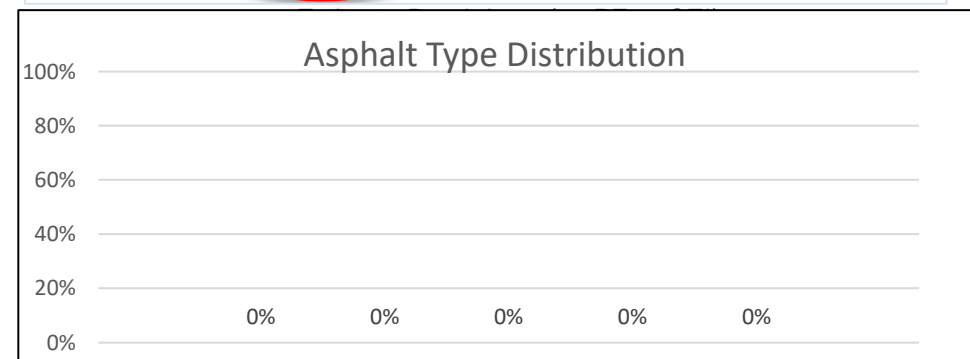
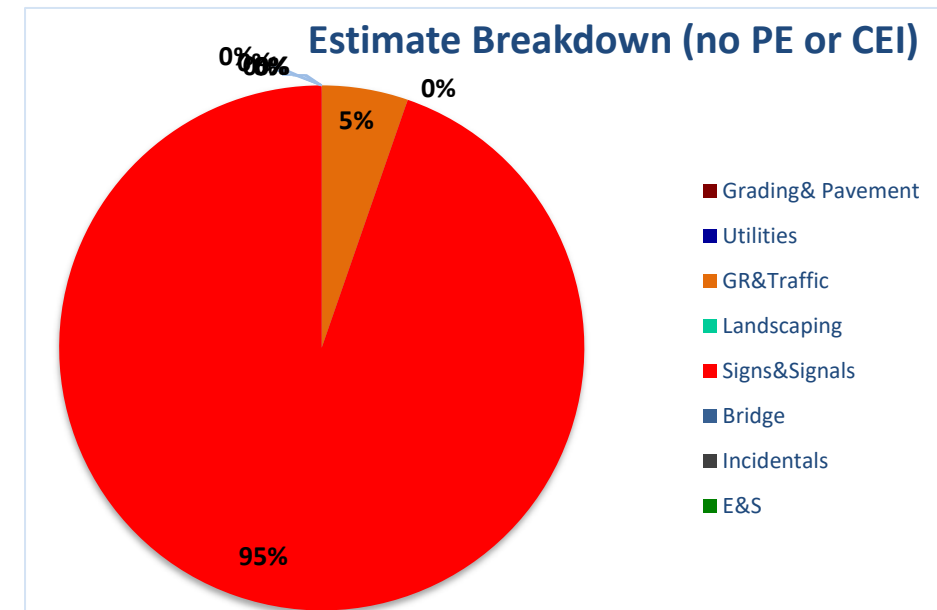
District: **Staunton**

