Fenton Mill Development
York County, Virginia

Technical Appendix

Prepared for

Fenton Mill Associates

September 2020

McPherson CONSULTING

Project #: 757.061.001

Table of Contents

Section

A VDOT Forms

B Turning Movement Counts (TMC) and ADT

C External Distribution

D Detailed Distribution and Assignment

E Level of Service (LOS)

F Signal Warrants

G Turn Lane Warrants

H Queuing

A VDOT Forms

PRE-SCOPE OF WORK MEETING FORM

Information on the Project
Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of work meeting may be postponed.

Contact Information	
Consultant Name: Tele: E-mail:	McPherson Consulting, LLC 757-580-5279 kmcpherson@mcphersonconsulting.com
Developer/Owner Name: Tele: E-mail:	Fenton Mill Associates, LLC / Lamont Myers (Office) 757-867-8777 / (Cell) 757-880-8424 lmyers@midatlanticcommercial.com

Project Information				
Project Name:	Fenton Mill Development		Locality/County:	York County
Project Location: (Attach regional and site specific location map)	(see Figure 1)			
Submission Type	Comp Plan ☐	Rezoning ☒	Site Plan ☒	Subd Plat ☐
Project Description: (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary)	The Fenton Mill Development is a mixed use development that contains primarily residential development with some commercial development that will front Newman Road. Fenton Mill Development will be comprised of approximately 851 residential units and approximately 7 acres of commercial development. The residential portion of the development is broken into 505 single family homes, 246 town homes, and 100 active adult units. The site area is located in York County, east of I-64 and south of Newman Road. There are 5 proposed access points: 2 along Barlow Road, 2 along Fenton Mills Road, with the main entrance along Newman Road.			
Proposed Use(s): (Check all that apply; attach additional pages as necessary)	Residential ☒	Commercial ☒	Mixed Use ☒	Other ☒

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

	Residential Uses(s) Number of Units: 851 ITE LU Code(s): 210 220 251 **Commercial Use(s)** ITE LU Code(s): 565 630 710 Square Ft or Other Variable:		**Other Use(s)** ITE LU Code(s): 520 Independent Variable(s):	
Total Peak Hour Trip Projection:	Less than 100 ☐	100 – 499 ☐	500 – 999 ☐	1,000 or more ☒

Traffic Impact Analysis Assumptions

Study Period	Existing Year: 2020	Build-out Year: 2030	Design Year: 2036
Study Area Boundaries (Attach map)	North: Newman Road	South: Barlow Road / Fenton Mill Road Intersection	
	East: Barlow Road	West: Fenton Mill Road	
External Factors That Could Affect Project (Planned road improvements, other nearby developments)			
Consistency With Comprehensive Plan (Land use, transportation plan)			
Available Traffic Data (Historical, forecasts)			
Trip Distribution (Attach sketch)	Road Name: Newman Road	Road Name: Barlow Road	
	Road Name: Fenton Mill Road	Road Name:	
Annual Vehicle Trip Growth Rate:	1.0%	Peak Period for Study (check all that apply)	☒ AM ☒ PM ☐ SAT
		Peak Hour of the Generator	Adjacent Streets AM: 7-9 AM PM: 4-6 PM

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Study Intersections and/or Road Segments (Attach additional sheets as necessary)	1.Newman Road / Fenton Mill Road	6.Barlow Road / South Site Entrance
	2.Newman Road / Barlow Road	7.Fenton Mill Road / North Site Entrance
	3.Fenton Mill Road / Barlow Road	8.Fenton Mill Road / South Site Entrance
	4.Newman Road / Site Entrance	9.
	5.Barlow Road / North Site Entrance	10.
Trip Adjustment Factors	Internal allowance: ☐ Yes ☒ No Reduction: _____% trips	Pass-by allowance: ☐ Yes ☒ No Reduction: _____% trips
Software Methodology	☒ Synchro ☐ HCS (v.2000/+) ☐ aaSIDRA ☐ CORSIM ☐ Other _____	
Traffic Signal Proposed or Affected (Analysis software to be used, progression speed, cycle length)		
Improvement(s) Assumed or to be Considered		
Background Traffic Studies Considered		
Plan Submission	☐ Master Development Plan (MDP) ☐ Generalized Development Plan (GDP) ☐ Preliminary/Sketch Plan ☐ Other Plan type (Final Site, Subd. Plan)	
Additional Issues to be Addressed	☒ Queuing analysis ☐ Actuation/Coordination ☐ Weaving analysis ☐ Merge analysis ☐ Bike/Ped Accommodations ☐ Intersection(s) ☐ TDM Measures ☐ Other _____	

NOTES on ASSUMPTIONS: ____

SIGNED: _____ DATE: 1/21/2020
Applicant or Consultant

PRINT NAME: Karen C. McPherson, PE
Applicant or Consultant
McPherson Consulting

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B Turning Movement Counts (TMC) and ADT

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and E Rochambeau
Site Code : 31111111
Start Date : 1/22/2020
Page No : 1

Groups Printed- Passenger Veh - Trucks

	Barlow From North					E Rochambeau From East					From South					E Rochambeau From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	41	0	42	9	27	0	0	36	0	0	0	0	0	0	23	1	0	24	102
07:15 AM	0	0	14	0	14	8	26	0	0	34	0	0	0	0	0	0	18	0	0	18	66
07:30 AM	4	0	26	0	30	4	15	0	0	19	0	0	0	0	0	0	15	2	0	17	66
07:45 AM	1	0	15	0	16	4	32	0	0	36	0	0	0	0	0	0	38	2	0	40	92
Total	6	0	96	0	102	25	100	0	0	125	0	0	0	0	0	0	94	5	0	99	326
08:00 AM	2	0	16	0	18	12	32	0	0	44	0	0	0	0	0	0	11	0	0	11	73
08:15 AM	2	0	19	0	21	6	27	0	0	33	0	0	0	0	0	0	18	2	0	20	74
08:30 AM	0	0	19	0	19	7	29	0	0	36	0	0	0	0	0	0	15	1	0	16	71
08:45 AM	1	0	12	0	13	6	27	0	0	33	0	0	0	0	0	0	12	3	0	15	61
Total	5	0	66	0	71	31	115	0	0	146	0	0	0	0	0	0	56	6	0	62	279
*** BREAK ***																					
04:00 PM	2	0	13	0	15	27	37	0	0	64	0	0	0	0	0	0	47	1	0	48	127
04:15 PM	2	0	13	0	15	20	44	0	0	64	0	0	0	0	0	0	34	3	0	37	116
04:30 PM	4	0	10	0	14	24	43	0	0	67	0	0	0	0	0	0	41	4	0	45	126
04:45 PM	6	0	6	0	12	25	37	0	0	62	0	0	0	0	0	0	54	4	0	58	132
Total	14	0	42	0	56	96	161	0	0	257	0	0	0	0	0	0	176	12	0	188	501
05:00 PM	2	0	16	0	18	15	54	0	0	69	0	0	0	0	0	0	73	1	0	74	161
05:15 PM	2	0	12	0	14	16	51	0	0	67	0	0	0	0	0	0	58	8	0	66	147
05:30 PM	6	0	9	0	15	13	32	0	0	45	0	0	0	0	0	0	56	5	0	61	121
05:45 PM	1	0	9	0	10	15	28	0	0	43	0	0	0	0	0	0	35	4	0	39	92
Total	11	0	46	0	57	59	165	0	0	224	0	0	0	0	0	0	222	18	0	240	521
Grand Total	36	0	250	0	286	211	541	0	0	752	0	0	0	0	0	0	548	41	0	589	1627
Apprch %	12.6	0	87.4	0		28.1	71.9	0	0		0	0	0	0		0	93	7	0		
Total %	2.2	0	15.4	0	17.6	13	33.3	0	0	46.2	0	0	0	0	0	0	33.7	2.5	0	36.2	
Passenger Veh	35	0	239	0	274	205	534	0	0	739	0	0	0	0	0	0	540	40	0	580	1593
% Passenger Veh	97.2	0	95.6	0	95.8	97.2	98.7	0	0	98.3	0	0	0	0	0	0	98.5	97.6	0	98.5	97.9
Trucks	1	0	11	0	12	6	7	0	0	13	0	0	0	0	0	0	8	1	0	9	34
% Trucks	2.8	0	4.4	0	4.2	2.8	1.3	0	0	1.7	0	0	0	0	0	0	1.5	2.4	0	1.5	2.1

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	Barlow From North					E Rochambeau From East					From South					E Rochambeau From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	**41**	0	**42**	**9**	27	0	0	**36**	0	0	0	0	0	0	23	1	0	24	**102**
07:15 AM	0	0	14	0	14	8	26	0	0	34	0	0	0	0	0	0	18	0	0	18	66
07:30 AM	**4**	0	26	0	30	4	15	0	0	19	0	0	0	0	0	0	15	**2**	0	17	66
07:45 AM	1	0	15	0	16	4	**32**	0	0	36	0	0	0	0	0	0	**38**	2	0	**40**	92
Total Volume	6	0	96	0	102	25	100	0	0	125	0	0	0	0	0	0	94	5	0	99	326
% App. Total	5.9	0	94.1	0		20	80	0	0		0	0	0	0		0	94.9	5.1	0		
PHF	.375	.000	.585	.000	.607	.694	.781	.000	.000	.868	.000	.000	.000	.000	.000	.000	.618	.625	.000	.619	.799
Passenger Veh	6	0	93	0	99	24	99	0	0	123	0	0	0	0	0	0	93	5	0	98	320
% Passenger Veh	100	0	96.9	0	97.1	96.0	99.0	0	0	98.4	0	0	0	0	0	0	98.9	100	0	99.0	98.2
Trucks	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	6
% Trucks	0	0	3.1	0	2.9	4.0	1.0	0	0	1.6	0	0	0	0	0	0	1.1	0	0	1.0	1.8

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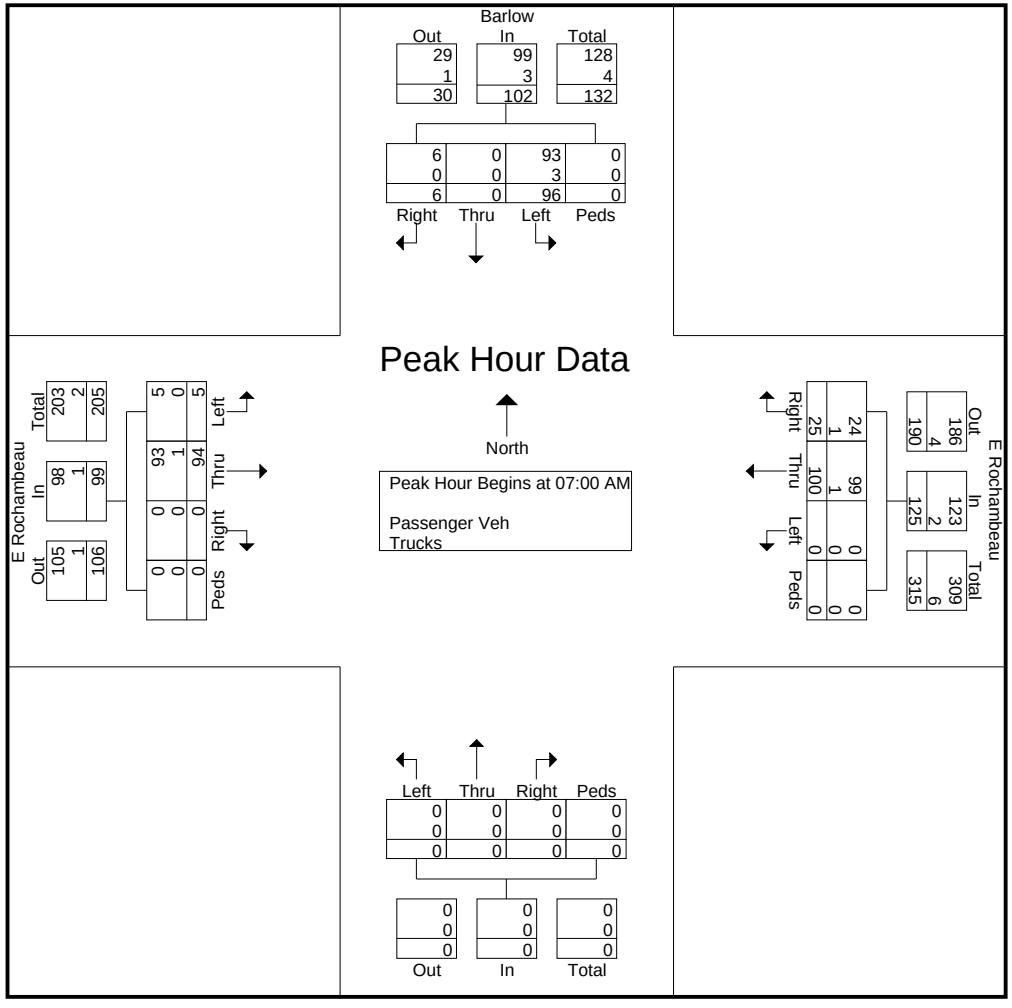

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Page No : 4

	Barlow From North					E Rochambeau From East					From South					E Rochambeau From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	0	10	0	14	24	43	0	0	67	0	0	0	0	0	0	41	4	0	45	126
04:45 PM	**6**	0	6	0	12	**25**	37	0	0	62	0	0	0	0	0	0	54	4	0	58	132
05:00 PM	2	0	**16**	0	**18**	15	**54**	0	0	**69**	0	0	0	0	0	0	**73**	1	0	**74**	**161**
05:15 PM	2	0	12	0	14	16	51	0	0	67	0	0	0	0	0	0	58	**8**	0	66	147
Total Volume	14	0	44	0	58	80	185	0	0	265	0	0	0	0	0	0	226	17	0	243	566
% App. Total	24.1	0	75.9	0		30.2	69.8	0	0		0	0	0	0		0	93	7	0		
PHF	.583	.000	.688	.000	.806	.800	.856	.000	.000	.960	.000	.000	.000	.000	.000	.000	.774	.531	.000	.821	.879
Passenger Veh	13	0	41	0	54	79	183	0	0	262	0	0	0	0	0	0	222	16	0	238	554
% Passenger Veh	92.9	0	93.2	0	93.1	98.8	98.9	0	0	98.9	0	0	0	0	0	0	98.2	94.1	0	97.9	97.9
Trucks	1	0	3	0	4	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	12
% Trucks	7.1	0	6.8	0	6.9	1.3	1.1	0	0	1.1	0	0	0	0	0	0	1.8	5.9	0	2.1	2.1

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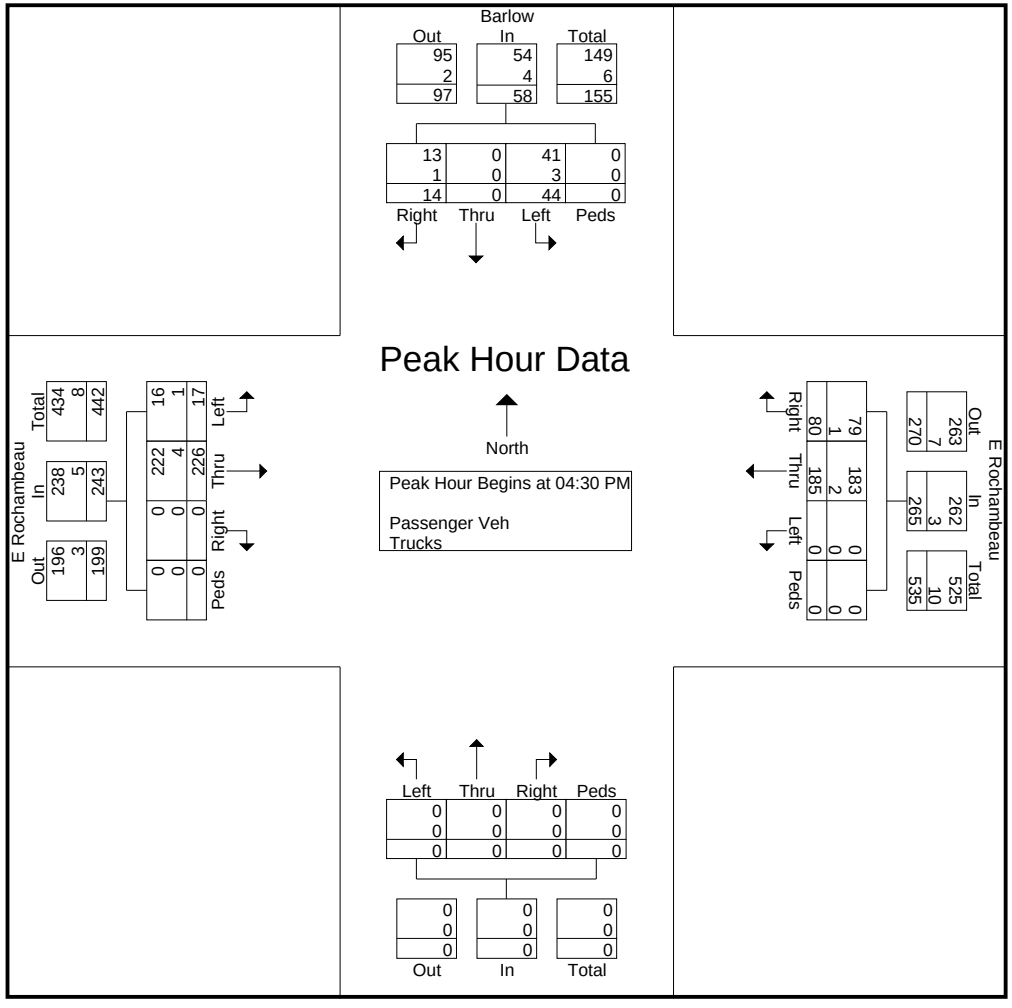

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File Name : Barlow and Fenton Mill
Site Code : 21111111
Start Date : 1/22/2020
Page No : 1

Groups Printed- Passenger Veh - Trucks

	Barlow From North					From East					Barlow From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	29	0	0	30	0	0	0	0	0	0	5	5	0	10	15	0	1	0	16	56
07:15 AM	0	13	0	0	13	0	0	0	0	0	0	7	1	0	8	3	0	0	0	3	24
07:30 AM	1	21	0	0	22	0	0	0	0	0	0	5	4	0	9	2	0	1	0	3	34
07:45 AM	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	24
Total	2	77	0	0	79	0	0	0	0	0	0	23	10	0	33	24	0	2	0	26	138
08:00 AM	4	11	0	0	15	0	0	0	0	0	0	9	2	0	11	6	0	0	0	6	32
08:15 AM	0	19	0	0	19	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	29
08:30 AM	0	13	0	0	13	0	0	0	0	0	0	6	2	0	8	6	0	0	0	6	27
08:45 AM	3	9	0	0	12	0	0	0	0	0	0	4	4	0	8	3	0	0	0	3	23
Total	7	52	0	0	59	0	0	0	0	0	0	24	11	0	35	17	0	0	0	17	111
*** BREAK ***																					
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	16	11	0	27	10	0	1	0	11	45
04:15 PM	2	13	0	0	15	0	0	0	0	0	0	14	8	0	22	3	0	0	0	3	40
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	20	9	0	29	7	0	0	0	7	42
04:45 PM	0	9	0	0	9	0	0	0	0	0	0	20	8	0	28	3	0	1	0	4	41
Total	2	35	0	0	37	0	0	0	0	0	0	70	36	0	106	23	0	2	0	25	168
05:00 PM	0	11	0	0	11	0	0	0	0	0	0	9	6	0	15	7	0	3	0	10	36
05:15 PM	0	9	0	0	9	0	0	0	0	0	0	13	11	0	24	2	0	3	0	5	38
05:30 PM	2	9	0	0	11	0	0	0	0	0	0	11	7	0	18	7	0	3	0	10	39
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	13	4	0	17	3	0	1	0	4	26
Total	2	34	0	0	36	0	0	0	0	0	0	46	28	0	74	19	0	10	0	29	139
Grand Total	13	198	0	0	211	0	0	0	0	0	0	163	85	0	248	83	0	14	0	97	556
Apprch %	6.2	93.8	0	0		0	0	0	0		0	65.7	34.3	0		85.6	0	14.4	0		
Total %	2.3	35.6	0	0	37.9	0	0	0	0	0	0	29.3	15.3	0	44.6	14.9	0	2.5	0	17.4	
Passenger Veh	13	188	0	0	201	0	0	0	0	0	0	160	82	0	242	80	0	13	0	93	536
% Passenger Veh	100	94.9	0	0	95.3	0	0	0	0	0	0	98.2	96.5	0	97.6	96.4	0	92.9	0	95.9	96.4
Trucks	0	10	0	0	10	0	0	0	0	0	0	3	3	0	6	3	0	1	0	4	20
% Trucks	0	5.1	0	0	4.7	0	0	0	0	0	0	1.8	3.5	0	2.4	3.6	0	7.1	0	4.1	3.6

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	Barlow From North					From East					Barlow From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**1**	**29**	0	0	**30**	0	0	0	0	0	0	5	**5**	0	**10**	**15**	0	**1**	0	**16**	**56**
07:15 AM	0	13	0	0	13	0	0	0	0	0	0	**7**	1	0	8	3	0	0	0	3	24
07:30 AM	1	21	0	0	22	0	0	0	0	0	0	5	4	0	9	2	0	1	0	3	34
07:45 AM	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	24
Total Volume	2	77	0	0	79	0	0	0	0	0	0	23	10	0	33	24	0	2	0	26	138
% App. Total	2.5	97.5	0	0		0	0	0	0		0	69.7	30.3	0		92.3	0	7.7	0		
PHF	.500	.664	.000	.000	.658	.000	.000	.000	.000	.000	.000	.821	.500	.000	.825	.400	.000	.500	.000	.406	.616
Passenger Veh	2	74	0	0	76	0	0	0	0	0	0	23	9	0	32	24	0	1	0	25	133
% Passenger Veh	100	96.1	0	0	96.2	0	0	0	0	0	0	100	90.0	0	97.0	100	0	50.0	0	96.2	96.4
Trucks	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5
% Trucks	0	3.9	0	0	3.8	0	0	0	0	0	0	0	10.0	0	3.0	0	0	50.0	0	3.8	3.6

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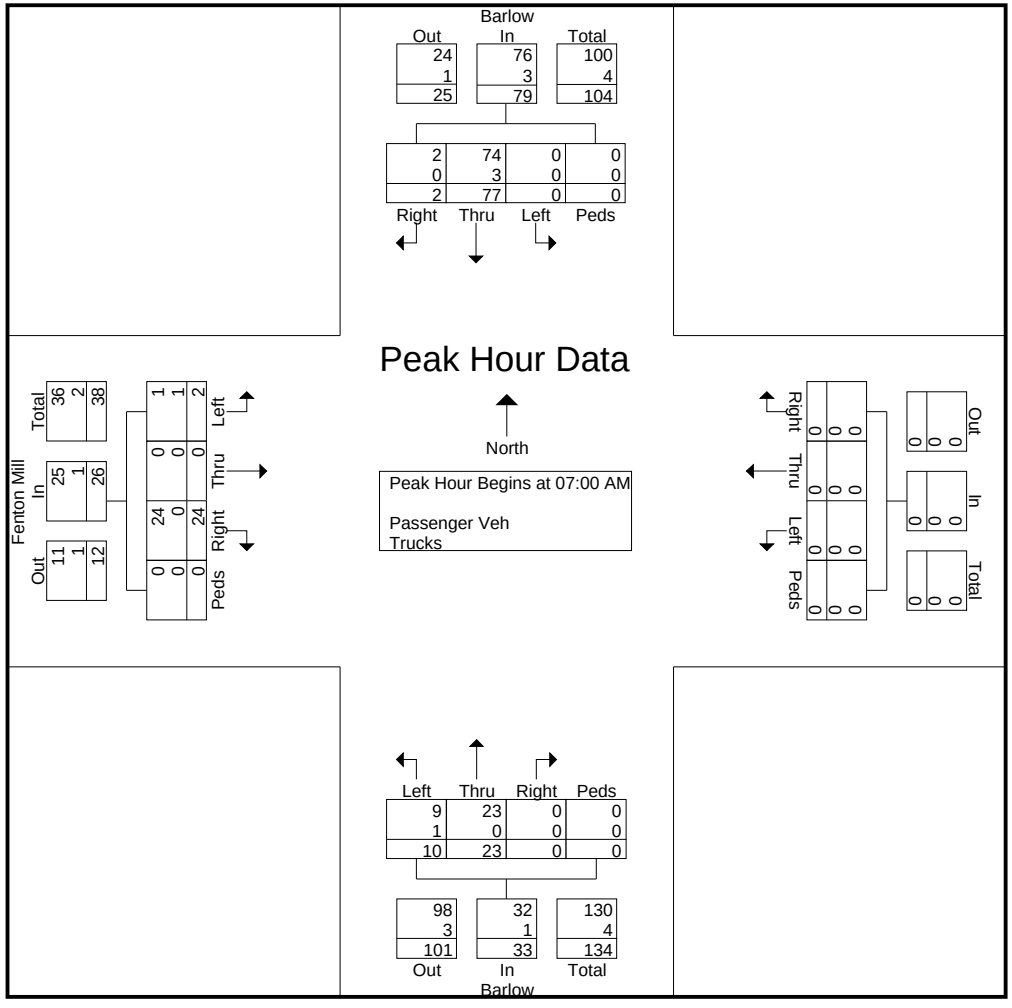