Pricing Model Date: **2/8/2022**

Current To 11/2021 Letting

Enter % based on Proj. specific conditions & requirements

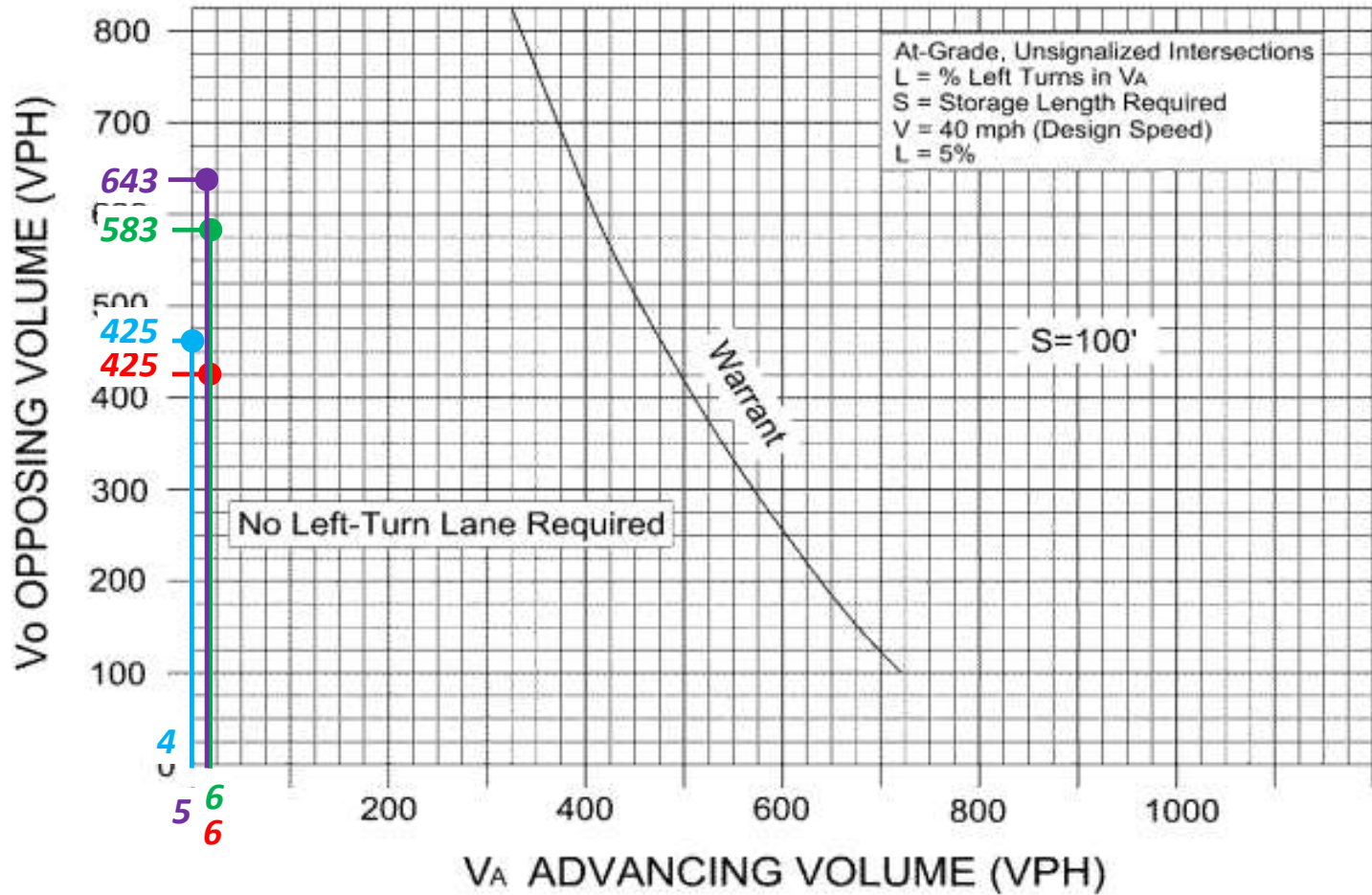
Total Number of Bid items = 12



Attachment F Turn Lane Warrant Analyses

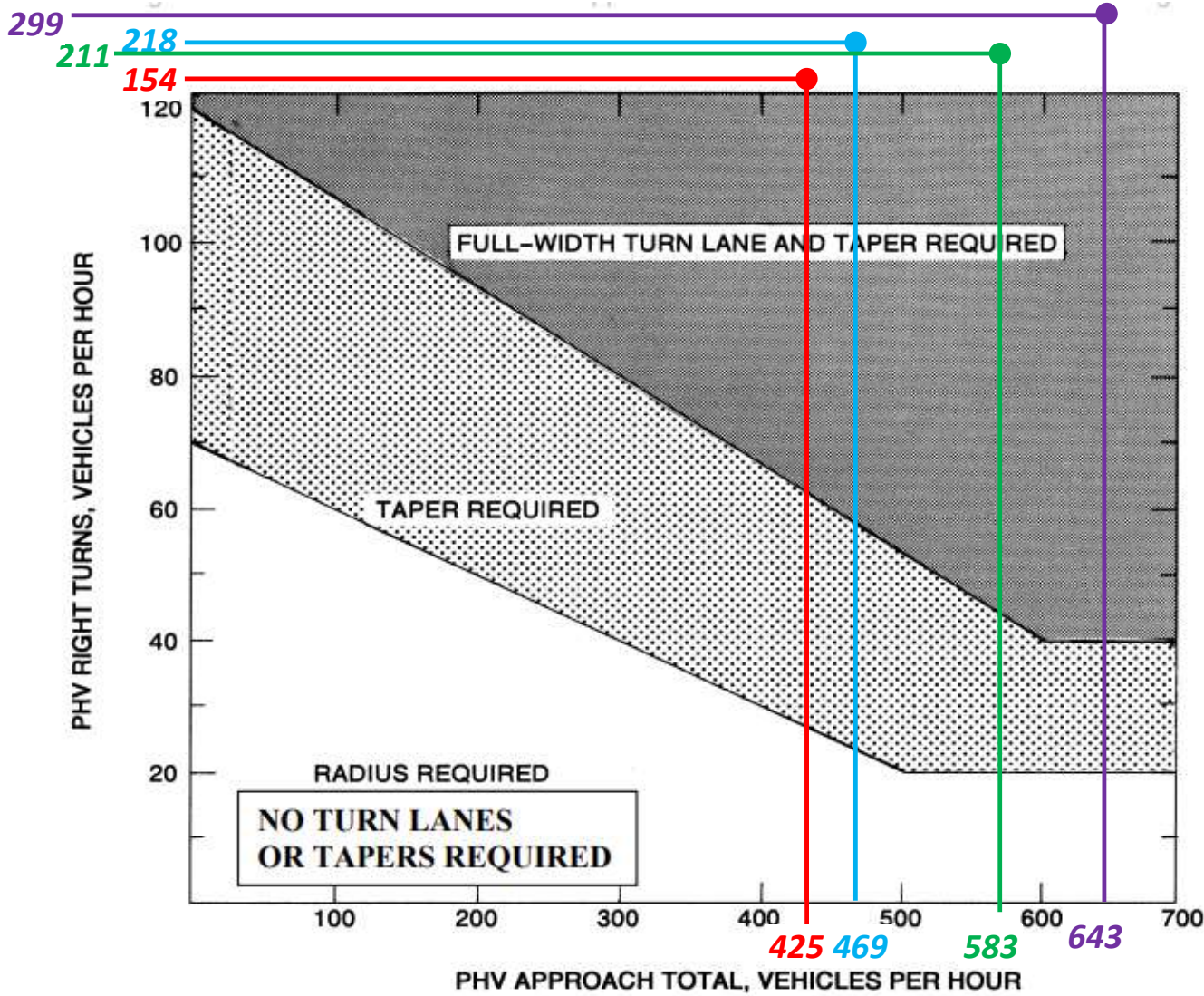
ACORN DRIVE INTERSECTION

Eastbound Approach



2022 AM Peak
2022 PM Peak
2040 AM Peak
2040 PM Peak

FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY