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File Name : Barlow and Fenton Mill
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Start Date : 1/22/2020
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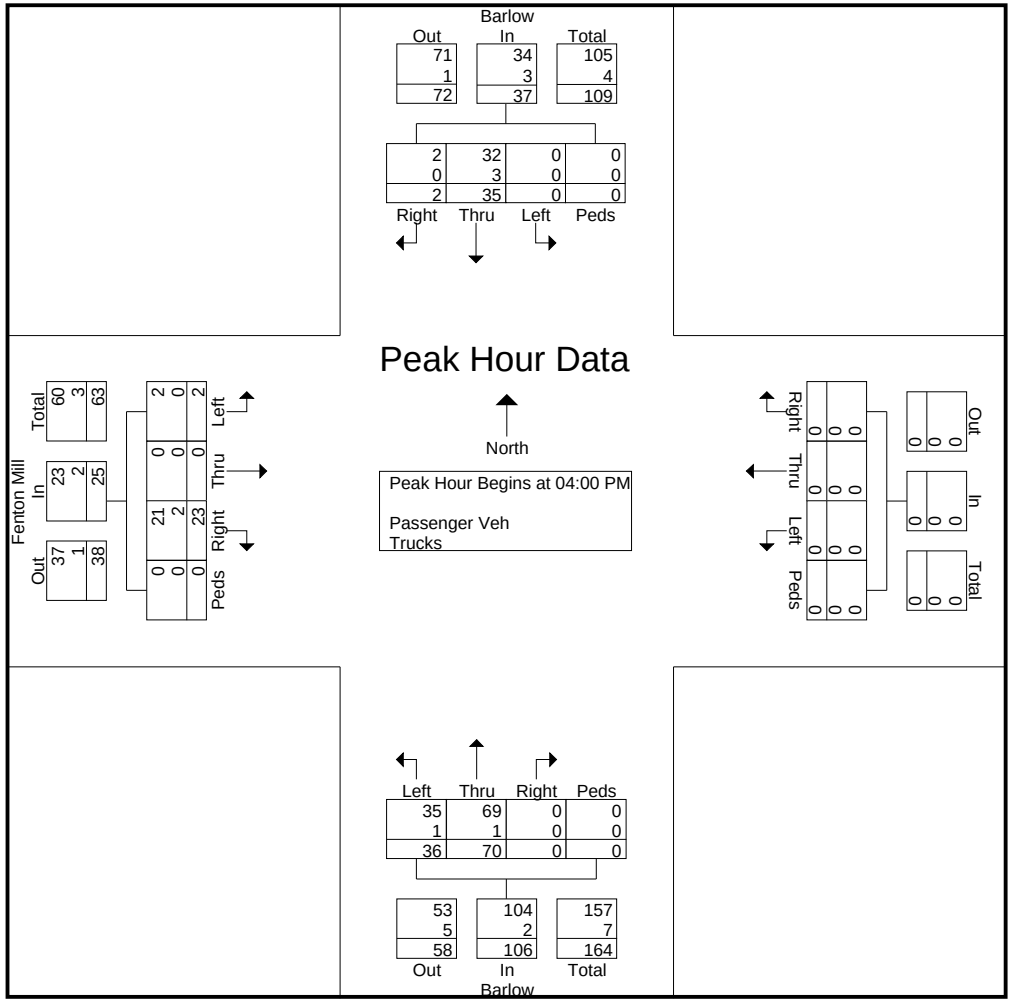
	Barlow From North					From East					Barlow From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	16	**11**	0	27	**10**	0	**1**	0	**11**	**45**
04:15 PM	**2**	**13**	0	0	**15**	0	0	0	0	0	0	14	8	0	22	3	0	0	0	3	40
04:30 PM	0	6	0	0	6	0	0	0	0	0	0	**20**	9	0	**29**	7	0	0	0	7	42
04:45 PM	0	9	0	0	9	0	0	0	0	0	0	20	8	0	28	3	0	1	0	4	41
Total Volume	2	35	0	0	37	0	0	0	0	0	0	70	36	0	106	23	0	2	0	25	168
% App. Total	5.4	94.6	0	0		0	0	0	0		0	66	34	0		92	0	8	0		
PHF	.250	.673	.000	.000	.617	.000	.000	.000	.000	.000	.000	.875	.818	.000	.914	.575	.000	.500	.000	.568	.933
Passenger Veh	2	32	0	0	34	0	0	0	0	0	0	69	35	0	104	21	0	2	0	23	161
% Passenger Veh	100	91.4	0	0	91.9	0	0	0	0	0	0	98.6	97.2	0	98.1	91.3	0	100	0	92.0	95.8
Trucks	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	7
% Trucks	0	8.6	0	0	8.1	0	0	0	0	0	0	1.4	2.8	0	1.9	8.7	0	0	0	8.0	4.2

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Fenton Mill
Site Code : 21111111
Start Date : 1/22/2020
Page No : 5



Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Newman
Site Code : 11111111
Start Date : 1/22/2020
Page No : 1

Groups Printed- Passenger Veh - Trucks

	Newman From North					Barlow From East					Newman From South					Barnstaple From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	21	1	0	22	0	0	7	0	7	3	8	0	0	11	0	2	0	0	2	42
07:15 AM	0	15	1	0	16	0	0	13	0	13	4	8	0	0	12	0	0	0	0	0	41
07:30 AM	0	28	0	0	28	0	0	15	0	15	6	10	0	0	16	0	1	0	0	1	60
07:45 AM	0	21	2	0	23	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	32
Total	0	85	4	0	89	0	0	43	0	43	13	27	0	0	40	0	3	0	0	3	175
08:00 AM	0	15	3	0	18	0	0	10	0	10	6	5	1	0	12	1	0	0	0	1	41
08:15 AM	0	18	0	0	18	1	0	15	0	16	8	6	0	0	14	0	0	0	0	0	48
08:30 AM	1	16	1	0	18	1	0	9	0	10	7	3	0	0	10	0	0	2	0	2	40
08:45 AM	0	8	2	0	10	0	0	9	0	9	4	3	0	0	7	1	0	0	0	1	27
Total	1	57	6	0	64	2	0	43	0	45	25	17	1	0	43	2	0	2	0	4	156
*** BREAK ***																					
04:00 PM	0	12	2	0	14	5	1	12	0	18	12	18	0	0	30	2	0	0	0	2	64
04:15 PM	1	11	2	0	14	0	1	14	0	15	17	21	0	0	38	0	1	0	0	1	68
04:30 PM	2	6	0	0	8	0	0	7	0	7	13	30	0	0	43	1	0	0	0	1	59
04:45 PM	0	3	2	0	5	2	3	9	0	14	16	19	2	0	37	0	0	0	0	0	56
Total	3	32	6	0	41	7	5	42	0	54	58	88	2	0	148	3	1	0	0	4	247
05:00 PM	0	14	1	0	15	1	1	14	0	16	13	18	0	0	31	2	0	0	0	2	64
05:15 PM	0	12	0	0	12	2	0	8	0	10	15	21	0	0	36	0	0	0	0	0	58
05:30 PM	0	8	0	0	8	0	0	6	0	6	13	17	1	0	31	0	1	0	0	1	46
05:45 PM	0	6	0	0	6	3	0	7	0	10	13	16	0	0	29	0	0	0	0	0	45
Total	0	40	1	0	41	6	1	35	0	42	54	72	1	0	127	2	1	0	0	3	213
Grand Total	4	214	17	0	235	15	6	163	0	184	150	204	4	0	358	7	5	2	0	14	791
Apprch %	1.7	91.1	7.2	0		8.2	3.3	88.6	0		41.9	57	1.1	0		50	35.7	14.3	0		
Total %	0.5	27.1	2.1	0	29.7	1.9	0.8	20.6	0	23.3	19	25.8	0.5	0	45.3	0.9	0.6	0.3	0	1.8	
Passenger Veh	2	209	17	0	228	14	5	163	0	182	146	199	4	0	349	6	4	1	0	11	770
% Passenger Veh	50	97.7	100	0	97	93.3	83.3	100	0	98.9	97.3	97.5	100	0	97.5	85.7	80	50	0	78.6	97.3
Trucks	2	5	0	0	7	1	1	0	0	2	4	5	0	0	9	1	1	1	0	3	21
% Trucks	50	2.3	0	0	3	6.7	16.7	0	0	1.1	2.7	2.5	0	0	2.5	14.3	20	50	0	21.4	2.7

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Newman
Site Code : 11111111
Start Date : 1/22/2020
Page No : 2

	Newman From North					Barlow From East					Newman From South					Barnstaple From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**28**	0	0	**28**	0	0	**15**	0	15	6	**10**	0	0	**16**	0	**1**	0	0	**1**	**60**
07:45 AM	0	21	2	0	23	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	32
08:00 AM	0	15	**3**	0	18	0	0	10	0	10	6	5	**1**	0	12	**1**	0	0	0	1	41
08:15 AM	0	18	0	0	18	**1**	0	15	0	**16**	**8**	6	0	0	14	0	0	0	0	0	48
Total Volume	0	82	5	0	87	1	0	48	0	49	20	22	1	0	43	1	1	0	0	2	181
% App. Total	0	94.3	5.7	0		2	0	98	0		46.5	51.2	2.3	0		50	50	0	0		
PHF	.000	.732	.417	.000	.777	.250	.000	.800	.000	.766	.625	.550	.250	.000	.672	.250	.250	.000	.000	.500	.754
Passenger Veh	0	80	5	0	85	1	0	48	0	49	19	20	1	0	40	1	0	0	0	1	175
% Passenger Veh	0	97.6	100	0	97.7	100	0	100	0	100	95.0	90.9	100	0	93.0	100	0	0	0	50.0	96.7
Trucks	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	6
% Trucks	0	2.4	0	0	2.3	0	0	0	0	0	5.0	9.1	0	0	7.0	0	100	0	0	50.0	3.3

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Newman
Site Code : 11111111
Start Date : 1/22/2020
Page No : 3

Peak Hour Data

Peak Hour Begins at 07:30 AM

Passenger Veh
Trucks

North

Newman

	Out	In	Total
	21	85	106
	2	2	4
	23	87	110

	Right	Thru	Left	Peds
	0	80	5	0
	0	2	0	0
	0	82	5	0

Barlow

	Out	In	Total
	24	49	73
	2	0	2
	26	49	75

	Right	Thru	Left	Peds
	1	0	48	0
	0	0	0	0
	1	0	48	0

Barnstaple

	Out	In	Total
	1	1	2
	0	1	1
	1	2	3

	Left	Thru	Right	Peds
	0	0	1	0
	0	1	0	0
	0	1	1	0

Newman

	Left	Thru	Right	Peds
	1	20	19	0
	0	2	1	0
	1	22	20	0

	Out	In	Total
	129	40	169
	2	3	5
	131	43	174

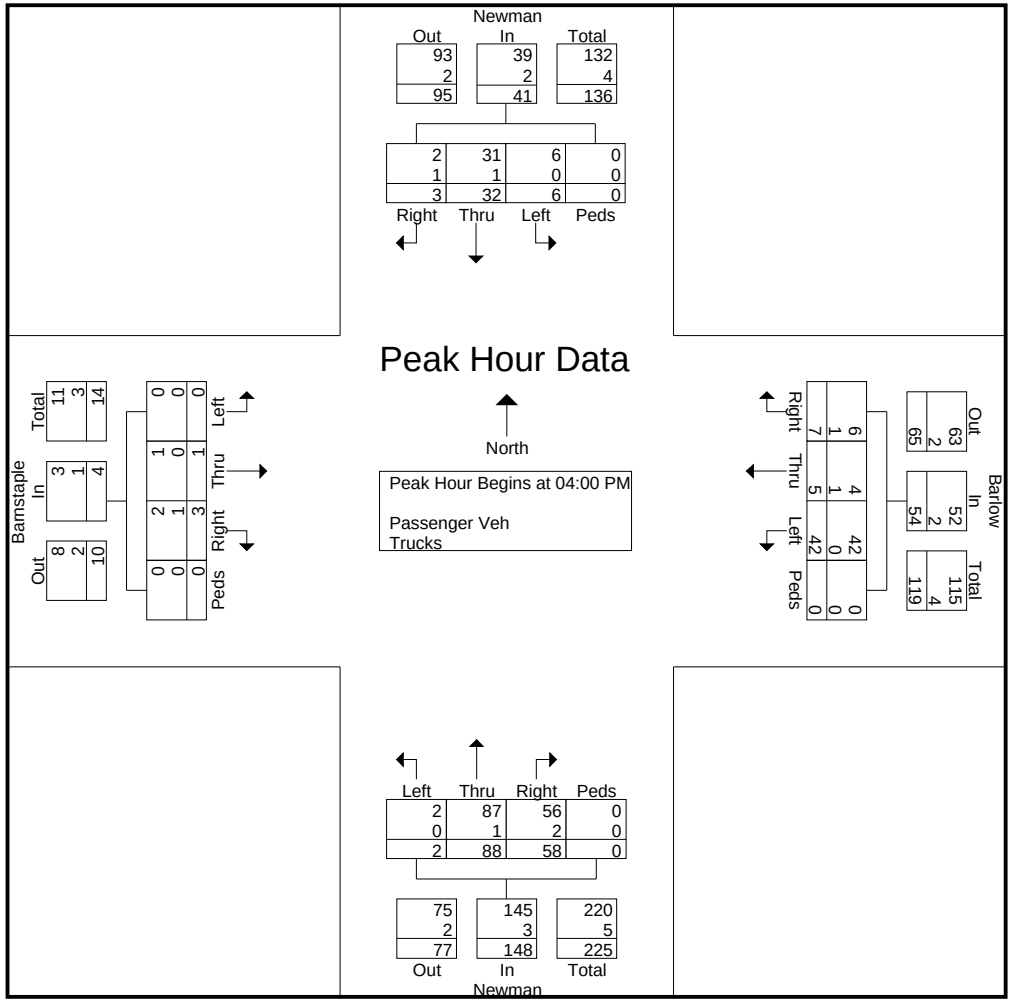
Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Newman
Site Code : 11111111
Start Date : 1/22/2020
Page No : 4

	Newman From North					Barlow From East					Newman From South					Barnstaple From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**12**	**2**	0	**14**	**5**	1	12	0	**18**	12	18	0	0	30	**2**	0	0	0	**2**	64
04:15 PM	1	11	2	0	14	0	1	**14**	0	15	**17**	21	0	0	38	0	**1**	0	0	1	**68**
04:30 PM	**2**	6	0	0	8	0	0	7	0	7	13	**30**	0	0	**43**	1	0	0	0	1	59
04:45 PM	0	3	2	0	5	2	**3**	9	0	14	16	19	**2**	0	37	0	0	0	0	0	56
Total Volume	3	32	6	0	41	7	5	42	0	54	58	88	2	0	148	3	1	0	0	4	247
% App. Total	7.3	78	14.6	0		13	9.3	77.8	0		39.2	59.5	1.4	0		75	25	0	0		
PHF	.375	.667	.750	.000	.732	.350	.417	.750	.000	.750	.853	.733	.250	.000	.860	.375	.250	.000	.000	.500	.908
Passenger Veh	2	31	6	0	39	6	4	42	0	52	56	87	2	0	145	2	1	0	0	3	239
% Passenger Veh	66.7	96.9	100	0	95.1	85.7	80.0	100	0	96.3	96.6	98.9	100	0	98.0	66.7	100	0	0	75.0	96.8
Trucks	1	1	0	0	2	1	1	0	0	2	2	1	0	0	3	1	0	0	0	1	8
% Trucks	33.3	3.1	0	0	4.9	14.3	20.0	0	0	3.7	3.4	1.1	0	0	2.0	33.3	0	0	0	25.0	3.2

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Barlow and Newman
Site Code : 11111111
Start Date : 1/22/2020
Page No : 5



Fenton Mill Tube Count Locations

Data Collection Group

LSmith@DataCollectionGroup.net
757.478.6761

Site Code: 6
Station ID:
I64 EB Off Ramp
Right Turn ONLY to Newman SB
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	37	42	34	*		38		*	*		38		
01:00	*	32	22	26	*		27		*	*		27		
02:00	*	18	16	16	*		17		*	*		17		
03:00	*	16	28	26	*		23		*	*		23		
04:00	*	44	53	34	*		44		*	*		44		
05:00	*	100	88	108	*		99		*	*		99		
06:00	*	382	419	355	*		385		*	*		385		
07:00	*	711	648	**704**	*		688		*	*		688		
08:00	*	**782**	**734**	681	*		**732**		*	*		**732**		
09:00	*	548	549	578	*		558		*	*		558		
10:00	*	403	442	436	*		427		*	*		427		
11:00	*	456	396	471	*		441		*	*		441		
12:00 PM	*	456	396	450	*		434		*	*		434		
01:00	*	462	419	440	*		440		*	*		440		
02:00	*	430	418	421	*		423		*	*		423		
03:00	*	475	452	484	*		470		*	*		470		
04:00	*	559	553	**620**	*		577		*	*		577		
05:00	*	**645**	**604**	566	*		**605**		*	*		**605**		
06:00	*	487	428	570	*		495		*	*		495		
07:00	*	258	231	236	*		242		*	*		242		
08:00	*	166	186	186	*		179		*	*		179		
09:00	*	106	112	136	*		118		*	*		118		
10:00	*	88	84	82	*		85		*	*		85		
11:00	*	56	57	51	*		55		*	*		55		
Day Total	0	7717	7377	7711	0		7602		0	0		7602		
% Avg. WkDay	0.0%	101.5%	97.0%	101.4%	0.0%									
% Avg. Week	0.0%	101.5%	97.0%	101.4%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	08:00	08:00	07:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	-	782	734	704	-	-	732	-	-	-	-	732	-	-
PM Peak	-	17:00	17:00	16:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	645	604	620	-	-	605	-	-	-	-	605	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
I64 EB Off Ramp
at Newman Rd
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	42	42	38	*		41		*	*		41		
01:00	*	33	22	26	*		27		*	*		27		
02:00	*	20	16	18	*		18		*	*		18		
03:00	*	16	28	27	*		24		*	*		24		
04:00	*	44	56	37	*		46		*	*		46		
05:00	*	106	90	108	*		101		*	*		101		
06:00	*	408	436	385	*		410		*	*		410		
07:00	*	730	686	**712**	*		709		*	*		709		
08:00	*	**801**	**736**	700	*		**746**		*	*		**746**		
09:00	*	565	573	584	*		574		*	*		574		
10:00	*	415	455	452	*		441		*	*		441		
11:00	*	466	409	478	*		451		*	*		451		
12:00 PM	*	480	406	468	*		451		*	*		451		
01:00	*	469	431	446	*		449		*	*		449		
02:00	*	454	427	440	*		440		*	*		440		
03:00	*	500	472	502	*		491		*	*		491		
04:00	*	572	574	**630**	*		592		*	*		592		
05:00	*	**662**	**630**	604	*		**632**		*	*		**632**		
06:00	*	505	452	590	*		516		*	*		516		
07:00	*	270	238	245	*		251		*	*		251		
08:00	*	176	196	193	*		188		*	*		188		
09:00	*	114	121	142	*		126		*	*		126		
10:00	*	96	87	91	*		91		*	*		91		
11:00	*	60	60	56	*		59		*	*		59		
Day Total	0	8004	7643	7972	0		7874		0	0		7874		
% Avg. WkDay	0.0%	101.7%	97.1%	101.2%	0.0%									
% Avg. Week	0.0%	101.7%	97.1%	101.2%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	08:00	08:00	07:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	-	801	736	712	-	-	746	-	-	-	-	746	-	-
PM Peak	-	17:00	17:00	16:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	662	630	630	-	-	632	-	-	-	-	632	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
I64 EB On Ramp
from Newman
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	25	20	20	*		22		*	*		22		
01:00	*	18	20	21	*		20		*	*		20		
02:00	*	10	10	10	*		10		*	*		10		
03:00	*	23	23	30	*		25		*	*		25		
04:00	*	66	56	62	*		61		*	*		61		
05:00	*	142	136	136	*		138		*	*		138		
06:00	*	345	360	356	*		354		*	*		354		
07:00	*	**546**	**568**	**508**	*		**541**		*	*		**541**		
08:00	*	384	376	358	*		373		*	*		373		
09:00	*	301	316	308	*		308		*	*		308		
10:00	*	286	234	274	*		265		*	*		265		
11:00	*	288	311	270	*		290		*	*		290		
12:00 PM	*	288	310	264	*		287		*	*		287		
01:00	*	320	310	310	*		313		*	*		313		
02:00	*	334	294	296	*		308		*	*		308		
03:00	*	376	378	336	*		363		*	*		363		
04:00	*	**393**	378	**364**	*		**378**		*	*		**378**		
05:00	*	350	**387**	352	*		363		*	*		363		
06:00	*	198	246	209	*		218		*	*		218		
07:00	*	160	166	156	*		161		*	*		161		
08:00	*	151	132	150	*		144		*	*		144		
09:00	*	88	79	92	*		86		*	*		86		
10:00	*	60	46	45	*		50		*	*		50		
11:00	*	48	41	38	*		42		*	*		42		
Day Total	0	5200	5197	4965	0		5120		0	0		5120		
% Avg. WkDay	0.0%	101.6%	101.5%	97.0%	0.0%									
% Avg. Week	0.0%	101.6%	101.5%	97.0%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	07:00	07:00	07:00	-	-	07:00	-	-	-	-	07:00	-	-
Vol.	-	546	568	508	-	-	541	-	-	-	-	541	-	-
PM Peak	-	16:00	17:00	16:00	-	-	16:00	-	-	-	-	16:00	-	-
Vol.	-	393	387	364	-	-	378	-	-	-	-	378	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 2
Station ID:
I64 WB Off Loop
to Newman SB
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	21	12	17	*		17		*	*		17		
01:00	*	4	12	11	*		9		*	*		9		
02:00	*	7	12	10	*		10		*	*		10		
03:00	*	14	9	14	*		12		*	*		12		
04:00	*	26	19	24	*		23		*	*		23		
05:00	*	72	68	58	*		66		*	*		66		
06:00	*	236	230	220	*		229		*	*		229		
07:00	*	**388**	**426**	**390**	*		**401**		*	*		**401**		
08:00	*	371	356	328	*		352		*	*		352		
09:00	*	320	297	270	*		296		*	*		296		
10:00	*	225	271	244	*		247		*	*		247		
11:00	*	238	209	233	*		227		*	*		227		
12:00 PM	*	255	202	232	*		230		*	*		230		
01:00	*	260	268	278	*		269		*	*		269		
02:00	*	286	282	296	*		288		*	*		288		
03:00	*	384	370	353	*		369		*	*		369		
04:00	*	444	446	244	*		378		*	*		378		
05:00	*	**504**	**520**	**522**	*		**515**		*	*		**515**		
06:00	*	244	280	290	*		271		*	*		271		
07:00	*	130	128	151	*		136		*	*		136		
08:00	*	93	114	104	*		104		*	*		104		
09:00	*	69	70	77	*		72		*	*		72		
10:00	*	39	49	32	*		40		*	*		40		
11:00	*	29	27	40	*		32		*	*		32		
Day Total	0	4659	4677	4438	0		4593		0	0		4593		
% Avg. WkDay	0.0%	101.4%	101.8%	96.6%	0.0%									
% Avg. Week	0.0%	101.4%	101.8%	96.6%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	07:00	07:00	07:00	-	-	07:00	-	-	-	-	07:00	-	-
Vol.	-	388	426	390	-	-	401	-	-	-	-	401	-	-
PM Peak	-	17:00	17:00	17:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	504	520	522	-	-	515	-	-	-	-	515	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
I64 WB Off Ramp
to Newman NB
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	1	6	2	*		3		*	*		3		
01:00	*	3	2	0	*		2		*	*		2		
02:00	*	0	0	0	*		0		*	*		0		
03:00	*	1	0	0	*		0		*	*		0		
04:00	*	2	1	4	*		2		*	*		2		
05:00	*	3	3	4	*		3		*	*		3		
06:00	*	22	32	26	*		27		*	*		27		
07:00	*	30	32	32	*		31		*	*		31		
08:00	*	**38**	**36**	32	*		**35**		*	*		**35**		
09:00	*	25	30	34	*		30		*	*		30		
10:00	*	30	36	29	*		32		*	*		32		
11:00	*	30	31	**36**	*		32		*	*		32		
12:00 PM	*	45	30	30	*		35		*	*		35		
01:00	*	36	41	40	*		39		*	*		39		
02:00	*	40	31	52	*		41		*	*		41		
03:00	*	61	68	77	*		69		*	*		69		
04:00	*	**98**	**92**	56	*		82		*	*		82		
05:00	*	90	86	**88**	*		**88**		*	*		**88**		
06:00	*	58	50	49	*		52		*	*		52		
07:00	*	35	42	39	*		39		*	*		39		
08:00	*	18	31	17	*		22		*	*		22		
09:00	*	10	32	19	*		20		*	*		20		
10:00	*	7	16	18	*		14		*	*		14		
11:00	*	7	10	3	*		7		*	*		7		
Day Total	0	690	738	687	0		705		0	0		705		
% Avg. WkDay	0.0%	97.9%	104.7%	97.4%	0.0%									
% Avg. Week	0.0%	97.9%	104.7%	97.4%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	08:00	08:00	11:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	-	38	36	36	-	-	35	-	-	-	-	35	-	-
PM Peak	-	16:00	16:00	17:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	98	92	88	-	-	88	-	-	-	-	88	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
I64 WB On Loop
from Newman NB
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	31	20	19	*		23		*	*		23		
01:00	*	15	7	22	*		15		*	*		15		
02:00	*	14	12	16	*		14		*	*		14		
03:00	*	37	15	22	*		25		*	*		25		
04:00	*	64	48	54	*		55		*	*		55		
05:00	*	133	126	112	*		124		*	*		124		
06:00	*	358	320	335	*		338		*	*		338		
07:00	*	**486**	**450**	**447**	*		**461**		*	*		**461**		
08:00	*	358	382	361	*		367		*	*		367		
09:00	*	352	334	322	*		336		*	*		336		
10:00	*	350	354	328	*		344		*	*		344		
11:00	*	394	388	358	*		380		*	*		380		
12:00 PM	*	365	406	378	*		383		*	*		383		
01:00	*	431	430	441	*		434		*	*		434		
02:00	*	474	464	434	*		457		*	*		457		
03:00	*	558	464	538	*		520		*	*		520		
04:00	*	**677**	594	662	*		644		*	*		644		
05:00	*	670	**649**	**687**	*		**669**		*	*		**669**		
06:00	*	442	389	404	*		412		*	*		412		
07:00	*	292	261	298	*		284		*	*		284		
08:00	*	233	252	218	*		234		*	*		234		
09:00	*	176	149	222	*		182		*	*		182		
10:00	*	68	63	80	*		70		*	*		70		
11:00	*	54	44	48	*		49		*	*		49		
Day Total	0	7032	6621	6806	0		6820		0	0		6820		
% Avg. WkDay	0.0%	103.1%	97.1%	99.8%	0.0%									
% Avg. Week	0.0%	103.1%	97.1%	99.8%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	07:00	07:00	07:00	-	-	07:00	-	-	-	-	07:00	-	-
Vol.	-	486	450	447	-	-	461	-	-	-	-	461	-	-
PM Peak	-	16:00	17:00	17:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	677	649	687	-	-	669	-	-	-	-	669	-	-

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
I64 WB On Ramp
from Newman SB
Latitude: 0' 0.0000 Undefined

Start Time	Mon 20-Jan-20	Tue 21-Jan-20	Wed 22-Jan-20	Thu 23-Jan-20	Fri 24-Jan-20		Average Day		Sat 25-Jan-20	Sun 26-Jan-20		Week Average		
12:00 AM	*	4	1	0	*		2		*	*		2		
01:00	*	1	2	1	*		1		*	*		1		
02:00	*	1	1	1	*		1		*	*		1		
03:00	*	3	4	2	*		3		*	*		3		
04:00	*	4	2	3	*		3		*	*		3		
05:00	*	18	11	9	*		13		*	*		13		
06:00	*	24	26	22	*		24		*	*		24		
07:00	*	**37**	**48**	**39**	*		**41**		*	*		**41**		
08:00	*	18	26	20	*		21		*	*		21		
09:00	*	18	22	27	*		22		*	*		22		
10:00	*	24	20	19	*		21		*	*		21		
11:00	*	20	21	22	*		21		*	*		21		
12:00 PM	*	22	24	15	*		20		*	*		20		
01:00	*	27	22	34	*		28		*	*		28		
02:00	*	24	20	32	*		25		*	*		25		
03:00	*	28	30	19	*		26		*	*		26		
04:00	*	31	26	**50**	*		**36**		*	*		**36**		
05:00	*	**37**	**32**	34	*		34		*	*		34		
06:00	*	23	19	21	*		21		*	*		21		
07:00	*	7	9	10	*		9		*	*		9		
08:00	*	11	16	4	*		10		*	*		10		
09:00	*	9	9	8	*		9		*	*		9		
10:00	*	2	0	2	*		1		*	*		1		
11:00	*	1	4	4	*		3		*	*		3		
Day Total	0	394	395	398	0		395		0	0		395		
% Avg. WkDay	0.0%	99.7%	100.0%	100.8%	0.0%									
% Avg. Week	0.0%	99.7%	100.0%	100.8%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	07:00	07:00	07:00	-	-	07:00	-	-	-	-	07:00	-	-
Vol.	-	37	48	39	-	-	41	-	-	-	-	41	-	-
PM Peak	-	17:00	17:00	16:00	-	-	16:00	-	-	-	-	16:00	-	-
Vol.	-	37	32	50	-	-	36	-	-	-	-	36	-	-