ACORN DRIVE INTERSECTION

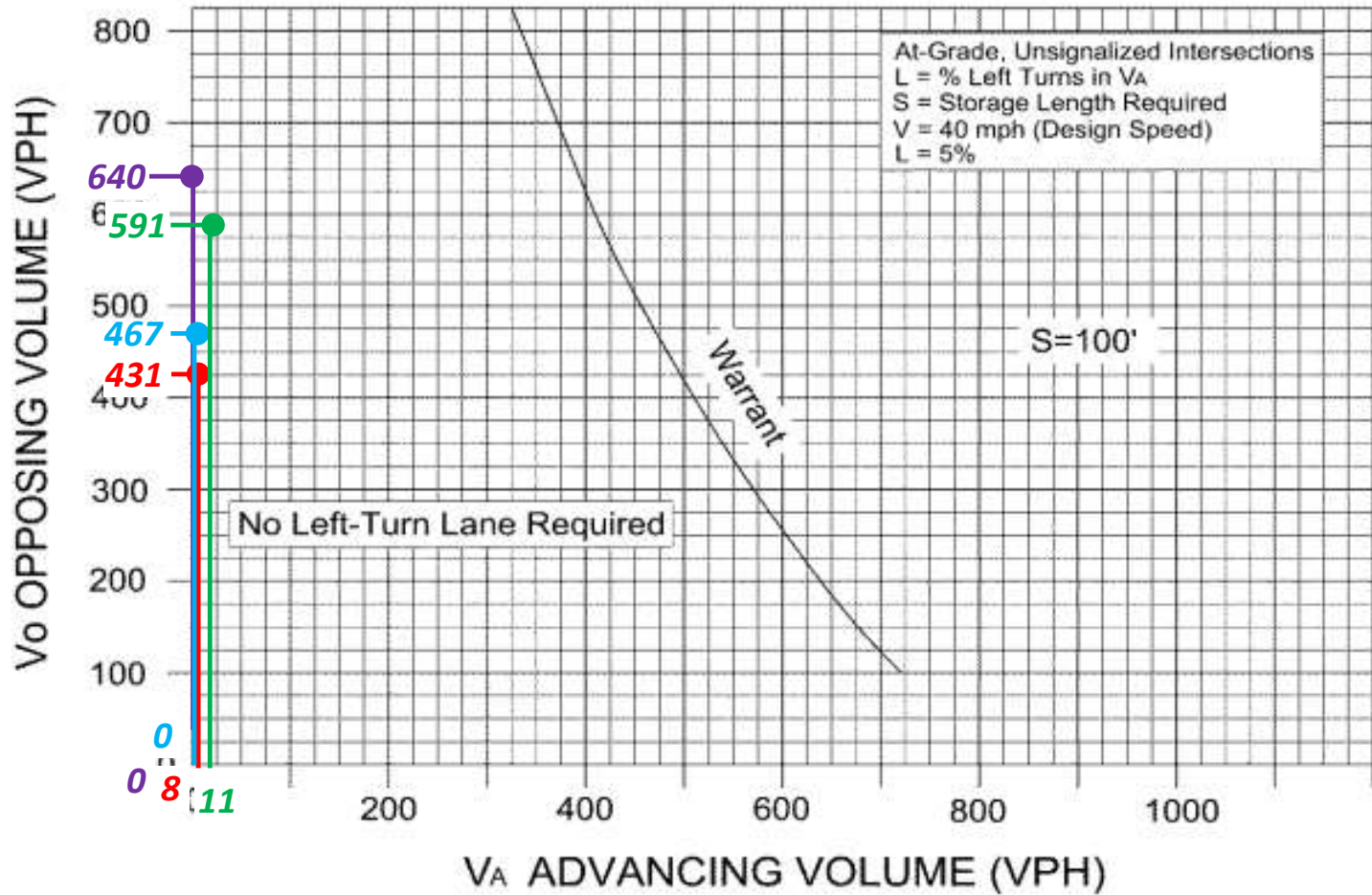
Westbound Approach

2022 AM Peak
2022 PM Peak
2040 AM Peak
2040 PM Peak

FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)