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and EB I64 Ramps
Site Code : 00007643
Start Date : 1/22/2020
Page No : 1

Groups Printed- Passenger Veh - Trucks

	Newman From North					I64 EB On Ramp From East					Newman From South					I64 EB Off Ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	112	27	0	139	0	0	0	0	0	103	142	0	0	245	114	0	9	0	123	507
07:15 AM	0	122	31	0	153	0	0	0	0	0	122	131	1	0	254	119	0	8	0	127	534
07:30 AM	0	178	34	0	212	0	0	0	0	0	99	135	0	0	234	163	0	3	0	166	612
07:45 AM	0	170	38	0	208	0	0	0	0	0	98	108	1	0	207	230	0	4	0	234	649
Total	0	582	130	0	712	0	0	0	0	0	422	516	2	0	940	626	0	24	0	650	2302
08:00 AM	0	130	19	0	149	0	0	0	0	0	80	104	0	0	184	189	0	6	0	195	528
08:15 AM	0	128	23	0	151	0	0	0	0	0	78	115	0	0	193	167	1	4	0	172	516
08:30 AM	0	121	25	0	146	0	0	0	0	0	82	99	0	0	181	191	0	4	0	195	522
08:45 AM	0	158	10	0	168	0	0	0	0	0	52	111	0	0	163	164	0	1	0	165	496
Total	0	537	77	0	614	0	0	0	0	0	292	429	0	0	721	711	1	15	0	727	2062
*** BREAK ***																					
04:00 PM	0	127	9	0	136	0	0	0	0	0	91	202	0	0	293	137	0	6	0	143	572
04:15 PM	0	160	7	0	167	0	0	0	0	0	82	192	0	0	274	128	0	4	0	132	573
04:30 PM	0	150	3	0	153	0	0	0	0	0	81	233	0	0	314	141	0	8	0	149	616
04:45 PM	0	152	9	0	161	0	0	0	0	0	84	199	0	0	283	139	0	8	0	147	591
Total	0	589	28	0	617	0	0	0	0	0	338	826	0	0	1164	545	0	26	0	571	2352
05:00 PM	0	184	6	0	190	0	0	0	0	0	115	259	0	0	374	131	0	4	0	135	699
05:15 PM	0	188	8	0	196	0	0	0	0	0	97	245	0	0	342	148	0	6	0	154	692
05:30 PM	0	153	9	0	162	0	0	0	0	0	67	214	0	0	281	150	1	3	0	154	597
05:45 PM	0	123	9	0	132	0	0	0	0	0	73	187	0	0	260	158	2	7	0	167	559
Total	0	648	32	0	680	0	0	0	0	0	352	905	0	0	1257	587	3	20	0	610	2547
Grand Total	0	2356	267	0	2623	0	0	0	0	0	1404	2676	2	0	4082	2469	4	85	0	2558	9263
Apprch %	0	89.8	10.2	0		0	0	0	0		34.4	65.6	0	0		96.5	0.2	3.3	0		
Total %	0	25.4	2.9	0	28.3	0	0	0	0	0	15.2	28.9	0	0	44.1	26.7	0	0.9	0	27.6	
Passenger Veh	0	2298	256	0	2554	0	0	0	0	0	1357	2594	2	0	3953	2399	3	78	0	2480	8987
% Passenger Veh	0	97.5	95.9	0	97.4	0	0	0	0	0	96.7	96.9	100	0	96.8	97.2	75	91.8	0	97	97
Trucks	0	58	11	0	69	0	0	0	0	0	47	82	0	0	129	70	1	7	0	78	276
% Trucks	0	2.5	4.1	0	2.6	0	0	0	0	0	3.3	3.1	0	0	3.2	2.8	25	8.2	0	3	3

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and EB I64 Ramps
Site Code : 00007643
Start Date : 1/22/2020
Page No : 2

	Newman From North					I64 EB On Ramp From East					Newman From South					I64 EB Off Ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	122	31	0	153	0	0	0	0	0	**122**	131	**1**	0	**254**	119	0	**8**	0	127	534
07:30 AM	0	**178**	34	0	**212**	0	0	0	0	0	99	**135**	0	0	234	163	0	3	0	166	612
07:45 AM	0	170	**38**	0	208	0	0	0	0	0	98	108	1	0	207	**230**	0	4	0	**234**	**649**
08:00 AM	0	130	19	0	149	0	0	0	0	0	80	104	0	0	184	189	0	6	0	195	528
Total Volume	0	600	122	0	722	0	0	0	0	0	399	478	2	0	879	701	0	21	0	722	2323
% App. Total	0	83.1	16.9	0		0	0	0	0		45.4	54.4	0.2	0		97.1	0	2.9	0		
PHF	.000	.843	.803	.000	.851	.000	.000	.000	.000	.000	.818	.885	.500	.000	.865	.762	.000	.656	.000	.771	.895
Passenger Veh	0	582	115	0	697	0	0	0	0	0	386	458	2	0	846	672	0	16	0	688	2231
% Passenger Veh	0	97.0	94.3	0	96.5	0	0	0	0	0	96.7	95.8	100	0	96.2	95.9	0	76.2	0	95.3	96.0
Trucks	0	18	7	0	25	0	0	0	0	0	13	20	0	0	33	29	0	5	0	34	92
% Trucks	0	3.0	5.7	0	3.5	0	0	0	0	0	3.3	4.2	0	0	3.8	4.1	0	23.8	0	4.7	4.0

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and EB I64 Ramps
Site Code : 00007643
Start Date : 1/22/2020
Page No : 3

Peak Hour Data

Peak Hour Begins at 07:15 AM

Passenger Veh
Trucks

North

Newman

Out	In	Total
474	697	1171
25	25	50
499	722	1221

Right	Thru	Left	Peds
0	582	115	0
0	18	7	0
0	600	122	0

I64 EB Off Ramp

Out	In	Total
2	688	690
0	34	34
2	722	724

Peds	Right	Thru	Left
0	672	0	16
0	29	0	5
0	701	0	21

I64 EB On Ramp

Out	In	Total
501	0	501
20	0	20
521	0	521

Peds	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0

Newman

Left	Thru	Right	Peds
2	458	386	0
0	20	13	0
2	478	399	0

Out	In	Total
1254	846	2100
47	33	80
1301	879	2180

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and EB I64 Ramps
Site Code : 00007643
Start Date : 1/22/2020
Page No : 4

	Newman From North					I64 EB On Ramp From East					Newman From South					I64 EB Off Ramp From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	150	3	0	153	0	0	0	0	0	81	233	0	0	314	141	0	**8**	0	149	616
04:45 PM	0	152	**9**	0	161	0	0	0	0	0	84	199	0	0	283	139	0	8	0	147	591
05:00 PM	0	184	6	0	190	0	0	0	0	0	**115**	**259**	0	0	**374**	131	0	4	0	135	**699**
05:15 PM	0	**188**	8	0	**196**	0	0	0	0	0	97	245	0	0	342	**148**	0	6	0	**154**	692
Total Volume	0	674	26	0	700	0	0	0	0	0	377	936	0	0	1313	559	0	26	0	585	2598
% App. Total	0	96.3	3.7	0		0	0	0	0		28.7	71.3	0	0		95.6	0	4.4	0		
PHF	.000	.896	.722	.000	.893	.000	.000	.000	.000	.000	.820	.903	.000	.000	.878	.944	.000	.813	.000	.950	.929
Passenger Veh	0	662	25	0	687	0	0	0	0	0	367	922	0	0	1289	552	0	26	0	578	2554
% Passenger Veh	0	98.2	96.2	0	98.1	0	0	0	0	0	97.3	98.5	0	0	98.2	98.7	0	100	0	98.8	98.3
Trucks	0	12	1	0	13	0	0	0	0	0	10	14	0	0	24	7	0	0	0	7	44
% Trucks	0	1.8	3.8	0	1.9	0	0	0	0	0	2.7	1.5	0	0	1.8	1.3	0	0	0	1.2	1.7

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and EB I64 Ramps
Site Code : 00007643
Start Date : 1/22/2020
Page No : 5

Peak Hour Data

Peak Hour Begins at 04:30 PM

Passenger Veh
Trucks

North

Newman

Out	In	Total
948	687	1635
14	13	27
962	700	1662

Right	Thru	Left	Peds
0	662	25	0
0	12	1	0
0	674	26	0

I64 EB On Ramp

Out	In	Total
392	0	392
11	0	11
403	0	403

Right	Thru	Left	Peds
0	0	0	0
0	0	0	0
0	0	0	0

I64 EB Off Ramp

Out	In	Total
0	578	578
0	7	7
0	585	585

Left	Thru	Right	Peds
26	0	552	0
0	0	7	0
26	0	559	0

Newman

Left	Thru	Right	Peds
0	922	367	0
0	14	10	0
0	936	377	0

Out	In	Total
1214	1289	2503
19	24	43
1233	1313	2546

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and Fenton Mill
Site Code : 00000666
Start Date : 1/22/2019
Page No : 1

Groups Printed- Passenger Veh - Trucks

	Newman From North					Fenton Mill From East					Newman From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	50	8	0	59	1	1	2	0	4	2	20	9	0	31	23	5	1	0	29	123
07:15 AM	3	58	2	0	63	1	1	1	0	3	2	21	16	0	39	8	2	1	0	11	116
07:30 AM	0	81	0	0	81	2	2	6	0	10	2	23	9	0	34	20	3	3	0	26	151
07:45 AM	0	61	1	0	62	0	0	2	0	2	2	8	9	0	19	21	3	0	0	24	107
Total	4	250	11	0	265	4	4	11	0	19	8	72	43	0	123	72	13	5	0	90	497
08:00 AM	1	50	0	0	51	1	4	6	0	11	2	23	7	0	32	24	4	2	0	30	124
08:15 AM	3	52	0	0	55	0	1	4	0	5	0	29	9	0	38	13	2	1	0	16	114
08:30 AM	0	51	3	0	54	0	5	1	0	6	1	13	7	0	21	17	6	1	0	24	105
08:45 AM	2	43	0	0	45	1	1	2	0	4	2	22	9	0	33	15	1	0	0	16	98
Total	6	196	3	0	205	2	11	13	0	26	5	87	32	0	124	69	13	4	0	86	441
*** BREAK ***																					
04:00 PM	4	44	1	0	49	1	7	6	0	14	4	49	25	0	78	14	6	4	0	24	165
04:15 PM	0	38	1	0	39	3	3	4	0	10	2	66	32	0	100	7	2	4	0	13	162
04:30 PM	1	20	0	0	21	2	6	3	0	11	3	51	27	0	81	16	4	1	0	21	134
04:45 PM	2	20	3	0	25	3	4	1	0	8	2	61	28	0	91	11	1	3	0	15	139
Total	7	122	5	0	134	9	20	14	0	43	11	227	112	0	350	48	13	12	0	73	600
05:00 PM	3	39	3	0	45	0	4	2	0	6	3	59	33	0	95	13	3	4	0	20	166
05:15 PM	3	28	0	0	31	3	2	2	0	7	4	59	31	0	94	9	2	4	0	15	147
05:30 PM	1	36	1	0	38	3	6	0	0	9	4	66	30	0	100	8	4	0	0	12	159
05:45 PM	6	24	1	0	31	3	2	3	0	8	3	50	24	0	77	11	0	3	0	14	130
Total	13	127	5	0	145	9	14	7	0	30	14	234	118	0	366	41	9	11	0	61	602
Grand Total	30	695	24	0	749	24	49	45	0	118	38	620	305	0	963	230	48	32	0	310	2140
Apprch %	4	92.8	3.2	0		20.3	41.5	38.1	0		3.9	64.4	31.7	0		74.2	15.5	10.3	0		
Total %	1.4	32.5	1.1	0	35	1.1	2.3	2.1	0	5.5	1.8	29	14.3	0	45	10.7	2.2	1.5	0	14.5	
Passenger Veh	28	675	21	0	724	20	38	40	0	98	33	602	297	0	932	218	37	28	0	283	2037
% Passenger Veh	93.3	97.1	87.5	0	96.7	83.3	77.6	88.9	0	83.1	86.8	97.1	97.4	0	96.8	94.8	77.1	87.5	0	91.3	95.2
Trucks	2	20	3	0	25	4	11	5	0	20	5	18	8	0	31	12	11	4	0	27	103
% Trucks	6.7	2.9	12.5	0	3.3	16.7	22.4	11.1	0	16.9	13.2	2.9	2.6	0	3.2	5.2	22.9	12.5	0	8.7	4.8

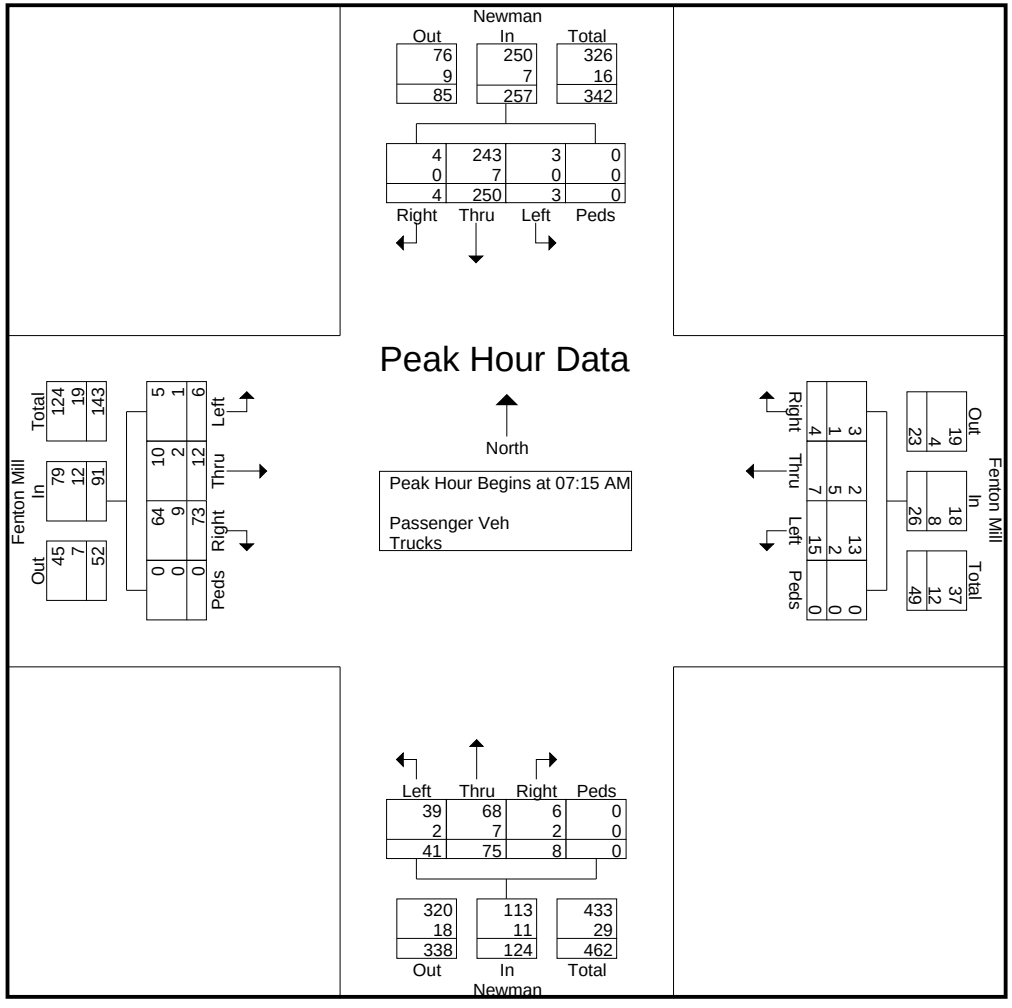
Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and Fenton Mill
Site Code : 00000666
Start Date : 1/22/2019
Page No : 2

	Newman From North					Fenton Mill From East					Newman From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**3**	58	**2**	0	63	1	1	1	0	3	**2**	21	**16**	0	**39**	8	2	1	0	11	116
07:30 AM	0	**81**	0	0	**81**	**2**	2	**6**	0	10	2	**23**	9	0	34	20	3	**3**	0	26	**151**
07:45 AM	0	61	1	0	62	0	0	2	0	2	2	8	9	0	19	21	3	0	0	24	107
08:00 AM	1	50	0	0	51	1	**4**	6	0	**11**	2	23	7	0	32	**24**	**4**	2	0	**30**	124
Total Volume	4	250	3	0	257	4	7	15	0	26	8	75	41	0	124	73	12	6	0	91	498
% App. Total	1.6	97.3	1.2	0		15.4	26.9	57.7	0		6.5	60.5	33.1	0		80.2	13.2	6.6	0		
PHF	.333	.772	.375	.000	.793	.500	.438	.625	.000	.591	1.00	.815	.641	.000	.795	.760	.750	.500	.000	.758	.825
Passenger Veh	4	243	3	0	250	3	2	13	0	18	6	68	39	0	113	64	10	5	0	79	460
% Passenger Veh	100	97.2	100	0	97.3	75.0	28.6	86.7	0	69.2	75.0	90.7	95.1	0	91.1	87.7	83.3	83.3	0	86.8	92.4
Trucks	0	7	0	0	7	1	5	2	0	8	2	7	2	0	11	9	2	1	0	12	38
% Trucks	0	2.8	0	0	2.7	25.0	71.4	13.3	0	30.8	25.0	9.3	4.9	0	8.9	12.3	16.7	16.7	0	13.2	7.6

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and Fenton Mill
Site Code : 00000666
Start Date : 1/22/2019
Page No : 3



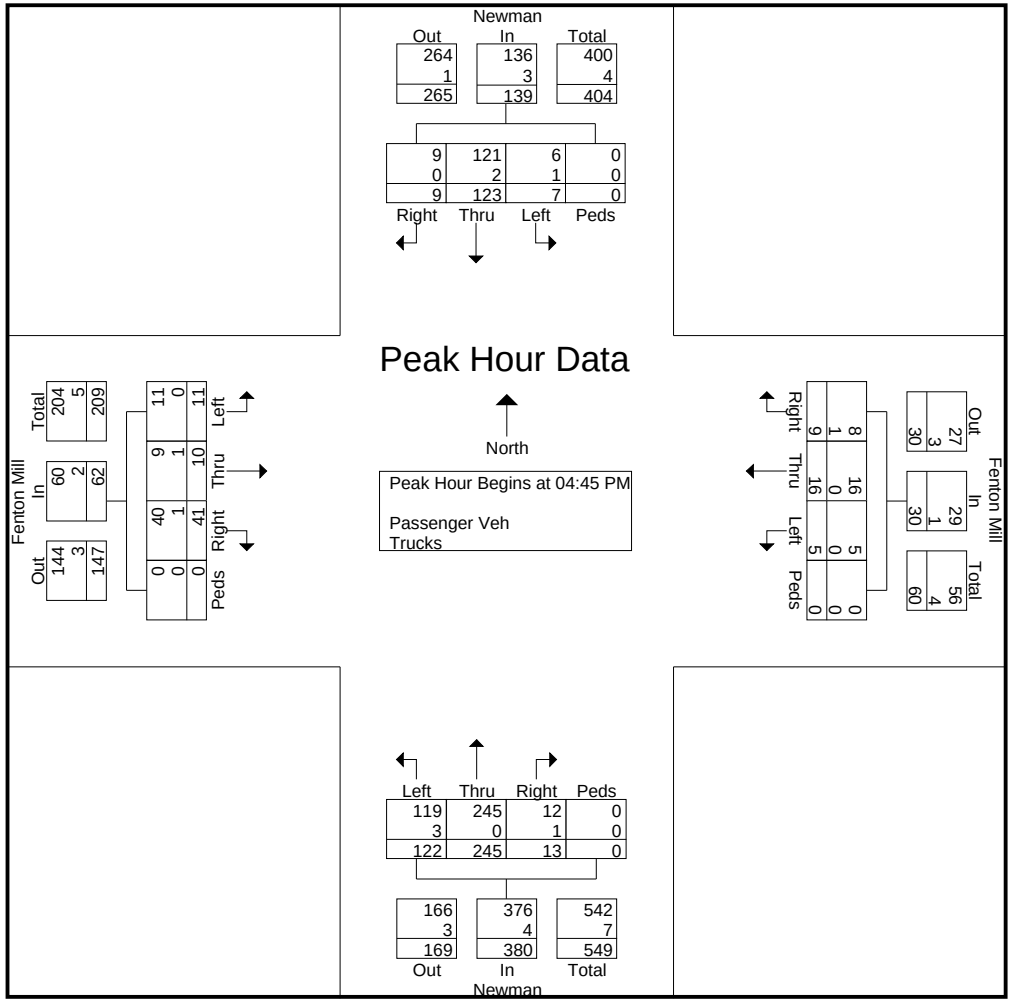
Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and Fenton Mill
Site Code : 00000666
Start Date : 1/22/2019
Page No : 4

	Newman From North					Fenton Mill From East					Newman From South					Fenton Mill From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	20	**3**	0	25	**3**	4	1	0	8	2	61	28	0	91	11	1	3	0	15	139
05:00 PM	**3**	**39**	3	0	**45**	0	4	**2**	0	6	3	59	**33**	0	95	**13**	3	**4**	0	**20**	**166**
05:15 PM	3	28	0	0	31	3	2	2	0	7	**4**	59	31	0	94	9	2	4	0	15	147
05:30 PM	1	36	1	0	38	3	**6**	0	0	**9**	4	**66**	30	0	**100**	8	**4**	0	0	12	159
Total Volume	9	123	7	0	139	9	16	5	0	30	13	245	122	0	380	41	10	11	0	62	611
% App. Total	6.5	88.5	5	0		30	53.3	16.7	0		3.4	64.5	32.1	0		66.1	16.1	17.7	0		
PHF	.750	.788	.583	.000	.772	.750	.667	.625	.000	.833	.813	.928	.924	.000	.950	.788	.625	.688	.000	.775	.920
Passenger Veh	9	121	6	0	136	8	16	5	0	29	12	245	119	0	376	40	9	11	0	60	601
% Passenger Veh	100	98.4	85.7	0	97.8	88.9	100	100	0	96.7	92.3	100	97.5	0	98.9	97.6	90.0	100	0	96.8	98.4
Trucks	0	2	1	0	3	1	0	0	0	1	1	0	3	0	4	1	1	0	0	2	10
% Trucks	0	1.6	14.3	0	2.2	11.1	0	0	0	3.3	7.7	0	2.5	0	1.1	2.4	10.0	0	0	3.2	1.6

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and Fenton Mill
Site Code : 00000666
Start Date : 1/22/2019
Page No : 5



Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and I64WB Off Ramp to NB Newman
Site Code : 00000423
Start Date : 1/22/2020
Page No : 1

Groups Printed- Passenger Veh - Trucks

	From North					I64 WB Off Ramp to NB Newman From East					Newman From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	7	0	0	0	7	0	29	0	0	29	0	0	0	0	0	36
07:15 AM	0	0	0	0	0	9	0	0	0	9	0	25	0	0	25	0	0	0	0	0	34
07:30 AM	0	0	0	0	0	10	0	0	0	10	0	23	0	0	23	0	0	0	0	0	33
07:45 AM	0	0	0	0	0	7	0	0	0	7	0	19	0	0	19	0	0	0	0	0	26
Total	0	0	0	0	0	33	0	0	0	33	0	96	0	0	96	0	0	0	0	0	129
08:00 AM	0	0	0	0	0	10	0	0	0	10	0	20	0	0	20	0	0	0	0	0	30
08:15 AM	0	0	0	0	0	13	0	0	0	13	0	22	0	0	22	0	0	0	0	0	35
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	14	0	0	14	0	0	0	0	0	18
08:45 AM	0	0	0	0	0	7	0	0	0	7	0	30	0	0	30	0	0	0	0	0	37
Total	0	0	0	0	0	34	0	0	0	34	0	86	0	0	86	0	0	0	0	0	120
*** BREAK ***																					
04:00 PM	0	0	0	0	0	24	0	0	0	24	0	58	0	0	58	0	0	0	0	0	82
04:15 PM	0	0	0	0	0	22	0	0	0	22	0	72	0	0	72	0	0	0	0	0	94
04:30 PM	0	0	0	0	0	21	0	0	0	21	0	68	0	0	68	0	0	0	0	0	89
04:45 PM	0	0	0	0	0	18	0	0	0	18	0	71	0	0	71	0	0	0	0	0	89
Total	0	0	0	0	0	85	0	0	0	85	0	269	0	0	269	0	0	0	0	0	354
05:00 PM	0	0	0	0	0	20	0	0	0	20	0	71	0	0	71	0	0	0	0	0	91
05:15 PM	0	0	0	0	0	28	0	0	0	28	0	66	0	0	66	0	0	0	0	0	94
05:30 PM	0	0	0	0	0	23	0	0	0	23	0	77	0	0	77	0	0	0	0	0	100
05:45 PM	0	0	0	0	0	15	0	0	0	15	0	58	0	0	58	0	0	0	0	0	73
Total	0	0	0	0	0	86	0	0	0	86	0	272	0	0	272	0	0	0	0	0	358
Grand Total	0	0	0	0	0	238	0	0	0	238	0	723	0	0	723	0	0	0	0	0	961
Apprch %	0	0	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	24.8	0	0	0	24.8	0	75.2	0	0	75.2	0	0	0	0	0	
Passenger Veh	0	0	0	0	0	228	0	0	0	228	0	698	0	0	698	0	0	0	0	0	926
% Passenger Veh	0	0	0	0	0	95.8	0	0	0	95.8	0	96.5	0	0	96.5	0	0	0	0	0	96.4
Trucks	0	0	0	0	0	10	0	0	0	10	0	25	0	0	25	0	0	0	0	0	35
% Trucks	0	0	0	0	0	4.2	0	0	0	4.2	0	3.5	0	0	3.5	0	0	0	0	0	3.6

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and I64WB Off Ramp to NB Newman
Site Code : 00000423
Start Date : 1/22/2020
Page No : 2

	From North					I64 WB Off Ramp to NB Newman From East					Newman From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	7	0	0	0	7	0	**29**	0	0	**29**	0	0	0	0	0	**36**
07:15 AM	0	0	0	0	0	9	0	0	0	9	0	25	0	0	25	0	0	0	0	0	34
07:30 AM	0	0	0	0	0	**10**	0	0	0	**10**	0	23	0	0	23	0	0	0	0	0	33
07:45 AM	0	0	0	0	0	7	0	0	0	7	0	19	0	0	19	0	0	0	0	0	26
Total Volume	0	0	0	0	0	33	0	0	0	33	0	96	0	0	96	0	0	0	0	0	129
% App. Total	0	0	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.825	.000	.000	.000	.825	.000	.828	.000	.000	.828	.000	.000	.000	.000	.000	.896
Passenger Veh	0	0	0	0	0	30	0	0	0	30	0	87	0	0	87	0	0	0	0	0	117
% Passenger Veh	0	0	0	0	0	90.9	0	0	0	90.9	0	90.6	0	0	90.6	0	0	0	0	0	90.7
Trucks	0	0	0	0	0	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	12
% Trucks	0	0	0	0	0	9.1	0	0	0	9.1	0	9.4	0	0	9.4	0	0	0	0	0	9.3

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and I64WB Off Ramp to NB Newman
Site Code : 00000423
Start Date : 1/22/2020
Page No : 3

Peak Hour Data

Peak Hour Begins at 07:00 AM

Passenger Veh
Trucks

North

	Out	In	Total
	117	0	117
	12	0	12
	129	0	129

	Right	Thru	Left	Peds
	0	0	0	0
	0	0	0	0
	0	0	0	0

	Left	Thru	Right	Peds
	0	87	0	0
	0	9	0	0
	0	96	0	0

	Out	In Newman	Total
	0	87	87
	0	9	9
	0	96	96

I64 WB Off Ramp to NB Newman

	Out	In	Total
	0	30	30
	0	3	3
	0	33	33

	Right	Thru	Left	Peds
	33	0	0	0
	3	0	0	0
	30	0	0	0

	Left	Thru	Right	Peds
	0	0	0	0
	0	0	0	0
	0	0	0	0

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and I64WB Off Ramp to NB Newman
Site Code : 00000423
Start Date : 1/22/2020
Page No : 4

	From North					I64 WB Off Ramp to NB Newman From East					Newman From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	18	0	0	0	18	0	71	0	0	71	0	0	0	0	0	89
05:00 PM	0	0	0	0	0	20	0	0	0	20	0	71	0	0	71	0	0	0	0	0	91
05:15 PM	0	0	0	0	0	**28**	0	0	0	**28**	0	66	0	0	66	0	0	0	0	0	94
05:30 PM	0	0	0	0	0	23	0	0	0	23	0	**77**	0	0	**77**	0	0	0	0	0	**100**
Total Volume	0	0	0	0	0	89	0	0	0	89	0	285	0	0	285	0	0	0	0	0	374
% App. Total	0	0	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.795	.000	.000	.000	.795	.000	.925	.000	.000	.925	.000	.000	.000	.000	.000	.935
Passenger Veh	0	0	0	0	0	88	0	0	0	88	0	281	0	0	281	0	0	0	0	0	369
% Passenger Veh	0	0	0	0	0	98.9	0	0	0	98.9	0	98.6	0	0	98.6	0	0	0	0	0	98.7
Trucks	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
% Trucks	0	0	0	0	0	1.1	0	0	0	1.1	0	1.4	0	0	1.4	0	0	0	0	0	1.3

Data Collection Group
LSmith@DataCollectionGroup.net

File Name : Newman and I64WB Off Ramp to NB Newman
Site Code : 00000423
Start Date : 1/22/2020
Page No : 5

Peak Hour Data

Peak Hour Begins at 04:45 PM

Passenger Veh
Trucks

North

	Out	In	Total
	369	0	369
	5	0	5
	374	0	374

	Right	Thru	Left	Peds
	0	0	0	0
	0	0	0	0
	0	0	0	0

	Left	Thru	Right	Peds
	0	281	0	0
	0	4	0	0
	0	285	0	0

	Out	In Newman	Total
	0	281	281
	0	4	4
	0	285	285

I64 WB Off Ramp to NB Newman

	Out	In	Total
	0	88	88
	0	1	1
	0	89	89

	Right	Thru	Left	Peds
	88	0	0	0
	1	0	0	0
	89	0	0	0

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0

	Left	Thru	Right	Peds
	0	0	0	0
	0	0	0	0
	0	0	0	0

Data Collection Group

LSmith@DataCollectionGroup.net
757.478.6761

Site Code: 11
Station ID:
Newman N of I64
bw the loops and ramps
Latitude: 0' 0.0000 Undefined

Start	20-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	5	9	2	4	2	8	*	*	*	*	*	*	3	7
01:00	*	*	5	5	3	8	4	1	*	*	*	*	*	*	4	5
02:00	*	*	3	2	3	0	1	3	*	*	*	*	*	*	2	2
03:00	*	*	6	3	7	2	5	1	*	*	*	*	*	*	6	2
04:00	*	*	27	5	22	3	23	0	*	*	*	*	*	*	24	3
05:00	*	*	60	6	68	6	56	2	*	*	*	*	*	*	61	5
06:00	*	*	175	50	176	51	158	49	*	*	*	*	*	*	170	50
07:00	*	*	**289**	87	**311**	92	291	70	*	*	*	*	*	*	**297**	83
08:00	*	*	286	108	272	92	**303**	114	*	*	*	*	*	*	287	105
09:00	*	*	213	131	191	134	226	132	*	*	*	*	*	*	210	132
10:00	*	*	168	139	166	126	192	136	*	*	*	*	*	*	175	134
11:00	*	*	205	**146**	184	**158**	167	**147**	*	*	*	*	*	*	185	**150**
12:00 PM	*	*	182	174	192	176	157	174	*	*	*	*	*	*	177	175
01:00	*	*	**206**	168	**196**	186	196	193	*	*	*	*	*	*	**199**	182
02:00	*	*	155	211	181	188	190	186	*	*	*	*	*	*	175	195
03:00	*	*	166	244	181	238	175	248	*	*	*	*	*	*	174	243
04:00	*	*	173	252	177	266	**216**	280	*	*	*	*	*	*	189	266
05:00	*	*	202	**290**	161	**276**	188	**298**	*	*	*	*	*	*	184	**288**
06:00	*	*	109	188	121	240	140	220	*	*	*	*	*	*	123	216
07:00	*	*	72	161	80	117	69	132	*	*	*	*	*	*	74	137
08:00	*	*	71	114	88	113	37	109	*	*	*	*	*	*	65	112
09:00	*	*	22	80	36	74	31	75	*	*	*	*	*	*	30	76
10:00	*	*	20	34	19	33	20	42	*	*	*	*	*	*	20	36
11:00	*	*	7	16	15	17	13	19	*	*	*	*	*	*	12	17
Lane	0	0	2827	2623	2852	2600	2860	2639	0	0	0	0	0	0	2846	2621
Day	0		5450		5452		5499		0		0		0		5467	
AM Peak	-	-	07:00	11:00	07:00	11:00	08:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	289	146	311	158	303	147	-	-	-	-	-	-	297	150
PM Peak	-	-	13:00	17:00	13:00	17:00	16:00	17:00	-	-	-	-	-	-	13:00	17:00
Vol.	-	-	206	290	196	276	216	298	-	-	-	-	-	-	199	288

Comb. Total	0	5450	5452	5499	0	0	0	5467

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 6
Station ID:
Newman S of I64

Latitude: 0' 0.0000 Undefined

Start	20-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	63	56	58	42	54	41	*	*	*	*	*	*	58	46
01:00	*	*	39	34	37	33	40	42	*	*	*	*	*	*	39	36
02:00	*	*	25	22	29	19	22	27	*	*	*	*	*	*	25	23
03:00	*	*	32	60	38	38	44	46	*	*	*	*	*	*	38	48
04:00	*	*	78	116	74	86	60	95	*	*	*	*	*	*	71	99
05:00	*	*	198	252	182	241	182	230	*	*	*	*	*	*	187	241
06:00	*	*	688	660	732	642	656	648	*	*	*	*	*	*	692	650
07:00	*	*	1249	**992**	1228	**949**	**1238**	**884**	*	*	*	*	*	*	1238	**942**
08:00	*	*	**1342**	730	**1260**	747	1206	719	*	*	*	*	*	*	**1269**	732
09:00	*	*	1027	720	980	702	1010	694	*	*	*	*	*	*	1006	705
10:00	*	*	751	704	800	656	823	686	*	*	*	*	*	*	791	682
11:00	*	*	842	769	760	800	814	705	*	*	*	*	*	*	805	758
12:00 PM	*	*	829	756	756	848	812	774	*	*	*	*	*	*	799	793
01:00	*	*	864	846	818	845	863	876	*	*	*	*	*	*	848	856
02:00	*	*	831	959	822	880	855	853	*	*	*	*	*	*	836	897
03:00	*	*	965	1112	954	1004	948	1056	*	*	*	*	*	*	956	1057
04:00	*	*	1133	1234	1111	1169	1000	1218	*	*	*	*	*	*	1081	1207
05:00	*	*	**1281**	**1248**	**1244**	**1240**	**1231**	**1266**	*	*	*	*	*	*	**1252**	**1251**
06:00	*	*	830	783	802	804	970	775	*	*	*	*	*	*	867	787
07:00	*	*	448	575	428	516	464	565	*	*	*	*	*	*	447	552
08:00	*	*	319	470	378	476	320	459	*	*	*	*	*	*	339	468
09:00	*	*	184	321	210	282	236	364	*	*	*	*	*	*	210	322
10:00	*	*	148	149	146	135	132	156	*	*	*	*	*	*	142	147
11:00	*	*	82	109	93	92	101	94	*	*	*	*	*	*	92	98
Lane	0	0	14248	13677	13940	13246	14081	13273	0	0	0	0	0	0	14088	13397
Day	0		27925		27186		27354		0		0		0		27485	
AM Peak	-	-	08:00	07:00	08:00	07:00	07:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	1342	992	1260	949	1238	884	-	-	-	-	-	-	1269	942
PM Peak	-	-	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	1281	1248	1244	1240	1231	1266	-	-	-	-	-	-	1252	1251

Comb. Total	0	27925	27186	27354	0	0	0	27485

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
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bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/21/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	12	3	0	1	0	0	0	0	0	0	0	0	0	17
12 PM	0	13	7	0	0	0	0	0	0	0	0	0	0	2	22
13:00	0	15	4	1	1	0	0	0	0	0	0	0	0	0	21
14:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	28
15:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	25
16:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
17:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
18:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
20:00	0	10	1	0	2	0	0	1	0	0	0	0	0	0	14
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	170	37	1	4	0	0	1	0	0	0	0	0	2	217
Percent	0.9%	78.3%	17.1%	0.5%	1.8%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	11:00	11:00	11:00		11:00										11:00
Vol.	1	12	3		1										17
PM Peak	23:00	17:00	12:00	13:00	20:00			20:00						12:00	17:00
Vol.	1	26	7	1	2			1						2	29

Data Collection Group

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/22/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	12	5	1	0	0	0	0	0	0	0	0	0	0	18
08:00	0	11	5	0	0	1	0	0	0	0	0	0	0	0	17
09:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	8	7	0	1	1	0	0	0	0	0	0	0	0	17
11:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
12 PM	0	12	8	0	1	0	0	0	0	0	0	0	0	0	21
13:00	0	15	5	1	1	0	0	0	0	0	0	0	0	0	22
14:00	1	19	7	1	0	0	0	0	0	0	0	0	0	0	28
15:00	1	15	13	0	1	0	0	0	0	0	0	0	0	0	30
16:00	0	28	7	0	0	0	0	0	0	0	0	0	0	0	35
17:00	0	25	2	0	0	0	0	0	0	0	0	0	0	4	31
18:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	227	90	3	5	2	0	0	0	0	0	0	0	4	334
Percent	0.9%	68.0%	26.9%	0.9%	1.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak	06:00	07:00	10:00	07:00	10:00	08:00									07:00
Vol.	1	12	7	1	1	1									18
PM Peak	14:00	16:00	15:00	13:00	12:00									17:00	16:00
Vol.	1	28	13	1	1									4	35

Data Collection Group

LSmith@DataCollectionGroup.net

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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/23/20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	5	0	0	1	0	0	0	0	0	0	0	0	9
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
08:00	0	5	8	0	0	0	0	0	0	0	0	0	0	0	13
09:00	0	8	5	0	2	1	0	0	0	0	0	0	0	0	16
10:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
12 PM	1	18	9	0	2	0	0	0	0	0	0	0	0	3	33
13:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
14:00	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
15:00	1	17	11	0	0	0	0	0	0	0	0	0	0	0	29
16:00	1	18	17	0	2	2	0	0	0	0	0	0	0	0	40
17:00	0	29	12	0	0	0	0	0	0	0	0	0	0	0	41
18:00	0	21	4	0	1	0	0	0	0	0	0	0	0	0	26
19:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
20:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	204	106	0	9	4	0	0	0	0	0	0	0	3	329
Percent	0.9%	62.0%	32.2%	0.0%	2.7%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak		10:00	08:00		09:00	05:00									09:00
Vol.		11	8		2	1									16
PM Peak	12:00	17:00	16:00		12:00	16:00								12:00	17:00
Vol.	1	29	17		2	2								3	41

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/24/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
08:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
09:00	0	10	6	1	0	0	0	0	0	0	0	0	0	2	19
10:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
11:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
12 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
13:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
14:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
15:00	0	28	12	0	0	0	0	0	0	0	0	0	0	0	40
16:00	0	19	9	0	0	0	0	0	0	0	0	0	0	0	28
17:00	1	24	3	0	1	0	0	0	0	0	0	0	0	0	29
18:00	0	25	5	0	0	0	0	0	0	0	0	0	0	0	30
19:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
20:00	1	4	5	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	2	237	79	1	2	0	0	0	0	0	0	0	0	2	323
Percent	0.6%	73.4%	24.5%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak		10:00	09:00	09:00	11:00									09:00	09:00
Vol.		11	6	1	1									2	19
PM Peak	17:00	15:00	15:00		17:00										15:00
Vol.	1	28	12		1										40

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/25/20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
09:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
10:00	0	244	64	0	2	1	0	0	0	0	0	0	0	0	311
11:00	0	135	30	0	1	0	0	0	0	0	0	0	0	1	167
12 PM	0	25	12	0	1	0	0	0	0	0	0	0	0	1	39
13:00	1	23	6	0	0	0	0	0	0	0	0	0	0	1	31
14:00	0	19	6	1	0	0	0	0	0	0	0	0	0	0	26
15:00	1	14	6	0	1	0	0	0	0	0	0	0	0	0	22
16:00	1	15	4	0	0	0	0	0	0	0	0	0	0	0	20
17:00	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
18:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
20:00	0	12	2	0	0	0	0	0	0	0	0	0	0	1	15
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	569	149	1	5	1	0	0	0	0	0	0	0	4	732
Percent	0.4%	77.7%	20.4%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak		10:00	10:00		10:00	10:00								11:00	10:00
Vol.		244	64		2	1								1	311
PM Peak	13:00	12:00	12:00	14:00	12:00									12:00	12:00
Vol.	1	25	12	1	1									1	39

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/26/20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9
09:00	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12
10:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
11:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
12 PM	0	28	6	0	1	0	0	0	0	0	0	0	0	0	35
13:00	0	51	14	0	1	0	0	0	0	0	0	0	0	0	66
14:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
15:00	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
16:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
17:00	0	22	2	0	0	0	0	0	0	0	0	0	0	1	25
18:00	0	9	4	0	0	0	0	0	0	0	0	0	0	1	14
19:00	0	14	3	0	0	0	0	0	0	0	0	0	0	1	18
20:00	0	6	6	0	0	0	0	0	0	0	0	0	0	1	13
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	251	65	0	3	0	0	0	0	0	0	0	0	5	327
Percent	0.9%	76.8%	19.9%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	08:00	11:00	10:00												11:00
Vol.	2	19	5												23
PM Peak		13:00	13:00		12:00									17:00	13:00
Vol.		51	14		1									1	66

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
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WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/27/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	7	3	1	0	0	0	0	0	0	0	0	0	0	11
08:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
09:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
10:00	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	42	16	1	1	0	0	0	0	0	0	0	0	1	61
Percent	0.0%	68.9%	26.2%	1.6%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
AM Peak		09:00	10:00	07:00	10:00									02:00	10:00
Vol.		12	6	1	1									1	18
PM Peak															
Vol.															
Grand Total	16	1700	542	7	29	7	0	1	0	0	0	0	0	21	2323
Percent	0.7%	73.2%	23.3%	0.3%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/21/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
12 PM	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16
13:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
14:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
15:00	0	8	4	0	0	0	0	1	0	0	0	0	0	0	13
16:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
17:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
18:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	125	37	0	2	0	0	2	0	0	0	0	0	0	166
Percent	0.0%	75.3%	22.3%	0.0%	1.2%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00												11:00
Vol.		14	4												18
PM Peak		16:00	12:00		16:00			15:00							16:00
Vol.		17	8		1			1							23

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/22/20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
08:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
09:00	0	9	2	0	0	1	0	0	0	0	0	0	0	0	12
10:00	1	11	7	0	1	1	0	0	0	0	0	0	0	0	21
11:00	0	13	9	0	0	0	0	0	0	0	0	0	0	2	24
12 PM	1	10	5	1	1	0	0	0	0	0	0	0	0	0	18
13:00	0	13	3	1	0	0	0	0	0	0	0	0	0	0	17
14:00	0	12	10	1	0	1	0	0	0	0	0	0	0	0	24
15:00	0	9	6	0	0	0	0	0	0	0	0	0	0	2	17
16:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	28
17:00	0	21	3	0	0	0	0	0	0	0	0	0	0	2	26
18:00	0	12	7	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	211	77	3	3	3	0	0	0	0	0	0	0	6	305
Percent	0.7%	69.2%	25.2%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	10:00	08:00	11:00		08:00	09:00								11:00	11:00
Vol.	1	19	9		1	1								2	24
PM Peak	12:00	16:00	14:00	12:00	12:00	14:00								15:00	16:00
Vol.	1	24	10	1	1	1								2	28

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/23/20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
07:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
08:00	0	9	8	0	0	1	0	0	0	0	0	0	0	0	18
09:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	7	3	0	2	0	0	0	0	0	0	0	0	1	13
11:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
12 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	4	15
13:00	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
14:00	0	16	8	0	0	0	0	0	0	0	0	0	0	0	24
15:00	0	12	5	0	1	0	0	0	0	0	0	0	0	0	18
16:00	0	24	5	0	0	0	0	0	0	0	0	0	0	0	29
17:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
18:00	0	6	2	0	0	0	0	0	0	0	0	0	0	1	9
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	182	56	0	3	2	0	0	0	0	0	0	0	8	251
Percent	0.0%	72.5%	22.3%	0.0%	1.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	
AM Peak		11:00	08:00		10:00	08:00								03:00	08:00
Vol.		10	8		2	1								1	18
PM Peak		16:00	14:00		15:00	12:00								12:00	16:00
Vol.		24	8		1	1								4	29

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/24/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	2	13
09:00	0	9	0	1	0	0	0	0	0	0	0	0	0	5	15
10:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
11:00	0	14	4	0	0	1	0	0	1	0	0	0	0	0	20
12 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	1	14
13:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
14:00	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
15:00	1	12	9	0	1	0	0	0	0	0	0	0	0	0	23
16:00	0	17	8	0	0	0	0	0	0	0	0	0	0	0	25
17:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
18:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
19:00	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	198	54	1	4	1	0	0	1	0	0	0	0	9	269
Percent	0.4%	73.6%	20.1%	0.4%	1.5%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	3.3%	
AM Peak		11:00	07:00	09:00	10:00	11:00			11:00					09:00	11:00
Vol.		14	4	1	1	1			1					5	20
PM Peak	15:00	17:00	15:00		12:00									12:00	14:00
Vol.	1	21	9		2									1	26

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/25/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
10:00	0	14	1	0	0	0	0	0	0	0	0	0	0	1	16
11:00	0	25	7	0	1	0	0	0	0	0	0	0	0	0	33
12 PM	0	18	7	0	1	0	0	0	0	0	0	0	0	1	27
13:00	0	26	4	0	1	0	0	0	0	0	0	0	0	1	32
14:00	0	37	4	0	1	0	0	0	0	0	0	0	0	1	43
15:00	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
16:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
17:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
18:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	12	1	0	0	0	0	0	0	0	0	0	0	1	14
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	243	54	0	6	0	0	0	0	0	0	0	0	5	308
Percent	0.0%	78.9%	17.5%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
AM Peak		11:00	11:00		11:00									10:00	11:00
Vol.		25	7		1									1	33
PM Peak		14:00	12:00		12:00									12:00	14:00
Vol.		37	7		1									1	43

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/26/20	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	9	1	0	0	0	0	0	0	0	0	0	0	1	11
09:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
10:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
11:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
12 PM	0	342	52	1	2	0	0	0	1	0	0	0	0	0	398
13:00	0	248	41	0	0	0	0	0	1	0	0	0	0	0	290
14:00	0	75	24	0	1	0	0	0	0	0	0	0	0	0	100
15:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
16:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
17:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
18:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	822	145	1	3	0	0	0	2	0	0	0	0	3	976
Percent	0.0%	84.2%	14.9%	0.1%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak		11:00	11:00											00:00	11:00
Vol.		27	7											2	34
PM Peak		12:00	12:00	12:00	12:00				12:00						12:00
Vol.		342	52	1	2				1						398

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 1
Station ID:
Fenton Mill
bw Barlow and Thomas
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/27/20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
09:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
10:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	69	14	0	0	0	0	0	0	0	0	0	0	1	84
Percent	0.0%	82.1%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak		10:00	10:00											00:00	10:00
Vol.		18	4											1	22
PM Peak															
Vol.															
Grand Total	3	1850	437	5	21	6	0	2	3	0	0	0	0	32	2359
Percent	0.1%	78.4%	18.5%	0.2%	0.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	1.4%	

Data Collection Group

LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/21/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	17	5	0	1	1	1	0	0	0	0	0	0	0	25
12 PM	0	7	10	1	0	1	0	0	1	0	0	0	0	0	20
13:00	0	18	4	0	0	2	0	0	0	0	0	0	0	0	24
14:00	0	8	7	0	0	1	0	0	0	0	0	0	0	0	16
15:00	0	6	8	0	0	0	1	1	0	0	0	0	0	0	16
16:00	0	14	4	0	0	1	0	0	0	0	0	0	0	0	19
17:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
18:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
20:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
22:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	122	50	1	4	6	2	2	1	0	0	0	0	0	188
Percent	0.0%	64.9%	26.6%	0.5%	2.1%	3.2%	1.1%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00	11:00	11:00								11:00
Vol.		17	5		1	1	1								25
PM Peak		17:00	12:00	12:00	17:00	13:00	15:00	15:00	12:00						17:00
Vol.		19	10	1	1	2	1	1	1						25

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EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/22/20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	20	6	0	0	3	0	0	0	0	0	0	0	0	29
08:00	0	19	6	0	1	5	0	0	0	0	0	0	0	0	31
09:00	0	5	4	0	0	1	1	0	0	0	0	0	0	0	11
10:00	1	10	9	0	1	2	0	0	0	0	0	0	0	0	23
11:00	0	17	5	1	1	1	0	0	1	0	0	0	0	2	28
12 PM	1	14	8	0	1	2	0	0	0	0	0	0	0	0	26
13:00	0	13	7	0	0	1	2	0	0	0	0	0	0	1	24
14:00	1	9	6	0	3	2	0	0	0	0	0	0	0	0	21
15:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
16:00	0	23	10	0	1	0	0	0	0	0	0	0	0	0	34
17:00	0	18	4	0	0	0	0	0	0	0	0	0	0	1	23
18:00	0	9	8	0	1	0	0	0	0	0	0	0	0	0	18
19:00	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	201	97	1	9	17	3	0	1	0	0	0	0	4	336
Percent	0.9%	59.8%	28.9%	0.3%	2.7%	5.1%	0.9%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak	10:00	07:00	10:00	11:00	08:00	08:00	09:00		11:00					11:00	08:00
Vol.	1	20	9	1	1	5	1		1					2	31
PM Peak	12:00	16:00	16:00		14:00	12:00	13:00							13:00	16:00
Vol.	1	23	10		3	2	2							1	34

Data Collection Group
LSmith@DataCollectionGroup.net

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EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/23/20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	8	2	0	0	1	0	0	0	0	0	0	0	0	12
07:00	1	10	4	0	1	1	0	0	0	0	0	0	0	1	18
08:00	0	10	12	0	0	1	0	0	0	0	0	0	0	0	23
09:00	0	9	3	0	0	0	1	0	0	0	0	0	0	0	13
10:00	0	5	6	0	1	1	0	0	0	0	0	0	0	0	13
11:00	0	12	3	0	0	1	0	0	0	0	0	0	0	0	16
12 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	3	13
13:00	0	15	12	0	1	1	0	0	0	0	0	0	0	0	29
14:00	0	12	13	0	0	0	0	0	0	0	0	0	0	0	25
15:00	0	11	10	0	1	0	0	0	0	0	0	0	0	0	22
16:00	0	25	7	0	0	0	0	0	0	0	0	0	0	1	33
17:00	0	12	6	0	1	0	0	0	0	0	0	0	0	1	20
18:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	173	91	0	5	6	1	0	0	0	0	0	0	6	284
Percent	0.7%	60.9%	32.0%	0.0%	1.8%	2.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	
AM Peak	06:00	11:00	08:00		07:00	06:00	09:00							07:00	08:00
Vol.	1	12	12		1	1	1							1	23
PM Peak		16:00	14:00		13:00	13:00								12:00	16:00
Vol.		25	13		1	1								3	33

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
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Fenton Mill
East of Newman
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EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/24/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	13	9	0	0	1	0	0	0	0	0	0	0	0	23
08:00	0	8	4	0	0	1	0	0	0	0	0	0	0	2	15
09:00	0	10	2	0	0	0	0	0	0	0	0	0	0	1	13
10:00	0	15	9	0	0	0	0	0	0	0	0	0	0	0	24
11:00	0	17	6	0	0	2	0	0	1	0	0	0	0	0	26
12 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
13:00	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
14:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
15:00	1	14	8	0	1	0	0	0	0	0	0	0	0	0	24
16:00	0	12	13	0	0	0	0	0	0	0	0	0	0	0	25
17:00	0	17	5	0	0	0	0	0	0	0	0	0	0	0	22
18:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	184	92	0	3	5	0	0	1	0	0	0	0	3	289
Percent	0.3%	63.7%	31.8%	0.0%	1.0%	1.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak		11:00	07:00			11:00			11:00					08:00	11:00
Vol.		17	9			2			1					2	26
PM Peak	15:00	17:00	16:00		12:00										16:00
Vol.	1	17	13		1										25

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LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
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EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/25/20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
09:00	0	13	4	0	0	0	0	0	0	0	0	0	0	2	19
10:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	20	10	0	1	0	0	0	0	0	0	0	0	6	37
12 PM	0	17	9	0	0	0	0	0	0	0	0	0	0	0	26
13:00	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
14:00	0	36	8	0	1	0	0	0	0	0	0	0	0	1	46
15:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22
16:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
17:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
18:00	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
19:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	221	72	0	4	0	0	0	0	0	0	0	0	9	307
Percent	0.3%	72.0%	23.5%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	
AM Peak		11:00	11:00		11:00									11:00	11:00
Vol.		20	10		1									6	37
PM Peak	19:00	14:00	12:00		14:00									14:00	14:00
Vol.	1	36	9		1									1	46

Data Collection Group
LSmith@DataCollectionGroup.net

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EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/26/20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
10:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	22	7	0	0	0	0	0	0	0	0	0	0	1	30
12 PM	1	340	61	1	2	0	0	0	1	0	0	0	0	3	409
13:00	1	247	38	0	0	0	0	0	1	0	0	0	0	4	291
14:00	0	71	14	0	0	0	0	0	0	0	0	0	0	1	86
15:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
16:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
17:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
18:00	0	7	8	0	0	0	0	0	0	0	0	0	0	0	15
19:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	790	155	1	2	0	0	0	2	0	0	0	0	9	961
Percent	0.2%	82.2%	16.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak		11:00	11:00											11:00	11:00
Vol.		22	7											1	30
PM Peak	12:00	12:00	12:00	12:00	12:00				12:00					13:00	12:00
Vol.	1	340	61	1	2				1					4	409