TECHNOLOGY DRIVE INTERSECTION

Eastbound Approach

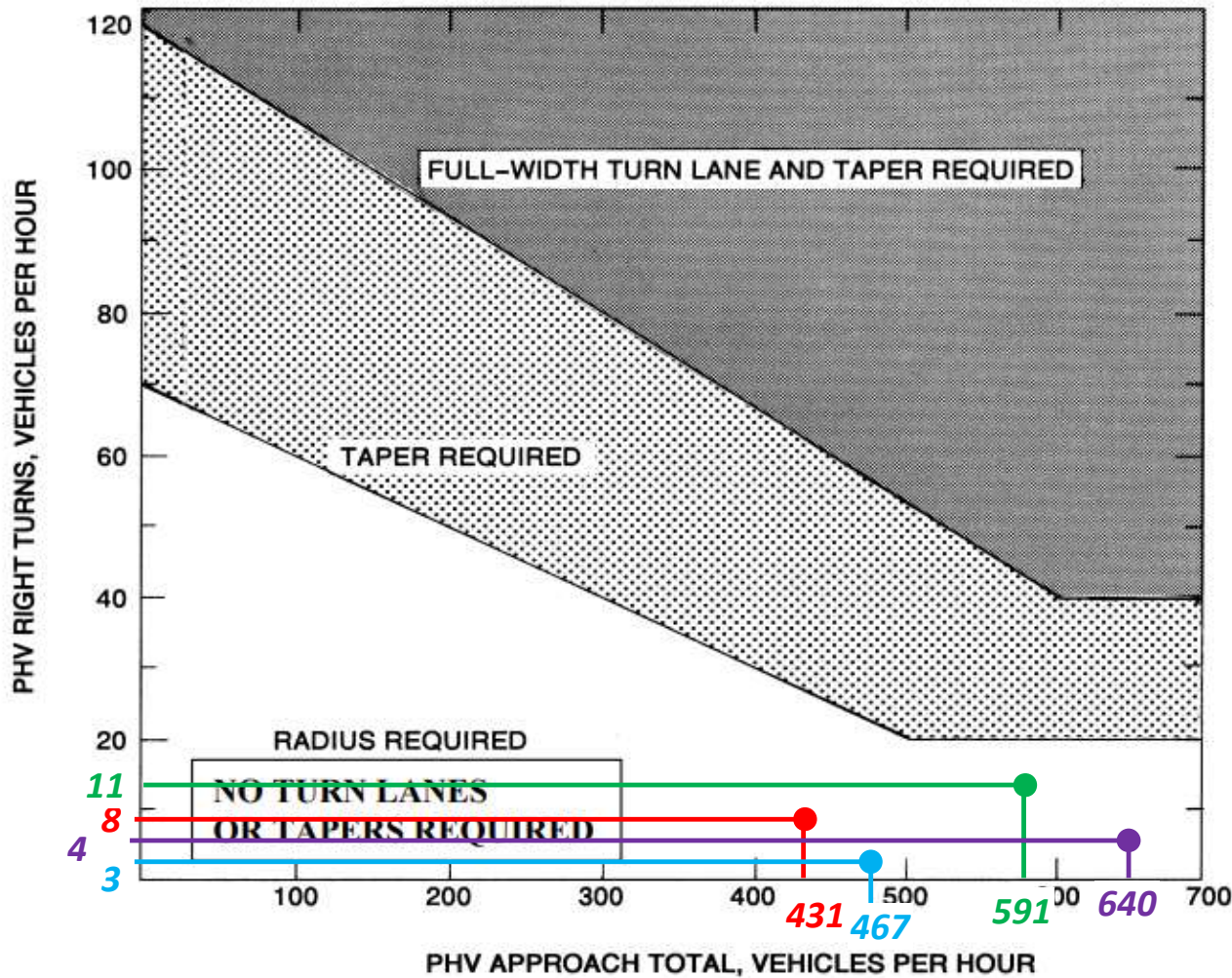


2022 AM Peak
 2022 PM Peak
 2040 AM Peak
 2040 PM Peak

FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

TECHNOLOGY DRIVE INTERSECTION

Eastbound Approach



2022 AM Peak
2022 PM Peak
2040 AM Peak
2040 PM Peak

FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)