Data Collection Group
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Latitude: 0' 0.0000 Undefined

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/27/20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	10	7	0	0	0	0	0	0	0	0	0	0	0	17
08:00	0	9	6	0	0	2	0	0	0	0	0	0	0	0	17
09:00	0	17	6	0	0	1	1	0	0	0	0	0	0	0	25
10:00	0	11	9	0	0	1	1	0	0	0	0	0	0	0	22
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	58	31	0	0	5	2	0	0	0	0	0	0	0	96
Percent	0.0%	60.4%	32.3%	0.0%	0.0%	5.2%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00			08:00	09:00								09:00
Vol.		17	9			2	1								25
PM Peak															
Vol.															
Grand Total	9	1749	588	3	27	39	8	2	5	0	0	0	0	31	2461
Percent	0.4%	71.1%	23.9%	0.1%	1.1%	1.6%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	1.3%	

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/21/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	10	4	0	0	0	2	0	0	0	0	0	0	0	16
12 PM	1	13	8	0	1	0	1	0	1	0	0	0	0	0	25
13:00	0	16	6	2	0	0	2	0	0	0	0	0	0	0	26
14:00	0	22	4	0	1	0	1	0	0	0	0	0	0	0	28
15:00	0	23	10	0	0	0	1	0	0	0	0	0	0	0	34
16:00	0	19	7	0	0	1	0	0	0	0	0	0	0	1	28
17:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
18:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
19:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	10	1	0	2	0	0	1	0	0	0	0	0	0	14
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	164	52	2	4	1	7	1	1	0	0	0	0	1	235
Percent	0.9%	69.8%	22.1%	0.9%	1.7%	0.4%	3.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak		11:00	11:00				11:00								11:00
Vol.		10	4				2								16
PM Peak	12:00	15:00	15:00	13:00	20:00	16:00	13:00	20:00	12:00					16:00	15:00
Vol.	1	23	10	2	2	1	2	1	1					1	34

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/22/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
06:00	1	6	2	0	1	0	0	0	0	0	0	0	0	0	10
07:00	0	15	7	1	0	1	1	0	0	0	0	0	0	0	25
08:00	0	14	8	0	0	2	2	0	0	0	0	0	0	0	26
09:00	0	8	6	0	0	0	1	0	0	0	0	0	0	3	18
10:00	0	9	6	0	1	2	2	0	0	0	0	0	0	0	20
11:00	0	10	6	0	0	1	2	0	0	0	0	0	0	0	19
12 PM	0	9	8	0	0	1	1	0	0	0	0	0	0	0	19
13:00	0	18	8	0	2	1	2	0	0	0	0	0	0	0	31
14:00	1	18	8	1	0	1	0	0	0	0	0	0	0	0	29
15:00	1	18	12	0	1	0	0	0	0	0	0	0	0	0	32
16:00	0	19	10	0	1	0	0	0	0	0	0	0	0	1	31
17:00	0	22	8	0	0	0	0	0	0	0	0	0	0	0	30
18:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
19:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
20:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	221	110	2	7	9	11	0	0	0	0	0	0	4	367
Percent	0.8%	60.2%	30.0%	0.5%	1.9%	2.5%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	06:00	07:00	08:00	07:00	06:00	08:00	08:00							09:00	08:00
Vol.	1	15	8	1	1	2	2							3	26
PM Peak	14:00	17:00	15:00	14:00	13:00	12:00	13:00							16:00	15:00
Vol.	1	22	12	1	2	1	2							1	32

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/23/20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	5	0	0	1	0	0	0	0	0	0	0	0	8
06:00	0	3	3	0	1	1	0	0	0	0	0	0	0	0	8
07:00	0	7	6	0	0	0	0	0	0	0	0	0	0	3	16
08:00	0	5	9	0	0	0	1	0	0	0	0	0	0	0	15
09:00	0	7	9	0	2	1	1	0	0	0	0	0	0	0	20
10:00	1	11	4	0	0	1	0	0	0	0	0	0	0	0	17
11:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
12 PM	0	14	10	0	2	1	0	0	0	0	0	0	0	2	29
13:00	0	11	13	0	1	0	0	0	0	0	0	0	0	0	25
14:00	0	12	10	0	0	0	0	0	0	0	0	0	0	0	22
15:00	1	20	14	0	0	1	0	0	0	0	0	0	0	0	36
16:00	1	19	19	0	2	2	0	0	0	0	0	0	0	1	44
17:00	0	29	14	0	0	0	0	0	0	0	0	0	0	1	44
18:00	0	14	6	0	1	0	0	0	0	0	0	0	0	0	21
19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	200	136	0	10	8	2	0	0	0	0	0	0	7	366
Percent	0.8%	54.6%	37.2%	0.0%	2.7%	2.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak	10:00	10:00	08:00		09:00	05:00	08:00							07:00	09:00
Vol.	1	11	9		2	1	1							3	20
PM Peak	15:00	17:00	16:00		12:00	16:00								12:00	16:00
Vol.	1	29	19		2	2								2	44

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/24/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	3	3	0	1	1	0	0	0	0	0	0	0	0	8
07:00	0	5	7	0	0	1	0	0	0	0	0	0	0	0	13
08:00	0	4	6	0	0	1	0	0	0	0	0	0	0	0	11
09:00	0	14	7	0	0	0	0	0	0	0	0	0	0	1	22
10:00	0	11	9	0	0	0	0	0	0	0	0	0	0	0	20
11:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
12 PM	0	16	5	0	0	1	0	0	0	0	0	0	0	0	22
13:00	0	16	7	0	0	0	0	0	0	0	0	0	0	2	25
14:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
15:00	0	28	12	0	0	0	0	0	0	0	0	0	0	0	40
16:00	0	22	12	0	0	0	0	0	0	0	0	0	0	0	34
17:00	1	18	7	0	0	0	0	0	0	0	0	0	0	0	26
18:00	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
19:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
20:00	1	6	5	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	231	105	0	1	4	0	0	0	0	0	0	0	3	346
Percent	0.6%	66.8%	30.3%	0.0%	0.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak		09:00	10:00		06:00	06:00								09:00	09:00
Vol.		14	9		1	1								1	22
PM Peak	17:00	15:00	15:00			12:00								13:00	15:00
Vol.	1	28	12			1								2	40

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/25/20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
09:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
10:00	0	223	64	0	2	1	0	0	0	0	0	0	0	1	291
11:00	0	146	31	0	2	0	0	0	0	0	0	0	0	1	180
12 PM	0	33	11	0	0	0	0	0	0	0	0	0	0	0	44
13:00	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
14:00	0	24	6	1	0	0	0	0	0	0	0	0	0	0	31
15:00	1	13	6	0	0	0	0	0	0	0	0	0	0	0	20
16:00	1	12	3	0	0	0	0	0	0	0	0	0	0	0	16
17:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
18:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	3	564	150	1	4	1	0	0	0	0	0	0	0	2	725
Percent	0.4%	77.8%	20.7%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak		10:00	10:00		10:00	10:00								10:00	10:00
Vol.		223	64		2	1								1	291
PM Peak	15:00	12:00	12:00	14:00											12:00
Vol.	1	33	11	1											44

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/26/20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
09:00	3	8	4	0	0	0	0	0	0	0	0	0	0	0	15
10:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
11:00	0	17	3	0	0	0	0	0	0	0	0	0	0	1	21
12 PM	0	24	7	0	1	0	0	0	0	0	0	0	0	2	34
13:00	0	41	15	0	1	0	0	0	0	0	0	0	0	5	62
14:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
15:00	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28
16:00	1	13	0	0	0	0	0	0	0	0	0	0	0	0	14
17:00	2	21	3	0	0	0	0	0	0	0	0	0	0	0	26
18:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
19:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
20:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	230	65	0	2	0	0	0	0	0	0	0	0	8	312
Percent	2.2%	73.7%	20.8%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
AM Peak	09:00	11:00	09:00											11:00	11:00
Vol.	3	17	4											1	21
PM Peak	17:00	13:00	13:00		12:00									13:00	13:00
Vol.	2	41	15		1									5	62

Data Collection Group
LSmith@DataCollectionGroup.net

Site Code: 111
Station ID:
Fenton Mill
East of Newman
Latitude: 0' 0.0000 Undefined

WB

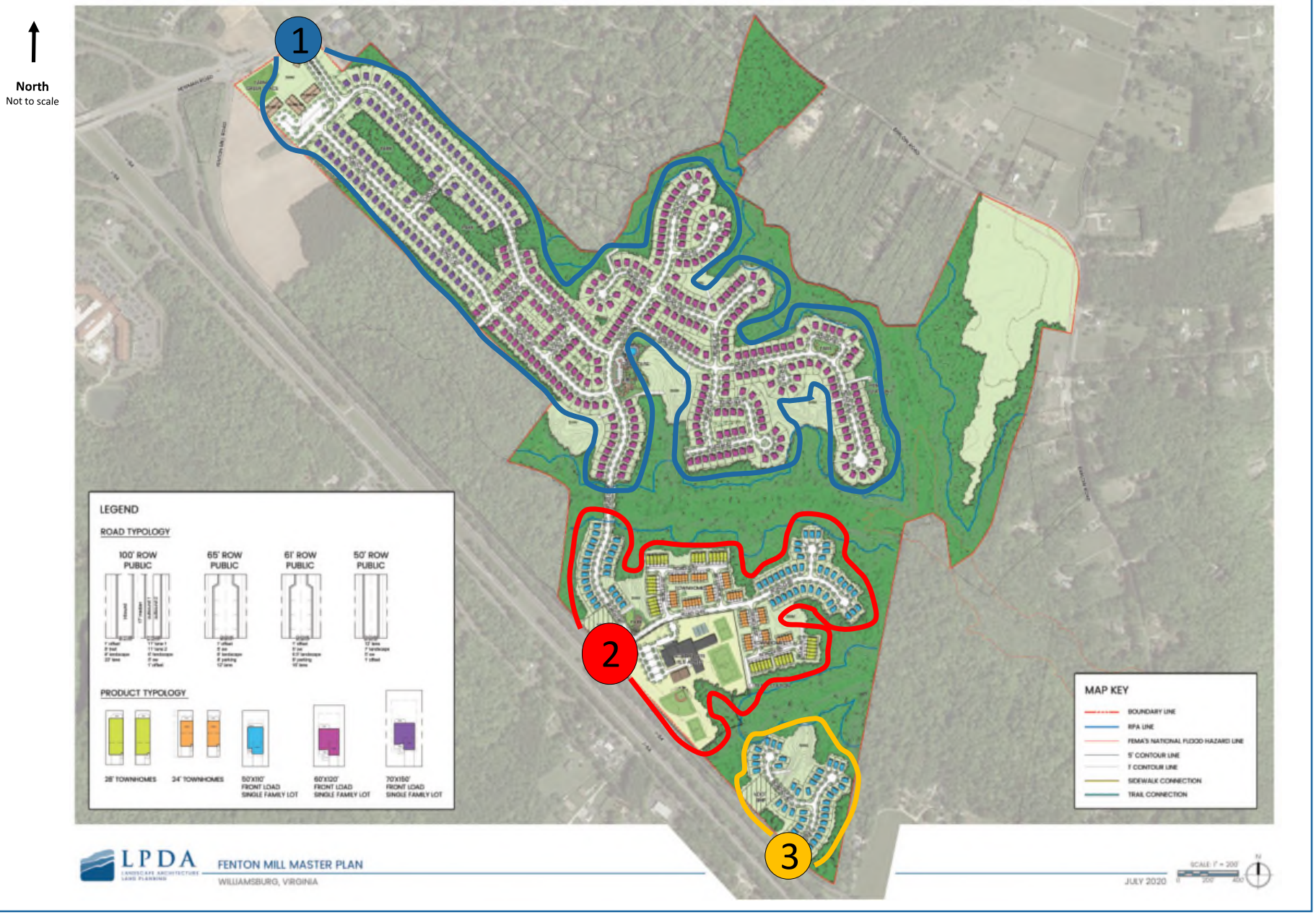
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Not Classe	Total
07/27/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	10	5	1	0	0	0	0	0	0	0	0	0	0	16
08:00	0	7	4	0	1	1	1	0	0	0	0	0	0	0	14
09:00	0	15	5	0	1	2	0	0	0	0	0	0	0	0	23
10:00	1	9	8	0	0	1	1	0	0	0	0	0	0	0	20
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	46	27	1	2	5	2	0	0	0	0	0	0	0	84
Percent	1.2%	54.8%	32.1%	1.2%	2.4%	6.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	10:00	07:00	08:00	09:00	08:00								09:00
Vol.	1	15	8	1	1	2	1								23
PM Peak															
Vol.															
Grand Total	21	1656	645	6	30	28	22	1	1	0	0	0	0	25	2435
Percent	0.9%	68.0%	26.5%	0.2%	1.2%	1.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	

C External Distribution

McPherson CONSULTING

Fenton Mill Development – York County, VA

Site Plan



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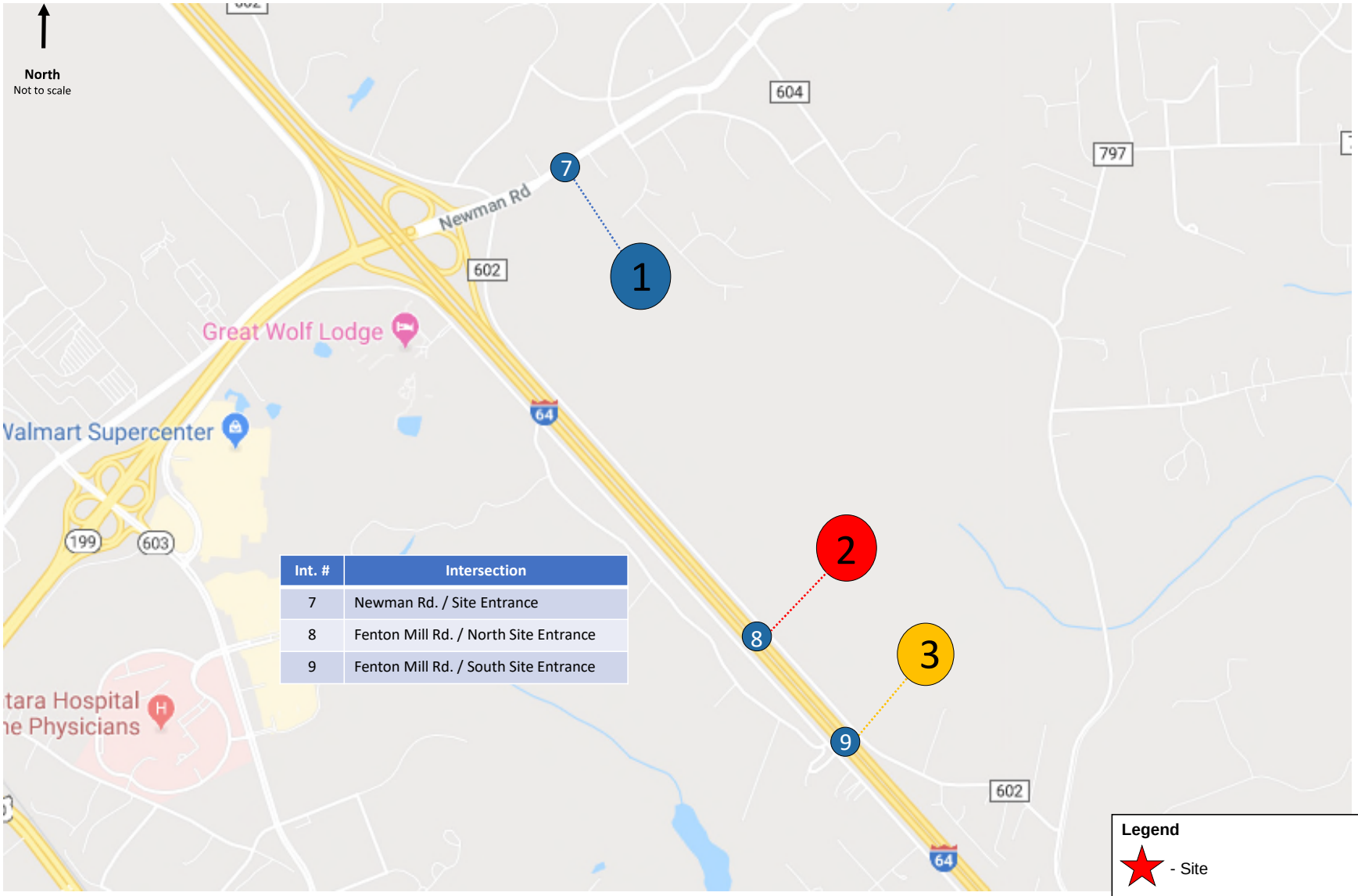
Fenton Mill Development – York County, VA

Site Entrances



Int. #	Intersection
7	Newman Rd. / Site Entrance
8	Fenton Mill Rd. / North Site Entrance
9	Fenton Mill Rd. / South Site Entrance

Appendix C2

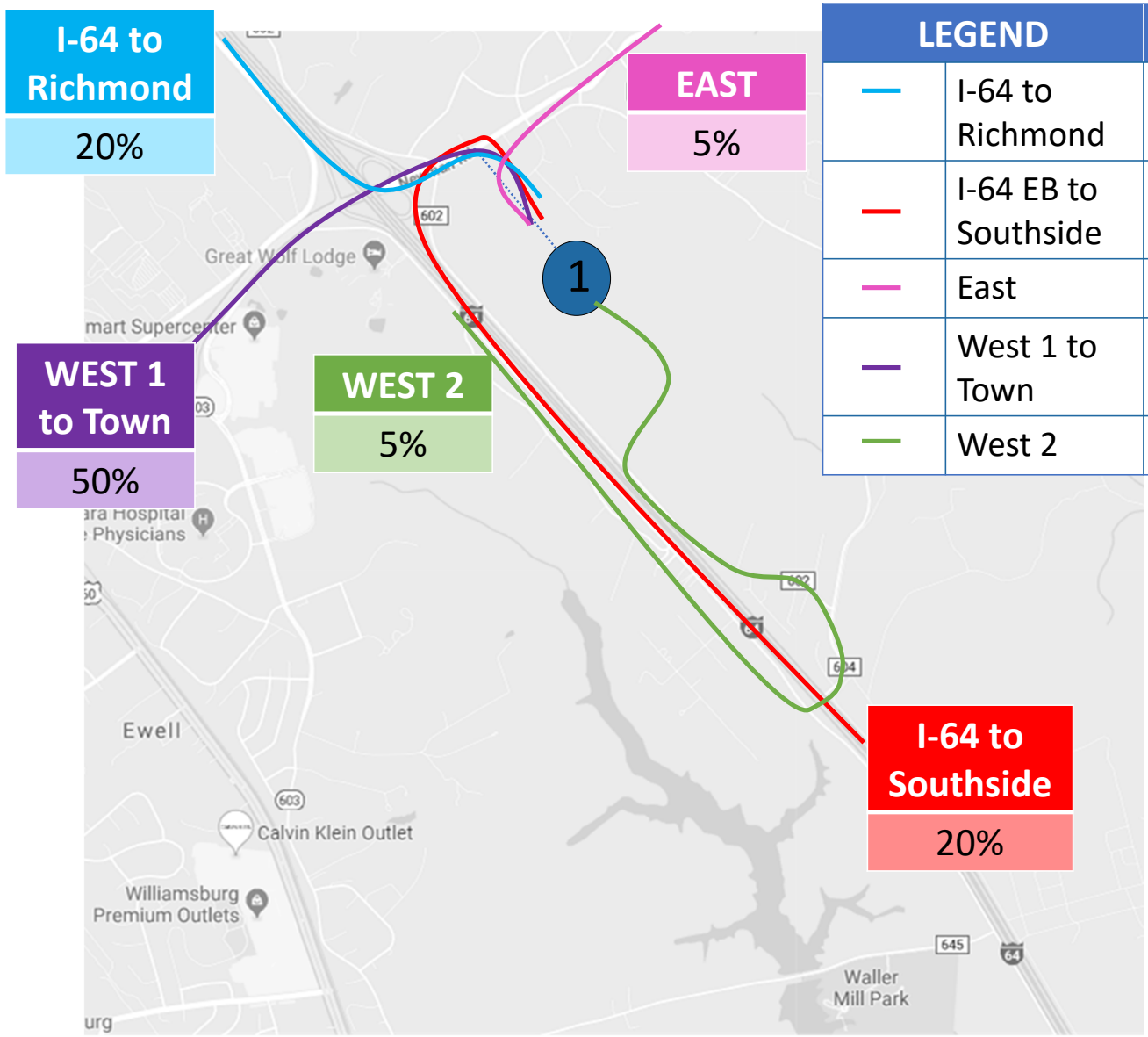
McPherson CONSULTING

Fenton Mill Development – York County, VA

Zone 1 Commercial

Appendix C3

North
Not to scale



LEGEND		1st sub	Update
	I-64 to Richmond	20%	20%
	I-64 EB to Southside	20%	20%
	East	5%	5%
	West 1 to Town	50%	50%
	West 2	5%	5%

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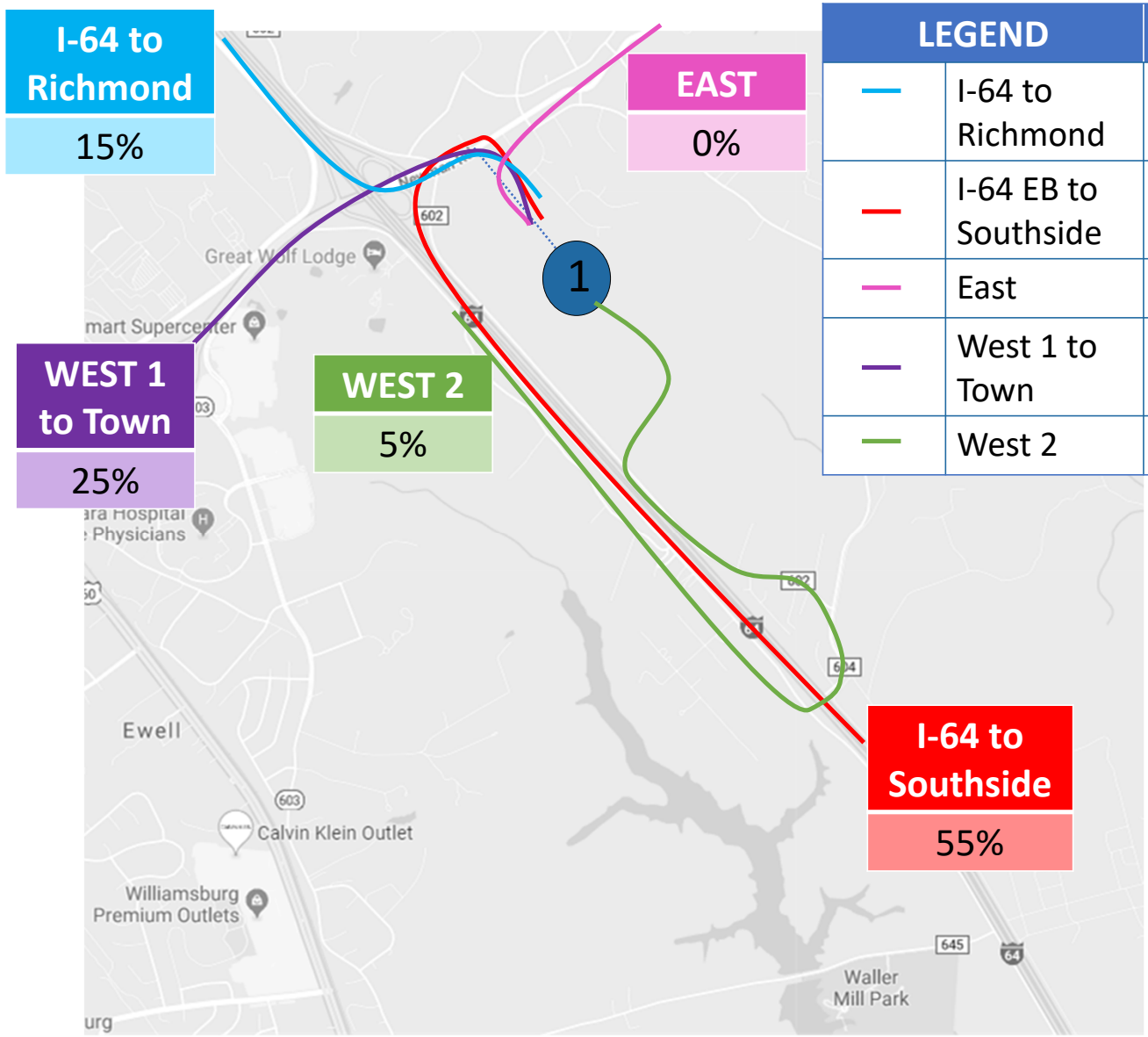
Fenton Mill Development – York County, VA

Zone 1 Residential

Appendix C4

North
Not to scale



LEGEND		1st sub	Update
	I-64 to Richmond	15%	15%
	I-64 EB to Southside	55%	55%
	East	0%	0%
	West 1 to Town	25%	25%
	West 2	5%	5%

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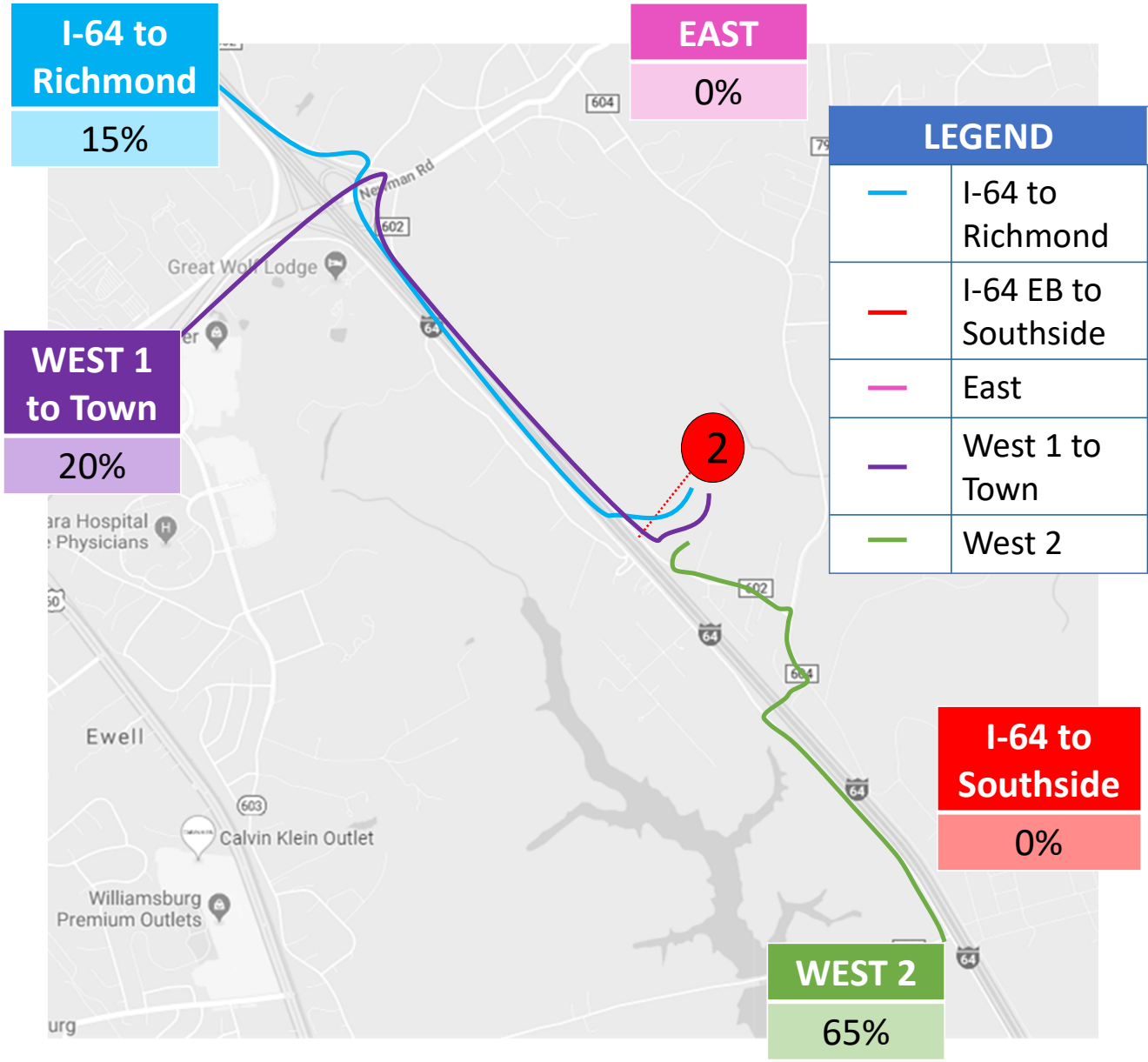
Fenton Mill Development – York County, VA

Zone 2

Appendix C5

North
Not to scale



LEGEND		1st sub	Update
	I-64 to Richmond	15%	15%
	I-64 EB to Southside	0%	0%
	East	0%	0%
	West 1 to Town	20%	20%
	West 2	65%	65%

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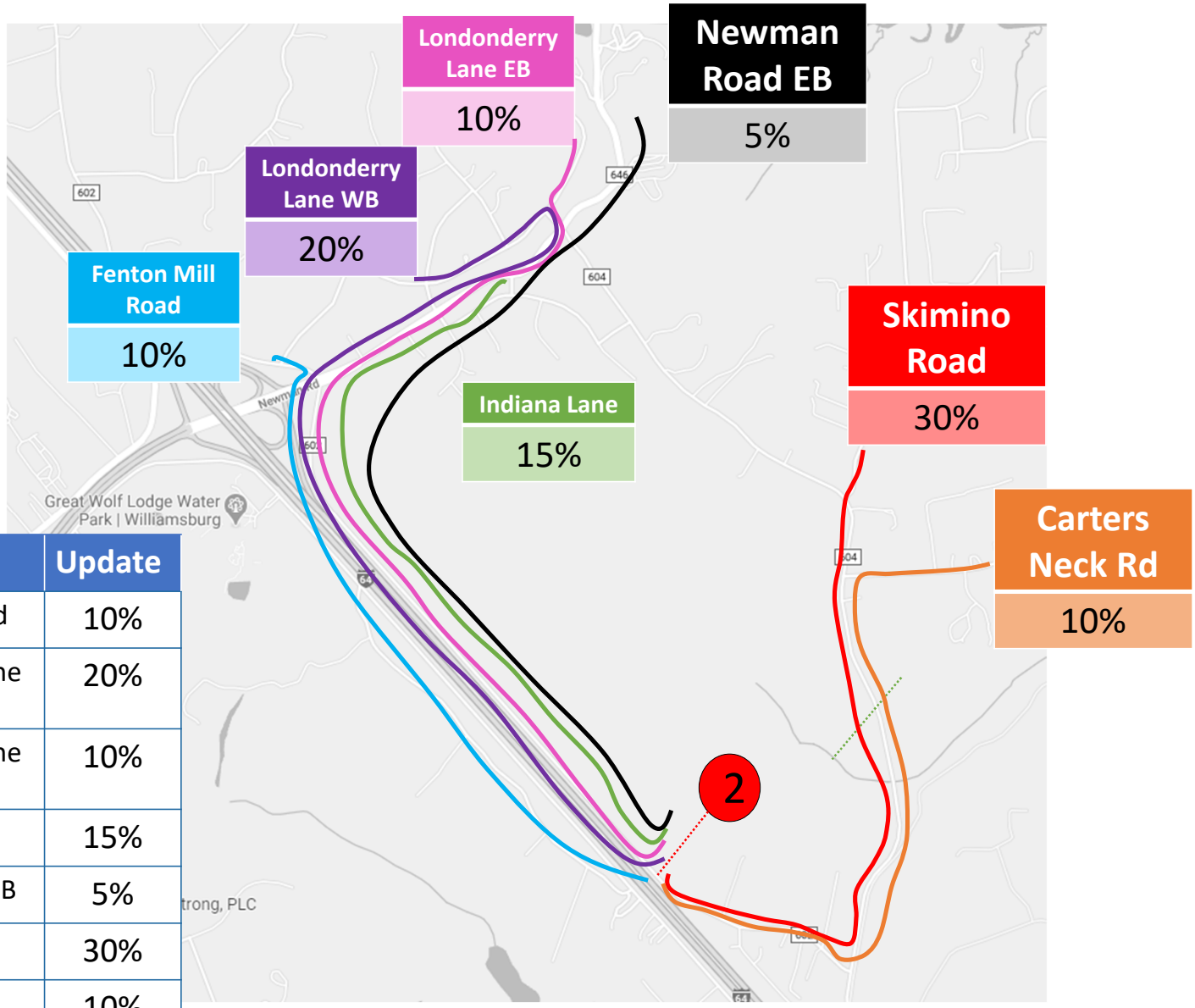
Fenton Mill Development – York County, VA

Zone 2 School

North
Not to scale



LEGEND		Update
	Fenton Mill Road	10%
	Londonderry Lane WB	20%
	Londonderry Lane EB	10%
	Indiana Lane	15%
	Newman Road EB	5%
	Skimino Road	30%
	Carters Neck Rd	10%

Appendix C6

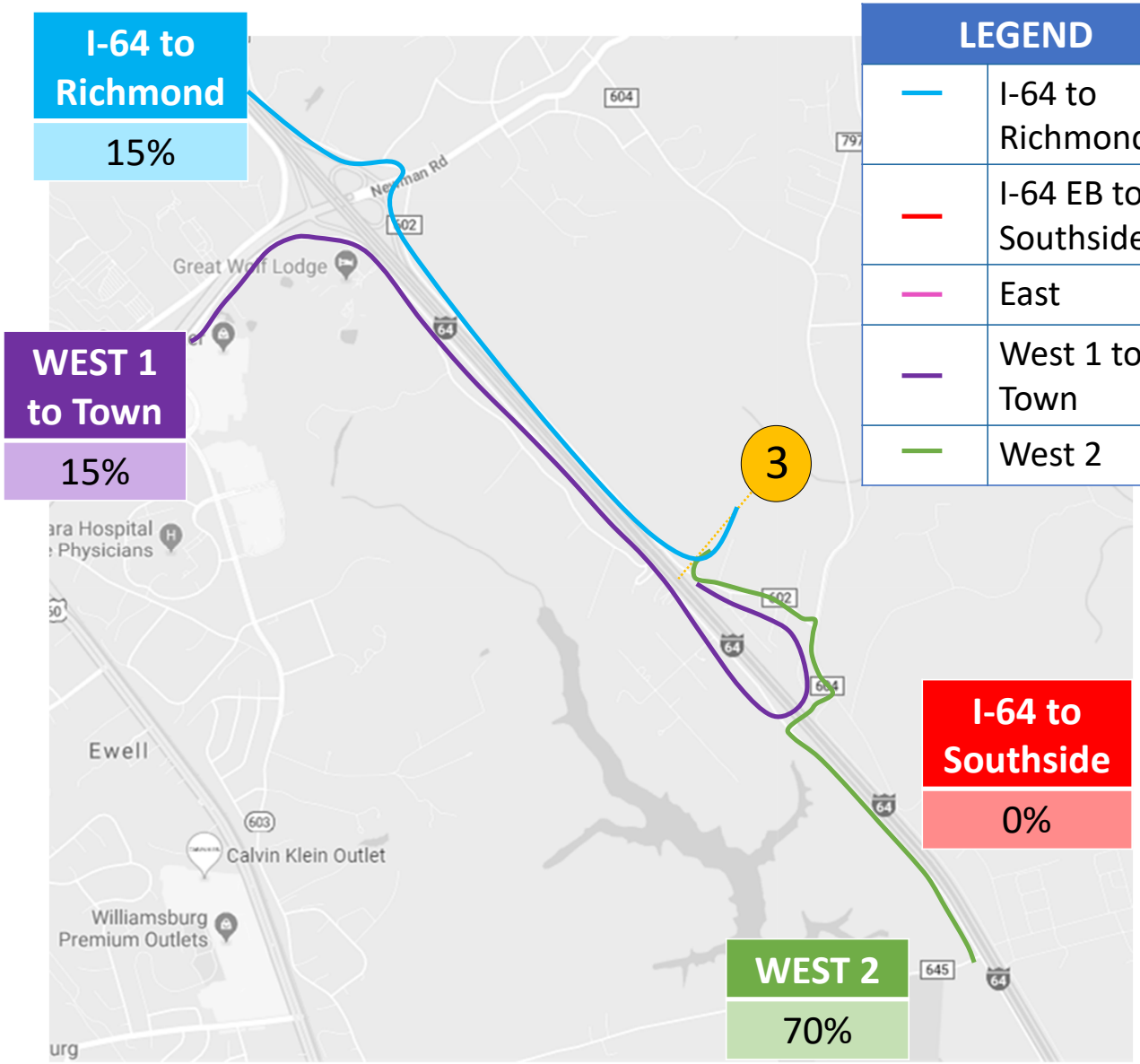
McPherson CONSULTING

Fenton Mill Development – York County, VA

Zone 3

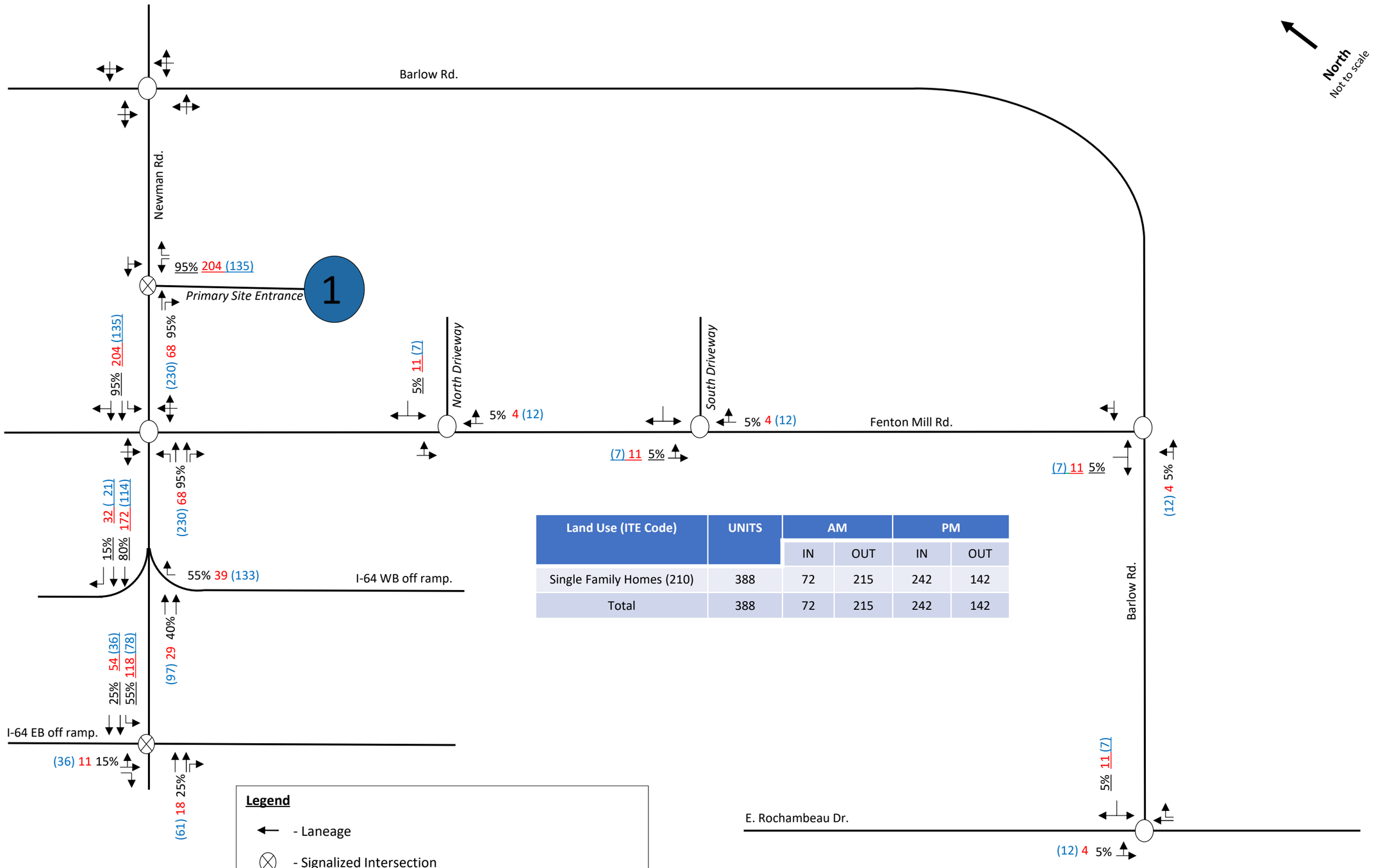
Appendix C7

North
Not to scale



LEGEND		1st sub	Update
	I-64 to Richmond	15%	15%
	I-64 EB to Southside	0%	0%
	East	0%	0%
	West 1 to Town	15%	15%
	West 2	70%	70%

D Detailed Distribution and Assignment



Land Use (ITE Code)	UNITS	AM		PM	
		IN	OUT	IN	OUT
Single Family Homes (210)	388	72	215	242	142
Total	388	72	215	242	142

Legend

← - Laneage

⊗ - Signalized Intersection

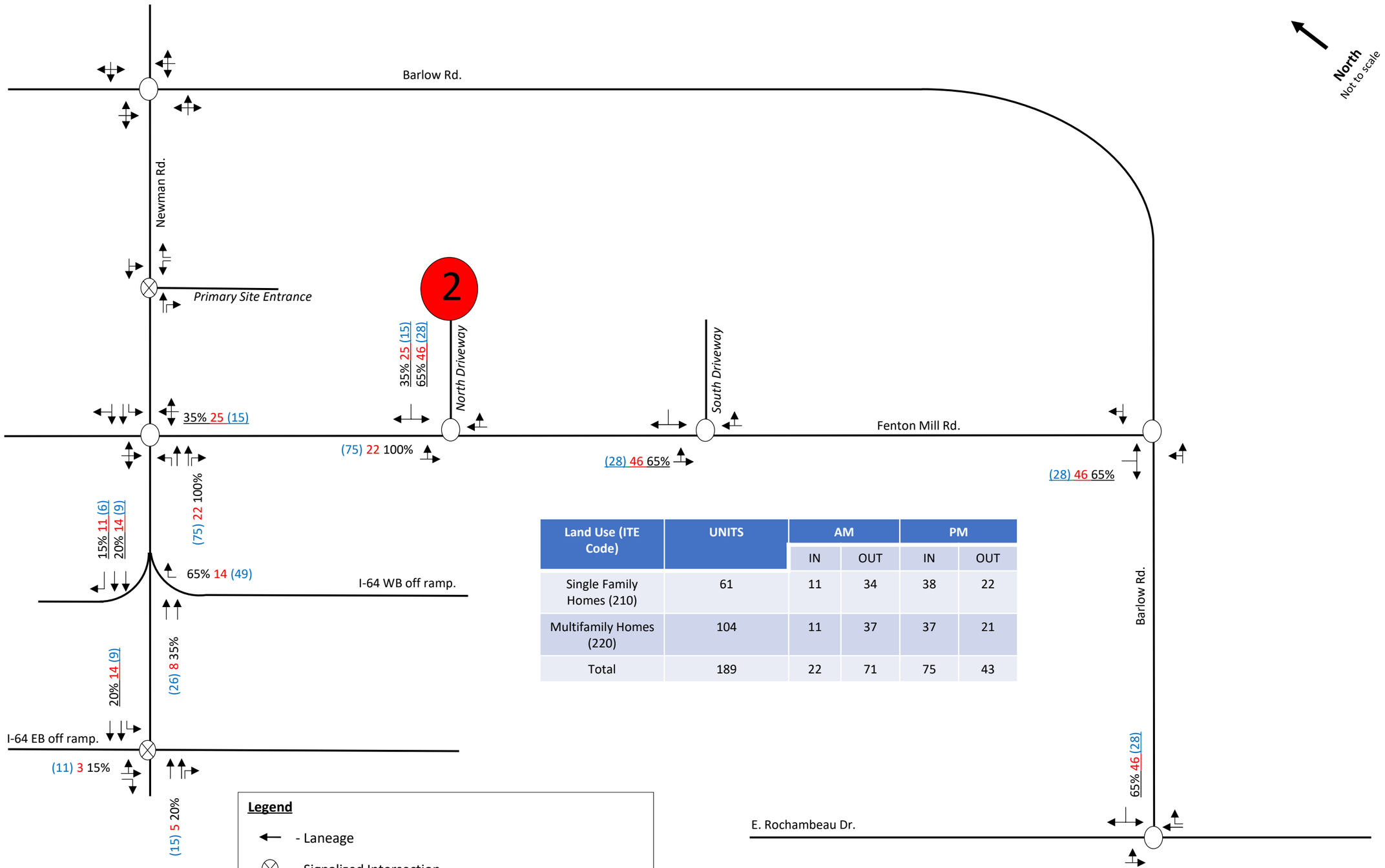
○ - Unsignalized Intersection

xx% xx (xx) - Distribution Inbound/ Outbound AM (PM) Peak Hour Volume

Appendix
D1

Fenton Mill Development –York County, VA
Trip Distribution / Assignment – Zone 1 Residential

McPherson CONSULTING



Land Use (ITE Code)	UNITS	AM		PM	
		IN	OUT	IN	OUT
Single Family Homes (210)	61	11	34	38	22
Multifamily Homes (220)	104	11	37	37	21
Total	189	22	71	75	43

Legend

← - Laneage

⊗ - Signalized Intersection

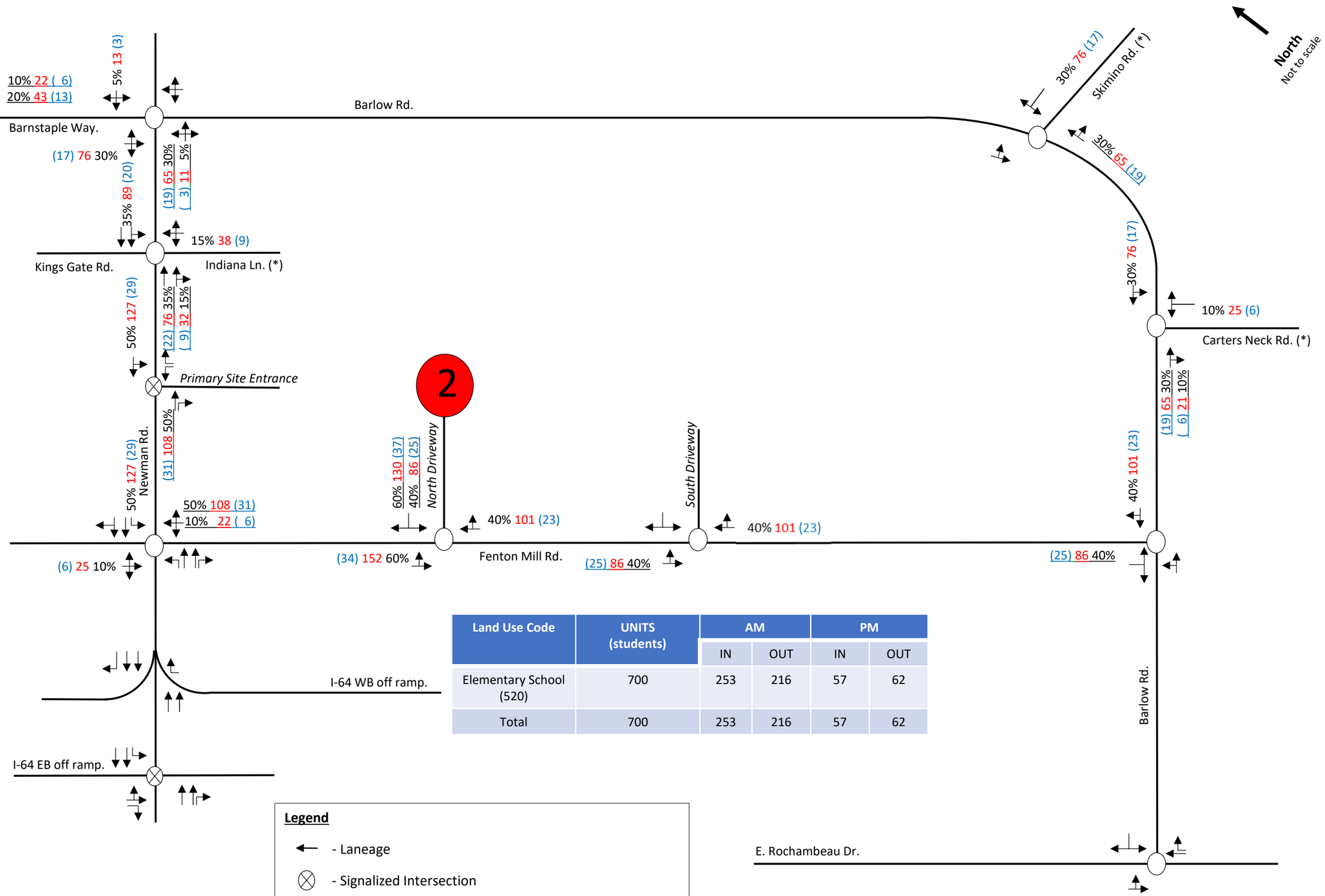
○ - Unsignalized Intersection

xx% xx (xx) - Distribution Inbound/ Outbound AM (PM) Peak Hour Volume

Appendix
D2

Fenton Mill Development –York County, VA
Trip Distribution / Assignment – Zone 2 Residential

McPherson CONSULTING



Land Use Code	UNITS (students)	AM		PM	
		IN	OUT	IN	OUT
Elementary School (520)	700	253	216	57	62
Total	700	253	216	57	62

Legend

← - Laneage

⊗ - Signalized Intersection

○ - Unsignalized Intersection

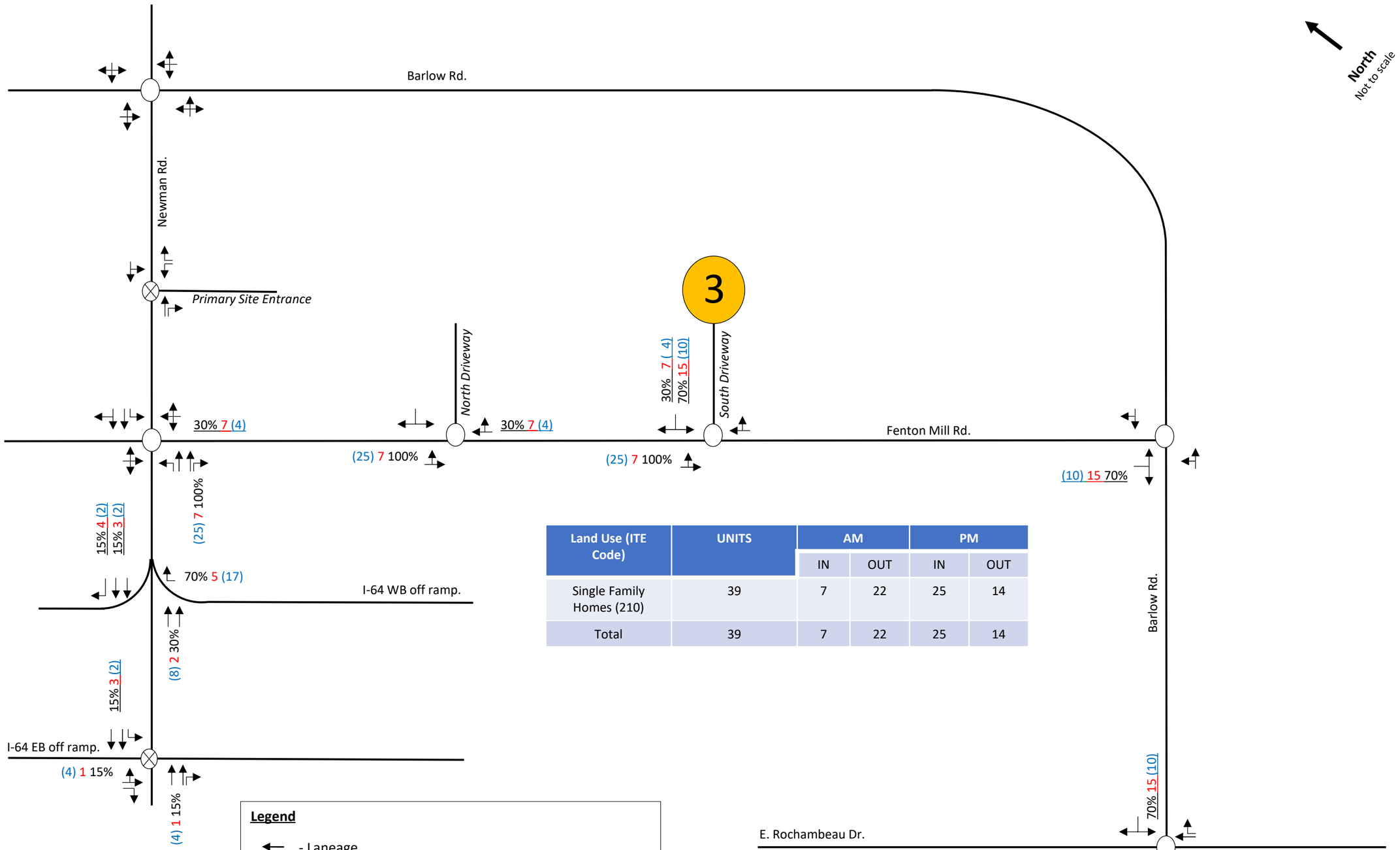
xx% xx (xx) - Distribution Inbound/ Outbound AM (PM) Peak Hour Volume

* Intersections not analyzed. Included for reference only.

Appendix D3

Fenton Mill Development –York County, VA
Trip Distribution / Assignment – Zone 2 School

McPherson CONSULTING



Land Use (ITE Code)	UNITS	AM		PM	
		IN	OUT	IN	OUT
Single Family Homes (210)	39	7	22	25	14
Total	39	7	22	25	14

Legend

← - Laneage

⊗ - Signalized Intersection

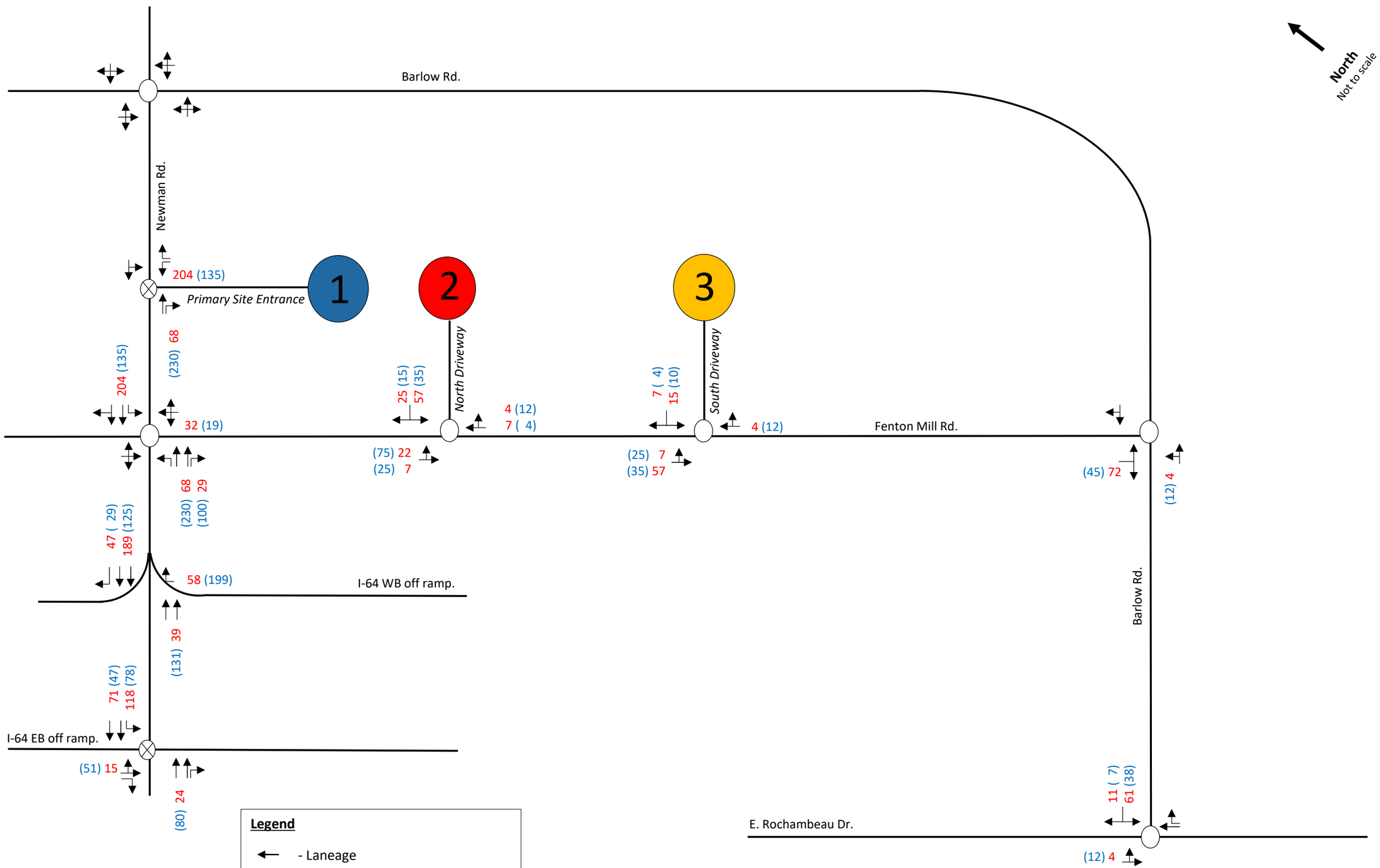
○ - Unsignalized Intersection

xx% xx (xx) - Distribution Inbound/ Outbound AM (PM) Peak Hour Volume

Appendix
D4

Fenton Mill Development –York County, VA
Trip Distribution / Assignment – Zone 3

McPherson CONSULTING



Appendix
D5

Fenton Mill Development –York County, VA
Trip Assignment

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E Level of Service (LOS)

Newman Road / I-64 EB

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	0	478	399	122	600	0	0	0	0	21	0
Future Volume (Veh/h)	2	0	478	399	122	600	0	0	0	0	21	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			0%
Peak Hour Factor	0.50	0.25	0.89	0.82	0.80	0.84	0.25	0.92	0.92	0.92	0.66	0.25
Hourly flow rate (vph)	0	0	537	487	153	714	0	0	0	0	32	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	714			537			1200	1557	268	1288	1557
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	714			537			1200	1557	268	1288	1557
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			85			0	100	100	70	100
cM capacity (veh/h)	0	882			1027			0	95	730	107	95

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	179	358	487	153	357	357	954
Volume Left	0	0	0	153	0	0	32
Volume Right	0	0	487	0	0	0	922
cSH	882	1700	1700	1027	1700	1700	662
Volume to Capacity	0.00	0.21	0.29	0.15	0.21	0.21	1.44
Queue Length 95th (ft)	0	0	0	13	0	0	1114
Control Delay (s)	0.0	0.0	0.0	9.1	0.0	0.0	220.6
Lane LOS				A			F
Approach Delay (s)	0.0			1.6			220.6
Approach LOS							F

Intersection Summary			
Average Delay	74.4		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	↱
Traffic Volume (veh/h)	701
Future Volume (Veh/h)	701
Sign Control	
Grade	
Peak Hour Factor	0.76
Hourly flow rate (vph)	922
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	12
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	357
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	357
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	0
cM capacity (veh/h)	639
Direction, Lane #	

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	0	478	399	122	600	0	0	0	0	21	0
Future Volume (Veh/h)	2	0	478	399	122	600	0	0	0	0	21	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			0%
Peak Hour Factor	0.88	0.88	0.89	0.88	0.88	0.88	0.88	0.92	0.92	0.92	0.88	0.88
Hourly flow rate (vph)	0	0	591	499	153	750	0	0	0	0	26	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	750			591			1272	1647	296	1352	1647
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	750			591			1272	1647	296	1352	1647
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			84			0	100	100	73	100
cM capacity (veh/h)	0	855			981			0	83	701	96	83

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	197	394	499	153	375	375	902
Volume Left	0	0	0	153	0	0	26
Volume Right	0	0	499	0	0	0	876
cSH	855	1700	1700	981	1700	1700	641
Volume to Capacity	0.00	0.23	0.29	0.16	0.22	0.22	1.41
Queue Length 95th (ft)	0	0	0	14	0	0	1022
Control Delay (s)	0.0	0.0	0.0	9.3	0.0	0.0	207.7
Lane LOS				A			F
Approach Delay (s)	0.0			1.6			207.7
Approach LOS							F

Intersection Summary			
Average Delay	65.2		
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	701
Future Volume (Veh/h)	701
Sign Control	
Grade	
Peak Hour Factor	0.88
Hourly flow rate (vph)	876
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	12
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	375
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	375
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	0
cM capacity (veh/h)	623
Direction, Lane #	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	550	439	252	731	0	0	0	0	38	0	771
Future Volume (Veh/h)	0	550	439	252	731	0	0	0	0	38	0	771
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.89	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	618	499	286	831	0	0	0	0	43	0	876
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												22
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	831			618			1606	2021	309	1712	2021	416
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	831			618			1606	2021	309	1712	2021	416
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			70			0	100	100	4	100	0
cM capacity (veh/h)	797			958			0	40	687	45	40	586

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	309	309	499	286	416	416	919
Volume Left	0	0	0	286	0	0	43
Volume Right	0	0	499	0	0	0	876
cSH	1700	1700	1700	958	1700	1700	615
Volume to Capacity	0.18	0.18	0.29	0.30	0.24	0.24	1.50
Queue Length 95th (ft)	0	0	0	31	0	0	1140
Control Delay (s)	0.0	0.0	0.0	10.3	0.0	0.0	251.6
Lane LOS				B			F
Approach Delay (s)	0.0			2.6			251.6
Approach LOS							F

Intersection Summary				
Average Delay	74.3			
Intersection Capacity Utilization	74.6%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	478	399	122	600	0	0	0	0	21	0	701
Future Volume (Veh/h)	0	478	399	122	600	0	0	0	0	21	0	701
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.89	0.88	0.88	0.88	0.88	0.92	0.92	0.92	0.88	0.88	0.88
Hourly flow rate (vph)	0	628	530	162	798	0	0	0	0	28	0	932
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												12
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	798			628			1351	1750	314	1436	1750	399
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	798			628			1351	1750	314	1436	1750	399
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			83			0	100	100	66	100	0
cM capacity (veh/h)	820			950			0	70	682	82	70	601

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	209	419	530	162	399	399	960
Volume Left	0	0	0	162	0	0	28
Volume Right	0	0	530	0	0	0	932
cSH	820	1700	1700	950	1700	1700	619
Volume to Capacity	0.00	0.25	0.31	0.17	0.23	0.23	1.55
Queue Length 95th (ft)	0	0	0	15	0	0	1247
Control Delay (s)	0.0	0.0	0.0	9.6	0.0	0.0	269.2
Lane LOS				A			F
Approach Delay (s)	0.0			1.6			269.2
Approach LOS							F

Intersection Summary				
Average Delay	84.5			
Intersection Capacity Utilization	76.9%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	583	467	261	773	0	0	0	0	40	0	820
Future Volume (Veh/h)	0	583	467	261	773	0	0	0	0	40	0	820
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.90	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.94
Hourly flow rate (vph)	0	648	531	297	878	0	0	0	0	45	0	872
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												22
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	878			648			1681	2120	324	1796	2120	439
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	878			648			1681	2120	324	1796	2120	439
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			68			0	100	100	0	100	0
cM capacity (veh/h)	765			934			0	34	672	38	34	566

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	324	324	531	297	439	439	917
Volume Left	0	0	0	297	0	0	45
Volume Right	0	0	531	0	0	0	872
cSH	1700	1700	1700	934	1700	1700	595
Volume to Capacity	0.19	0.19	0.31	0.32	0.26	0.26	1.54
Queue Length 95th (ft)	0	0	0	34	0	0	1188
Control Delay (s)	0.0	0.0	0.0	10.6	0.0	0.0	276.7
Lane LOS				B			F
Approach Delay (s)	0.0			2.7			276.7
Approach LOS							F

Intersection Summary				
Average Delay	78.6			
Intersection Capacity Utilization	78.8%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Future Volume (Veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.90	0.82	0.72	0.90	0.25	0.25	0.25	0.25	0.81	0.25	0.94
Hourly flow rate (vph)	0	1040	460	36	749	0	0	0	0	32	0	595
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												12
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	749			1040			1486	1861	520	1341	1861	374
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	749			1040			1486	1861	520	1341	1861	374
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			100	100	100	70	100	4
cM capacity (veh/h)	856			664			4	68	501	106	68	623

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	347	693	460	36	374	374	627
Volume Left	0	0	0	36	0	0	32
Volume Right	0	0	460	0	0	0	595
cSH	856	1700	1700	664	1700	1700	656
Volume to Capacity	0.00	0.41	0.27	0.05	0.22	0.22	0.96
Queue Length 95th (ft)	0	0	0	4	0	0	340
Control Delay (s)	0.0	0.0	0.0	10.7	0.0	0.0	51.6
Lane LOS				B			F
Approach Delay (s)	0.0			0.5			51.6
Approach LOS							F

Intersection Summary				
Average Delay	11.2			
Intersection Capacity Utilization	59.9%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Future Volume (Veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.90	0.88	0.88	0.90	0.88	0.88	0.88	0.88	0.88	0.88	0.94
Hourly flow rate (vph)	0	1144	471	33	824	0	0	0	0	33	0	654
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												12
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	824			1144			1622	2034	572	1462	2034	412
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	824			1144			1622	2034	572	1462	2034	412
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			0	100	100	62	100	0
cM capacity (veh/h)	802			606			0	53	463	86	53	589

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	381	763	471	33	412	412	687
Volume Left	0	0	0	33	0	0	33
Volume Right	0	0	471	0	0	0	654
cSH	802	1700	1700	606	1700	1700	619
Volume to Capacity	0.00	0.45	0.28	0.05	0.24	0.24	1.11
Queue Length 95th (ft)	0	0	0	4	0	0	522
Control Delay (s)	0.0	0.0	0.0	11.3	0.0	0.0	95.3
Lane LOS				B			F
Approach Delay (s)	0.0			0.4			95.3
Approach LOS							F

Intersection Summary			
Average Delay	20.8		
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1110	415	107	788	0	0	0	0	80	0	615
Future Volume (Veh/h)	0	1110	415	107	788	0	0	0	0	80	0	615
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.90	0.88	0.88	0.90	0.88	0.88	0.88	0.88	0.88	0.88	0.94
Hourly flow rate (vph)	0	1233	472	122	876	0	0	0	0	91	0	654
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												22
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	876			1233			1915	2353	616	1736	2353	438
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	876			1233			1915	2353	616	1736	2353	438
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			78			0	100	100	0	100	0
cM capacity (veh/h)	766			561			0	28	433	47	28	567

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	411	822	472	122	438	438	745
Volume Left	0	0	0	122	0	0	91
Volume Right	0	0	472	0	0	0	654
cSH	766	1700	1700	561	1700	1700	381
Volume to Capacity	0.00	0.48	0.28	0.22	0.26	0.26	1.95
Queue Length 95th (ft)	0	0	0	21	0	0	1273
Control Delay (s)	0.0	0.0	0.0	13.2	0.0	0.0	176.9
Lane LOS				B			F
Approach Delay (s)	0.0			1.6			176.9
Approach LOS							F

Intersection Summary				
Average Delay	38.7			
Intersection Capacity Utilization	66.5%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Future Volume (Veh/h)	0	936	377	26	674	0	0	0	0	26	0	559
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.90	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.94
Hourly flow rate (vph)	0	1217	501	35	896	0	0	0	0	35	0	696
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												12
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	896			1217			1735	2183	608	1574	2183	448
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	896			1217			1735	2183	608	1574	2183	448
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			0	100	100	50	100	0
cM capacity (veh/h)	753			569			0	43	438	71	43	558

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	406	811	501	35	448	448	731
Volume Left	0	0	0	35	0	0	35
Volume Right	0	0	501	0	0	0	696
cSH	753	1700	1700	569	1700	1700	586
Volume to Capacity	0.00	0.48	0.29	0.06	0.26	0.26	1.25
Queue Length 95th (ft)	0	0	0	5	0	0	698
Control Delay (s)	0.0	0.0	0.0	11.7	0.0	0.0	146.5
Lane LOS				B			F
Approach Delay (s)	0.0			0.4			146.5
Approach LOS							F

Intersection Summary			
Average Delay	31.8		
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1175	441	108	836	0	0	0	0	81	0	654
Future Volume (Veh/h)	0	1175	441	108	836	0	0	0	0	81	0	654
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.90	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.94
Hourly flow rate (vph)	0	1306	501	123	950	0	0	0	0	92	0	696
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												22
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	950			1306			2027	2502	653	1849	2502	475
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	950			1306			2027	2502	653	1849	2502	475
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			77			0	100	100	0	100	0
cM capacity (veh/h)	719			526			0	22	410	38	22	536

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	653	653	501	123	475	475	788
Volume Left	0	0	0	123	0	0	92
Volume Right	0	0	501	0	0	0	696
cSH	1700	1700	1700	526	1700	1700	314
Volume to Capacity	0.38	0.38	0.29	0.23	0.28	0.28	2.51
Queue Length 95th (ft)	0	0	0	22	0	0	1598
Control Delay (s)	0.0	0.0	0.0	13.9	0.0	0.0	715.4
Lane LOS				B			F
Approach Delay (s)	0.0			1.6			715.4
Approach LOS							F

Intersection Summary			
Average Delay	154.2		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Newman Road / Fenton Mill Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Future Volume (Veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.64	0.81	1.00	0.38	0.77	0.33	0.62	0.44	0.50	0.50	0.75	0.76
Hourly flow rate (vph)	64	93	8	8	325	12	24	16	8	12	16	96
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	337			101			504	574	46	538	576	168
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	337			101			504	574	46	538	576	168
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			94	96	99	97	96	89
cM capacity (veh/h)	1219			1489			371	403	1013	392	402	846

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	64	46	46	8	8	217	120	48	124
Volume Left	64	0	0	0	8	0	0	24	12
Volume Right	0	0	0	8	0	0	12	8	96
cSH	1219	1700	1700	1700	1489	1700	1700	427	674
Volume to Capacity	0.05	0.03	0.03	0.00	0.01	0.13	0.07	0.11	0.18
Queue Length 95th (ft)	4	0	0	0	0	0	0	9	17
Control Delay (s)	8.1	0.0	0.0	0.0	7.4	0.0	0.0	14.5	11.5
Lane LOS	A				A			B	B
Approach Delay (s)	3.1				0.2			14.5	11.5
Approach LOS								B	B

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Future Volume (Veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	51	94	9	4	313	5	19	9	5	8	15	91
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	318			103			459	522	47	482	528	159
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			103			459	522	47	482	528	159
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			95	98	100	98	97	89
cM capacity (veh/h)	1239			1487			408	438	1012	443	434	858

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	51	47	47	9	4	209	109	33	114
Volume Left	51	0	0	0	4	0	0	19	8
Volume Right	0	0	0	9	0	0	5	5	91
cSH	1239	1700	1700	1700	1487	1700	1700	458	718
Volume to Capacity	0.04	0.03	0.03	0.01	0.00	0.12	0.06	0.07	0.16
Queue Length 95th (ft)	3	0	0	0	0	0	0	6	14
Control Delay (s)	8.0	0.0	0.0	0.0	7.4	0.0	0.0	13.5	11.0
Lane LOS	A				A			B	B
Approach Delay (s)	2.7				0.1			13.5	11.0
Approach LOS								B	B

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	28.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	151	38	3	479	4	49	8	4	7	13	80
Future Volume (Veh/h)	45	151	38	3	479	4	49	8	4	7	13	80
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	51	172	38	3	544	5	56	9	5	8	15	91
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	549			210			650	829	86	748	862	272
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			210			650	829	86	748	862	272
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			80	97	99	97	95	87
cM capacity (veh/h)	1017			1358			285	289	956	281	276	726

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	51	86	86	38	3	272	272	5	70	114
Volume Left	51	0	0	0	3	0	0	0	56	8
Volume Right	0	0	0	38	0	0	0	5	5	91
cSH	1017	1700	1700	1700	1358	1700	1700	1700	300	548
Volume to Capacity	0.05	0.05	0.05	0.02	0.00	0.16	0.16	0.00	0.23	0.21
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	22	19
Control Delay (s)	8.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	20.6	13.3
Lane LOS	A				A				C	B
Approach Delay (s)	1.7				0.0				20.6	13.3
Approach LOS									C	B

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	151	38	130	479	4	49	30	112	7	38	80
Future Volume (Veh/h)	45	151	38	130	479	4	49	30	112	7	38	80
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	51	172	38	148	544	5	56	34	127	8	43	91
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	549			210			954	1119	86	1172	1152	272
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			210			954	1119	86	1172	1152	272
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			89			58	80	87	92	74	87
cM capacity (veh/h)	1017			1358			132	174	956	96	166	726

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	51	86	86	38	148	272	272	5	217	142
Volume Left	51	0	0	0	148	0	0	0	56	8
Volume Right	0	0	0	38	0	0	0	5	127	91
cSH	1017	1700	1700	1700	1358	1700	1700	1700	289	304
Volume to Capacity	0.05	0.05	0.05	0.02	0.11	0.16	0.16	0.00	0.75	0.47
Queue Length 95th (ft)	4	0	0	0	9	0	0	0	140	59
Control Delay (s)	8.7	0.0	0.0	0.0	8.0	0.0	0.0	0.0	47.3	26.8
Lane LOS	A				A				E	D
Approach Delay (s)	1.7				1.7				47.3	26.8
Approach LOS									E	D

Intersection Summary				
Average Delay	11.9			
Intersection Capacity Utilization	44.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Future Volume (Veh/h)	41	75	8	3	250	4	15	7	4	6	12	73
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	55	100	9	4	332	5	20	9	5	8	16	97
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	337			109			489	555	50	512	562	168
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	337			109			489	555	50	512	562	168
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			95	98	100	98	96	89
cM capacity (veh/h)	1219			1479			383	417	1008	420	414	846

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	55	50	50	9	4	221	116	34	121
Volume Left	55	0	0	0	4	0	0	20	8
Volume Right	0	0	0	9	0	0	5	5	97
cSH	1219	1700	1700	1700	1479	1700	1700	431	702
Volume to Capacity	0.05	0.03	0.03	0.01	0.00	0.13	0.07	0.08	0.17
Queue Length 95th (ft)	4	0	0	0	0	0	0	6	15
Control Delay (s)	8.1	0.0	0.0	0.0	7.4	0.0	0.0	14.1	11.2
Lane LOS	A				A			B	B
Approach Delay (s)	2.7				0.1			14.1	11.2
Approach LOS								B	B

Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	29.4%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	156	38	4	497	5	50	8	5	7	14	85
Future Volume (Veh/h)	48	156	38	4	497	5	50	8	5	7	14	85
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	52	168	38	5	565	6	57	9	6	8	16	97
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	571			206			670	853	84	774	885	282
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571			206			670	853	84	774	885	282
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			79	97	99	97	94	86
cM capacity (veh/h)	998			1363			271	278	958	268	267	714

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	52	84	84	38	5	282	282	6	72	121
Volume Left	52	0	0	0	5	0	0	0	57	8
Volume Right	0	0	0	38	0	0	0	6	6	97
cSH	998	1700	1700	1700	1363	1700	1700	1700	289	536
Volume to Capacity	0.05	0.05	0.05	0.02	0.00	0.17	0.17	0.00	0.25	0.23
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	24	21
Control Delay (s)	8.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	21.5	13.7
Lane LOS	A				A				C	B
Approach Delay (s)	1.8				0.1				21.5	13.7
Approach LOS									C	B

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	156	38	131	497	5	50	30	113	7	39	85
Future Volume (Veh/h)	48	156	38	131	497	5	50	30	113	7	39	85
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	1.00	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	55	177	38	149	565	6	57	34	128	8	44	97
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	571			215			986	1156	88	1206	1188	282
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571			215			986	1156	88	1206	1188	282
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			89			53	79	87	91	72	86
cM capacity (veh/h)	998			1352			121	164	952	89	157	714

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	55	88	88	38	149	282	282	6	219	149
Volume Left	55	0	0	0	149	0	0	0	57	8
Volume Right	0	0	0	38	0	0	0	6	128	97
cSH	998	1700	1700	1700	1352	1700	1700	1700	269	295
Volume to Capacity	0.06	0.05	0.05	0.02	0.11	0.17	0.17	0.00	0.81	0.51
Queue Length 95th (ft)	4	0	0	0	9	0	0	0	161	67
Control Delay (s)	8.8	0.0	0.0	0.0	8.0	0.0	0.0	0.0	58.0	29.1
Lane LOS	A				A				F	D
Approach Delay (s)	1.8				1.7				58.0	29.1
Approach LOS									F	D

Intersection Summary				
Average Delay	13.8			
Intersection Capacity Utilization	49.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Future Volume (Veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.81	0.58	0.79	0.75	0.62	0.67	0.75	0.69	0.62	0.79
Hourly flow rate (vph)	133	263	16	12	156	12	8	24	12	16	16	52
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	168			279			691	721	132	608	731	84
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	168			279			691	721	132	608	731	84
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			99			97	92	99	95	95	95
cM capacity (veh/h)	1407			1281			277	316	894	326	311	958

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	133	132	132	16	12	104	64	44	84
Volume Left	133	0	0	0	12	0	0	8	16
Volume Right	0	0	0	16	0	0	12	12	52
cSH	1407	1700	1700	1700	1281	1700	1700	372	543
Volume to Capacity	0.09	0.08	0.08	0.01	0.01	0.06	0.04	0.12	0.15
Queue Length 95th (ft)	8	0	0	0	1	0	0	10	14
Control Delay (s)	7.8	0.0	0.0	0.0	7.8	0.0	0.0	16.0	12.8
Lane LOS	A				A			C	B
Approach Delay (s)	2.5				0.5			16.0	12.8
Approach LOS								C	B

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Future Volume (Veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	146	290	16	9	154	11	6	20	11	14	13	51
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	165			306			734	765	145	636	776	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	165			306			734	765	145	636	776	82
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			99			98	93	99	96	96	95
cM capacity (veh/h)	1411			1252			258	295	876	311	291	961

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	146	145	145	16	9	103	62	37	78
Volume Left	146	0	0	0	9	0	0	6	14
Volume Right	0	0	0	16	0	0	11	11	51
cSH	1411	1700	1700	1700	1252	1700	1700	357	547
Volume to Capacity	0.10	0.09	0.09	0.01	0.01	0.06	0.04	0.10	0.14
Queue Length 95th (ft)	9	0	0	0	1	0	0	9	12
Control Delay (s)	7.8	0.0	0.0	0.0	7.9	0.0	0.0	16.2	12.7
Lane LOS	A				A			C	B
Approach Delay (s)	2.5				0.4			16.2	12.7
Approach LOS								C	B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	500	114	8	270	10	25	18	10	12	11	45
Future Volume (Veh/h)	134	500	114	8	270	10	25	18	10	12	11	45
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	146	538	130	9	307	11	28	20	11	14	13	51
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	318			668			1059	1166	269	907	1285	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			668			1059	1166	269	907	1285	154
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			99			80	88	98	93	91	94
cM capacity (veh/h)	1239			918			141	168	729	187	143	865

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	146	269	269	130	9	154	154	11	59	78
Volume Left	146	0	0	0	9	0	0	0	28	14
Volume Right	0	0	0	130	0	0	0	11	11	51
cSH	1239	1700	1700	1700	918	1700	1700	1700	178	347
Volume to Capacity	0.12	0.16	0.16	0.08	0.01	0.09	0.09	0.01	0.33	0.22
Queue Length 95th (ft)	10	0	0	0	1	0	0	0	34	21
Control Delay (s)	8.3	0.0	0.0	0.0	9.0	0.0	0.0	0.0	35.0	18.4
Lane LOS	A				A				D	C
Approach Delay (s)	1.5				0.2				35.0	18.4
Approach LOS									D	C

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	500	114	37	270	10	25	18	41	12	17	45
Future Volume (Veh/h)	134	500	114	37	270	10	25	18	41	12	17	45
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	146	538	130	42	307	11	28	20	47	14	19	51
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	318			668			1128	1232	269	1009	1351	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			668			1128	1232	269	1009	1351	154
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			95			76	86	94	90	85	94
cM capacity (veh/h)	1239			918			117	148	729	144	125	865

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	146	269	269	130	42	154	154	11	95	84
Volume Left	146	0	0	0	42	0	0	0	28	14
Volume Right	0	0	0	130	0	0	0	11	47	51
cSH	1239	1700	1700	1700	918	1700	1700	1700	216	273
Volume to Capacity	0.12	0.16	0.16	0.08	0.05	0.09	0.09	0.01	0.44	0.31
Queue Length 95th (ft)	10	0	0	0	4	0	0	0	52	32
Control Delay (s)	8.3	0.0	0.0	0.0	9.1	0.0	0.0	0.0	34.1	24.0
Lane LOS	A				A				D	C
Approach Delay (s)	1.5				1.1				34.1	24.0
Approach LOS									D	C

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Future Volume (Veh/h)	122	245	13	7	123	9	5	16	9	11	10	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	155	308	17	9	164	12	7	21	12	15	13	55
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	176			325			780	812	154	674	823	88
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	176			325			780	812	154	674	823	88
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			99			97	92	99	95	95	94
cM capacity (veh/h)	1398			1231			236	275	864	288	271	953

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	155	154	154	17	9	109	67	40	83
Volume Left	155	0	0	0	9	0	0	7	15
Volume Right	0	0	0	17	0	0	12	12	55
cSH	1398	1700	1700	1700	1231	1700	1700	334	526
Volume to Capacity	0.11	0.09	0.09	0.01	0.01	0.06	0.04	0.12	0.16
Queue Length 95th (ft)	9	0	0	0	1	0	0	10	14
Control Delay (s)	7.9	0.0	0.0	0.0	7.9	0.0	0.0	17.3	13.1
Lane LOS	A				A			C	B
Approach Delay (s)	2.5				0.4			17.3	13.1
Approach LOS								C	B

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	517	115	8	279	11	25	19	11	13	12	48
Future Volume (Veh/h)	143	517	115	8	279	11	25	19	11	13	12	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	155	556	131	9	317	13	28	22	13	15	14	55
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	330			687			1104	1214	278	947	1332	158
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	330			687			1104	1214	278	947	1332	158
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			99			78	86	98	91	89	94
cM capacity (veh/h)	1226			903			128	156	719	170	132	859

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	155	278	278	131	9	158	158	13	63	84
Volume Left	155	0	0	0	9	0	0	0	28	15
Volume Right	0	0	0	131	0	0	0	13	13	55
cSH	1226	1700	1700	1700	903	1700	1700	1700	167	325
Volume to Capacity	0.13	0.16	0.16	0.08	0.01	0.09	0.09	0.01	0.38	0.26
Queue Length 95th (ft)	11	0	0	0	1	0	0	0	41	25
Control Delay (s)	8.4	0.0	0.0	0.0	9.0	0.0	0.0	0.0	39.2	19.9
Lane LOS	A				A				E	C
Approach Delay (s)	1.5				0.2				39.2	19.9
Approach LOS									E	C

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	517	115	37	279	11	25	25	42	13	18	48
Future Volume (Veh/h)	143	517	115	37	279	11	25	25	42	13	18	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.93	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	155	556	131	42	317	13	28	28	48	15	20	55
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	330			687			1174	1280	278	1051	1398	158
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	330			687			1174	1280	278	1051	1398	158
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			95			73	80	93	88	83	94
cM capacity (veh/h)	1226			903			105	137	719	125	116	859

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	155	278	278	131	42	158	158	13	104	90
Volume Left	155	0	0	0	42	0	0	0	28	15
Volume Right	0	0	0	131	0	0	0	13	48	55
cSH	1226	1700	1700	1700	903	1700	1700	1700	193	253
Volume to Capacity	0.13	0.16	0.16	0.08	0.05	0.09	0.09	0.01	0.54	0.36
Queue Length 95th (ft)	11	0	0	0	4	0	0	0	70	39
Control Delay (s)	8.4	0.0	0.0	0.0	9.2	0.0	0.0	0.0	43.5	26.9
Lane LOS	A				A				E	D
Approach Delay (s)	1.5				1.0				43.5	26.9
Approach LOS									E	D

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Newman Road / Barlow Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Future Volume (Veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.55	0.65	0.42	0.73	0.25	0.80	0.92	0.25	0.92	0.25	0.25
Hourly flow rate (vph)	4	40	31	12	112	0	60	0	4	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	112			71			206	200	56	204	215	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			71			206	200	56	204	215	112
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	100	100	100	99	100
cM capacity (veh/h)	1478			1529			740	689	1011	746	676	941

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	75	124	64	8
Volume Left	4	12	60	0
Volume Right	31	0	4	4
cSH	1478	1529	752	786
Volume to Capacity	0.00	0.01	0.09	0.01
Queue Length 95th (ft)	0	1	7	1
Control Delay (s)	0.4	0.8	10.2	9.6
Lane LOS	A	A	B	A
Approach Delay (s)	0.4	0.8	10.2	9.6
Approach LOS			B	A

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Future Volume (Veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	28	25	6	103	0	60	0	1	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	103			53			159	158	40	158	170	103
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	103			53			159	158	40	158	170	103
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			93	100	100	100	100	100
cM capacity (veh/h)	1489			1553			802	731	1031	804	720	952

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	54	109	61	2
Volume Left	1	6	60	0
Volume Right	25	0	1	1
cSH	1489	1553	805	820
Volume to Capacity	0.00	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	6	0
Control Delay (s)	0.1	0.4	9.8	9.4
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.4	9.8	9.4
Approach LOS			A	A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	24	22	6	90	0	53	0	1	0	1	1
Future Volume (Veh/h)	1	24	22	6	90	0	53	0	1	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	27	25	7	102	0	60	0	1	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	102			52			159	158	40	158	170	102
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	102			52			159	158	40	158	170	102
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			93	100	100	100	100	100
cM capacity (veh/h)	1490			1554			802	731	1032	803	719	953

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	53	109	61	2
Volume Left	1	7	60	0
Volume Right	25	0	1	1
cSH	1490	1554	805	820
Volume to Capacity	0.00	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	6	0
Control Delay (s)	0.1	0.5	9.8	9.4
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.5	9.8	9.4
Approach LOS			A	A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	35	22	6	103	0	53	0	1	0	1	77
Future Volume (Veh/h)	66	35	22	6	103	0	53	0	1	0	1	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	75	40	25	7	117	0	60	0	1	0	1	88
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	117			65			422	334	52	334	346	117
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	117			65			422	334	52	334	346	117
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			87	100	100	100	100	91
cM capacity (veh/h)	1471			1537			470	554	1015	592	545	935

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	140	124	61	89
Volume Left	75	7	60	0
Volume Right	25	0	1	88
cSH	1471	1537	474	928
Volume to Capacity	0.05	0.00	0.13	0.10
Queue Length 95th (ft)	4	0	11	8
Control Delay (s)	4.2	0.4	13.7	9.3
Lane LOS	A	A	B	A
Approach Delay (s)	4.2	0.4	13.7	9.3
Approach LOS			B	A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Future Volume (Veh/h)	1	22	20	5	82	0	48	0	1	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	29	27	7	109	0	64	0	1	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	109			56			169	168	42	168	181	109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	109			56			169	168	42	168	181	109
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			92	100	100	100	100	100
cM capacity (veh/h)	1481			1549			790	722	1028	791	709	945

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	57	116	65	2
Volume Left	1	7	64	0
Volume Right	27	0	1	1
cSH	1481	1549	793	810
Volume to Capacity	0.00	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	7	0
Control Delay (s)	0.1	0.5	9.9	9.5
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.5	9.9	9.5
Approach LOS			A	A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	26	23	6	96	0	56	0	1	0	1	1
Future Volume (Veh/h)	1	26	23	6	96	0	56	0	1	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1	30	26	7	109	0	64	0	1	0	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	109			56			170	168	43	169	181	109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	109			56			170	168	43	169	181	109
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			92	100	100	100	100	100
cM capacity (veh/h)	1481			1549			789	721	1027	791	709	945

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	57	116	65	2
Volume Left	1	7	64	0
Volume Right	26	0	1	1
cSH	1481	1549	792	810
Volume to Capacity	0.00	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	7	0
Control Delay (s)	0.1	0.5	10.0	9.5
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.5	10.0	9.5
Approach LOS			A	A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	37	23	6	109	0	56	0	1	0	1	77
Future Volume (Veh/h)	66	37	23	6	109	0	56	0	1	0	1	77
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	75	42	26	7	124	0	64	0	1	0	1	88
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	124			68			432	343	55	344	356	124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	124			68			432	343	55	344	356	124
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			86	100	100	100	100	91
cM capacity (veh/h)	1463			1533			462	547	1012	584	538	927

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	143	131	65	89
Volume Left	75	7	64	0
Volume Right	26	0	1	88
cSH	1463	1533	466	919
Volume to Capacity	0.05	0.00	0.14	0.10
Queue Length 95th (ft)	4	0	12	8
Control Delay (s)	4.2	0.4	14.0	9.3
Lane LOS	A	A	B	A
Approach Delay (s)	4.2	0.4	14.0	9.3
Approach LOS			B	A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Future Volume (Veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.73	0.85	0.75	0.67	0.38	0.75	0.42	0.35	0.25	0.25	0.38
Hourly flow rate (vph)	8	121	68	8	48	8	56	12	20	0	4	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)												
pX, platoon unblocked												
vC, conflicting volume	56			189			249	243	155	265	273	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	56			189			249	243	155	265	273	52
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			92	98	98	100	99	99
cM capacity (veh/h)	1549			1385			690	652	891	657	627	1016

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	197	64	88	12
Volume Left	8	8	56	0
Volume Right	68	8	20	8
cSH	1549	1385	721	842
Volume to Capacity	0.01	0.01	0.12	0.01
Queue Length 95th (ft)	0	0	10	1
Control Delay (s)	0.3	1.0	10.7	9.3
Lane LOS	A	A	B	A
Approach Delay (s)	0.3	1.0	10.7	9.3
Approach LOS			B	A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Future Volume (Veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	110	73	8	40	4	53	6	9	0	1	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			183			215	212	146	222	247	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			183			215	212	146	222	247	42
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			93	99	99	100	100	100
cM capacity (veh/h)	1564			1392			734	680	901	717	650	1029

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	186	52	68	5
Volume Left	3	8	53	0
Volume Right	73	4	9	4
cSH	1564	1392	747	921
Volume to Capacity	0.00	0.01	0.09	0.01
Queue Length 95th (ft)	0	0	7	0
Control Delay (s)	0.1	1.2	10.3	8.9
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	1.2	10.3	8.9
Approach LOS			B	A

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	97	64	7	35	3	46	6	8	0	1	3
Future Volume (Veh/h)	2	97	64	7	35	3	46	6	8	0	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	110	73	8	40	3	52	7	9	0	1	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	43			183			212	210	146	220	244	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	43			183			212	210	146	220	244	42
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			93	99	99	100	100	100
cM capacity (veh/h)	1566			1392			738	683	901	719	653	1029

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	185	51	68	4
Volume Left	2	8	52	0
Volume Right	73	3	9	3
cSH	1566	1392	750	900
Volume to Capacity	0.00	0.01	0.09	0.00
Queue Length 95th (ft)	0	0	7	0
Control Delay (s)	0.1	1.2	10.3	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	1.2	10.3	9.0
Approach LOS			B	A

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	100	64	7	38	3	46	6	8	0	1	20
Future Volume (Veh/h)	21	100	64	7	38	3	46	6	8	0	1	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	24	114	73	8	43	3	52	7	9	0	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	46			187			282	260	150	272	296	44
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			187			282	260	150	272	296	44
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			92	99	99	100	100	98
cM capacity (veh/h)	1562			1387			643	631	896	658	603	1025

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	211	54	68	24
Volume Left	24	8	52	0
Volume Right	73	3	9	23
cSH	1562	1387	667	996
Volume to Capacity	0.02	0.01	0.10	0.02
Queue Length 95th (ft)	1	0	8	2
Control Delay (s)	0.9	1.2	11.0	8.7
Lane LOS	A	A	B	A
Approach Delay (s)	0.9	1.2	11.0	8.7
Approach LOS			B	A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Future Volume (Veh/h)	2	88	58	6	32	3	42	5	7	0	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	117	77	8	43	4	56	7	9	0	1	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	47			194			227	224	156	235	261	45
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47			194			227	224	156	235	261	45
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	99	99	100	100	100
cM capacity (veh/h)	1560			1379			720	669	890	702	639	1025

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	197	55	72	5
Volume Left	3	8	56	0
Volume Right	77	4	9	4
cSH	1560	1379	732	914
Volume to Capacity	0.00	0.01	0.10	0.01
Queue Length 95th (ft)	0	0	8	0
Control Delay (s)	0.1	1.1	10.5	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	1.1	10.5	9.0
Approach LOS			B	A

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	103	68	7	37	4	49	6	8	0	1	4
Future Volume (Veh/h)	2	103	68	7	37	4	49	6	8	0	1	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	117	77	8	42	5	56	7	9	0	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	47			194			226	222	156	232	258	44
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	47			194			226	222	156	232	258	44
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	99	99	100	100	100
cM capacity (veh/h)	1560			1379			722	671	890	705	641	1025

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	196	55	72	6
Volume Left	2	8	56	0
Volume Right	77	5	9	5
cSH	1560	1379	734	932
Volume to Capacity	0.00	0.01	0.10	0.01
Queue Length 95th (ft)	0	0	8	0
Control Delay (s)	0.1	1.1	10.4	8.9
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	1.1	10.4	8.9
Approach LOS			B	A

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	106	68	7	40	4	49	6	8	0	1	21
Future Volume (Veh/h)	21	106	68	7	40	4	49	6	8	0	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	24	120	77	8	45	5	56	7	9	0	1	24
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	50			197			294	272	158	282	308	48
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			197			294	272	158	282	308	48
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			91	99	99	100	100	98
cM capacity (veh/h)	1557			1376			631	621	887	647	593	1022

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	221	58	72	25
Volume Left	24	8	56	0
Volume Right	77	5	9	24
cSH	1557	1376	654	993
Volume to Capacity	0.02	0.01	0.11	0.03
Queue Length 95th (ft)	1	0	9	2
Control Delay (s)	0.9	1.1	11.2	8.7
Lane LOS	A	A	B	A
Approach Delay (s)	0.9	1.1	11.2	8.7
Approach LOS			B	A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Barlow Road / Fenton Mill Road

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	24	10	23	77	2
Future Volume (Veh/h)	2	24	10	23	77	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.40	0.50	0.82	0.66	0.50
Hourly flow rate (vph)	4	60	20	28	117	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	187	119	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187	119	121			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	94	99			
cM capacity (veh/h)	791	933	1467			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	64	48	121
Volume Left	4	20	0
Volume Right	60	0	4
cSH	922	1467	1700
Volume to Capacity	0.07	0.01	0.07
Queue Length 95th (ft)	6	1	0
Control Delay (s)	9.2	3.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	3.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	24	10	23	77	2
Future Volume (Veh/h)	2	24	10	23	77	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	30	13	29	96	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	152	98	99			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152	98	99			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	832	959	1494			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	33	42	99
Volume Left	3	13	0
Volume Right	30	0	3
cSH	945	1494	1700
Volume to Capacity	0.03	0.01	0.06
Queue Length 95th (ft)	3	1	0
Control Delay (s)	8.9	2.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	2.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	98	15	25	85	2
Future Volume (Veh/h)	2	98	15	25	85	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	111	17	28	97	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	160	98	99			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	98	99			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	88	99			
cM capacity (veh/h)	822	958	1494			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	113	45	99
Volume Left	2	17	0
Volume Right	111	0	2
cSH	955	1494	1700
Volume to Capacity	0.12	0.01	0.06
Queue Length 95th (ft)	10	1	0
Control Delay (s)	9.3	2.9	0.0
Lane LOS	A	A	
Approach Delay (s)	9.3	2.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	98	15	25	85	103
Future Volume (Veh/h)	88	98	15	25	85	103
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	100	111	17	28	97	117
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	218	156	214			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218	156	214			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	88	99			
cM capacity (veh/h)	761	890	1356			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	211	45	214
Volume Left	100	17	0
Volume Right	111	0	117
cSH	824	1356	1700
Volume to Capacity	0.26	0.01	0.13
Queue Length 95th (ft)	25	1	0
Control Delay (s)	10.9	3.0	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	3.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	24	10	23	77	2
Future Volume (Veh/h)	2	24	10	23	77	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	32	13	31	102	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	160	104	105			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	104	105			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	823	951	1486			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	44	105
Volume Left	3	13	0
Volume Right	32	0	3
cSH	939	1486	1700
Volume to Capacity	0.04	0.01	0.06
Queue Length 95th (ft)	3	1	0
Control Delay (s)	9.0	2.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	2.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	100	16	27	90	2
Future Volume (Veh/h)	2	100	16	27	90	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	114	18	31	102	2
Pedestrians	23					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	193	126	127			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	193	126	127			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	99			
cM capacity (veh/h)	769	904	1427			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	116	49	104
Volume Left	2	18	0
Volume Right	114	0	2
cSH	901	1427	1700
Volume to Capacity	0.13	0.01	0.06
Queue Length 95th (ft)	11	1	0
Control Delay (s)	9.6	2.8	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	2.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	100	16	27	90	103
Future Volume (Veh/h)	88	100	16	27	90	103
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	100	114	18	31	102	117
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	228	160	219			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	160	219			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	87	99			
cM capacity (veh/h)	751	885	1350			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	214	49	219
Volume Left	100	18	0
Volume Right	114	0	117
cSH	816	1350	1700
Volume to Capacity	0.26	0.01	0.13
Queue Length 95th (ft)	26	1	0
Control Delay (s)	11.0	2.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.0	2.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	23	36	70	35	2
Future Volume (Veh/h)	2	23	36	70	35	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.57	0.82	0.88	0.67	0.25
Hourly flow rate (vph)	4	40	44	80	52	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)						
pX, platoon unblocked						
vC, conflicting volume	224	56	60			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	56	60			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	97			
cM capacity (veh/h)	742	1011	1544			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	44	124	60
Volume Left	4	44	0
Volume Right	40	0	8
cSH	978	1544	1700
Volume to Capacity	0.04	0.03	0.04
Queue Length 95th (ft)	4	2	0
Control Delay (s)	8.9	2.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	2.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	23	36	70	35	2
Future Volume (Veh/h)	2	23	36	70	35	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	29	45	88	44	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	224	46	47			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	224	46	47			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	97			
cM capacity (veh/h)	743	1024	1560			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	32	133	47
Volume Left	3	45	0
Volume Right	29	0	3
cSH	989	1560	1700
Volume to Capacity	0.03	0.03	0.03
Queue Length 95th (ft)	3	2	0
Control Delay (s)	8.8	2.6	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	2.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	70	52	77	39	2
Future Volume (Veh/h)	2	70	52	77	39	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	80	59	88	44	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	251	45	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251	45	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	96			
cM capacity (veh/h)	710	1025	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	82	147	46
Volume Left	2	59	0
Volume Right	80	0	2
cSH	1014	1562	1700
Volume to Capacity	0.08	0.04	0.03
Queue Length 95th (ft)	7	3	0
Control Delay (s)	8.9	3.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	3.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	70	52	77	39	25
Future Volume (Veh/h)	27	70	52	77	39	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	31	80	59	88	44	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	264	58	72			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264	58	72			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	92	96			
cM capacity (veh/h)	697	1008	1528			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	111	147	72
Volume Left	31	59	0
Volume Right	80	0	28
cSH	896	1528	1700
Volume to Capacity	0.12	0.04	0.04
Queue Length 95th (ft)	11	3	0
Control Delay (s)	9.6	3.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	3.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	23	36	70	35	2
Future Volume (Veh/h)	2	23	36	70	35	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	31	48	93	47	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	238	48	50			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	238	48	50			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	97			
cM capacity (veh/h)	728	1020	1557			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	34	141	50
Volume Left	3	48	0
Volume Right	31	0	3
cSH	985	1557	1700
Volume to Capacity	0.03	0.03	0.03
Queue Length 95th (ft)	3	2	0
Control Delay (s)	8.8	2.7	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	2.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	72	54	82	41	2
Future Volume (Veh/h)	2	72	54	82	41	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	82	61	93	47	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	263	48	49			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	48	49			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	96			
cM capacity (veh/h)	698	1021	1558			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	84	154	49
Volume Left	2	61	0
Volume Right	82	0	2
cSH	1010	1558	1700
Volume to Capacity	0.08	0.04	0.03
Queue Length 95th (ft)	7	3	0
Control Delay (s)	8.9	3.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	3.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	72	54	82	41	25
Future Volume (Veh/h)	27	72	54	82	41	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	31	82	61	93	47	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	61	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	61	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	92	96			
cM capacity (veh/h)	685	1004	1524			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	113	154	75
Volume Left	31	61	0
Volume Right	82	0	28
cSH	890	1524	1700
Volume to Capacity	0.13	0.04	0.04
Queue Length 95th (ft)	11	3	0
Control Delay (s)	9.6	3.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	3.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Barlow Road / E. Rochambeau Drive

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	96	6	100	25	5	94
Future Volume (Veh/h)	96	6	100	25	5	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.38	0.78	0.69	0.62	0.62
Hourly flow rate (vph)	166	16	128	36	8	152
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	296	128			164	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	296	128			164	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	76	98			99	
cM capacity (veh/h)	691	922			1414	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	182	128	36	160
Volume Left	166	0	0	8
Volume Right	16	0	36	0
cSH	707	1700	1700	1414
Volume to Capacity	0.26	0.08	0.02	0.01
Queue Length 95th (ft)	26	0	0	0
Control Delay (s)	11.9	0.0	0.0	0.4
Lane LOS	B			A
Approach Delay (s)	11.9	0.0		0.4
Approach LOS	B			

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	96	6	100	25	5	94
Future Volume (Veh/h)	96	6	100	25	5	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	120	8	125	31	6	118
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	255	125			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255	125			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	99			100	
cM capacity (veh/h)	731	926			1424	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	128	125	31	124
Volume Left	120	0	0	6
Volume Right	8	0	31	0
cSH	740	1700	1700	1424
Volume to Capacity	0.17	0.07	0.02	0.00
Queue Length 95th (ft)	16	0	0	0
Control Delay (s)	10.9	0.0	0.0	0.4
Lane LOS	B			A
Approach Delay (s)	10.9	0.0		0.4
Approach LOS	B			

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	167	18	110	28	10	103
Future Volume (Veh/h)	167	18	110	28	10	103
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	190	20	125	32	11	117
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	264	125			157	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	264	125			157	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	98			99	
cM capacity (veh/h)	719	926			1423	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	210	125	32	128
Volume Left	190	0	0	11
Volume Right	20	0	32	0
cSH	735	1700	1700	1423
Volume to Capacity	0.29	0.07	0.02	0.01
Queue Length 95th (ft)	29	0	0	1
Control Delay (s)	11.8	0.0	0.0	0.7
Lane LOS	B			A
Approach Delay (s)	11.8	0.0		0.7
Approach LOS	B			

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	155	36	105	174	32
Future Volume (Veh/h)	143	155	36	105	174	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	163	176	41	119	198	36
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	532	100			160	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	532	100			160	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	63	82			86	
cM capacity (veh/h)	437	955			1419	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	339	160	234
Volume Left	163	0	198
Volume Right	176	119	0
cSH	608	1700	1419
Volume to Capacity	0.56	0.09	0.14
Queue Length 95th (ft)	86	0	12
Control Delay (s)	18.1	0.0	6.9
Lane LOS	C		A
Approach Delay (s)	18.1	0.0	6.9
Approach LOS	C		

Intersection Summary			
Average Delay	10.6		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	96	6	100	25	5	94
Future Volume (Veh/h)	96	6	100	25	5	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	128	8	133	33	7	125
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	272	133			166	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272	133			166	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	99			100	
cM capacity (veh/h)	714	916			1412	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	136	133	33	132
Volume Left	128	0	0	7
Volume Right	8	0	33	0
cSH	723	1700	1700	1412
Volume to Capacity	0.19	0.08	0.02	0.00
Queue Length 95th (ft)	17	0	0	0
Control Delay (s)	11.1	0.0	0.0	0.4
Lane LOS	B			A
Approach Delay (s)	11.1	0.0		0.4
Approach LOS	B			

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	173	18	117	29	10	110
Future Volume (Veh/h)	173	18	117	29	10	110
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	197	20	133	33	11	125
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	280	133			166	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	280	133			166	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	72	98			99	
cM capacity (veh/h)	704	916			1412	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	217	133	33	136
Volume Left	197	0	0	11
Volume Right	20	0	33	0
cSH	720	1700	1700	1412
Volume to Capacity	0.30	0.08	0.02	0.01
Queue Length 95th (ft)	32	0	0	1
Control Delay (s)	12.1	0.0	0.0	0.7
Lane LOS	B			A
Approach Delay (s)	12.1	0.0		0.7
Approach LOS	B			

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	155	38	105	174	34
Future Volume (Veh/h)	143	155	38	105	174	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	163	176	43	119	198	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	538	102			162	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	538	102			162	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	62	82			86	
cM capacity (veh/h)	434	953			1417	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	339	162	237
Volume Left	163	0	198
Volume Right	176	119	0
cSH	605	1700	1417
Volume to Capacity	0.56	0.10	0.14
Queue Length 95th (ft)	87	0	12
Control Delay (s)	18.3	0.0	6.8
Lane LOS	C		A
Approach Delay (s)	18.3	0.0	6.8
Approach LOS	C		

Intersection Summary			
Average Delay	10.6		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	14	185	80	17	226
Future Volume (Veh/h)	44	14	185	80	17	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.58	0.86	0.80	0.53	0.77
Hourly flow rate (vph)	64	24	215	100	32	294
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	573	215			315	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	573	215			315	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	97			97	
cM capacity (veh/h)	469	825			1245	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	88	215	100	326
Volume Left	64	0	0	32
Volume Right	24	0	100	0
cSH	531	1700	1700	1245
Volume to Capacity	0.17	0.13	0.06	0.03
Queue Length 95th (ft)	15	0	0	2
Control Delay (s)	13.1	0.0	0.0	1.0
Lane LOS	B			A
Approach Delay (s)	13.1	0.0		1.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	14	185	80	17	226
Future Volume (Veh/h)	44	14	185	80	17	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	55	18	231	100	21	283
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	556	231			331	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	556	231			331	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	98			98	
cM capacity (veh/h)	484	808			1228	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	73	231	100	304
Volume Left	55	0	0	21
Volume Right	18	0	100	0
cSH	537	1700	1700	1228
Volume to Capacity	0.14	0.14	0.06	0.02
Queue Length 95th (ft)	12	0	0	1
Control Delay (s)	12.8	0.0	0.0	0.7
Lane LOS	B			A
Approach Delay (s)	12.8	0.0		0.7
Approach LOS	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	22	204	88	31	249
Future Volume (Veh/h)	86	22	204	88	31	249
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	98	25	232	100	35	283
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	585	232			332	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585	232			332	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			97	
cM capacity (veh/h)	460	807			1227	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	123	232	100	318
Volume Left	98	0	0	35
Volume Right	25	0	100	0
cSH	504	1700	1700	1227
Volume to Capacity	0.24	0.14	0.06	0.03
Queue Length 95th (ft)	24	0	0	2
Control Delay (s)	14.4	0.0	0.0	1.1
Lane LOS	B			A
Approach Delay (s)	14.4	0.0		1.1
Approach LOS	B			

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	52	38	35	109	58
Future Volume (Veh/h)	60	52	38	35	109	58
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	68	59	43	40	124	66
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	377	63			83	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377	63			83	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	94			92	
cM capacity (veh/h)	573	1002			1514	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	127	83	190
Volume Left	68	0	124
Volume Right	59	40	0
cSH	716	1700	1514
Volume to Capacity	0.18	0.05	0.08
Queue Length 95th (ft)	16	0	7
Control Delay (s)	11.1	0.0	5.2
Lane LOS	B		A
Approach Delay (s)	11.1	0.0	5.2
Approach LOS	B		

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	14	185	80	17	226
Future Volume (Veh/h)	44	14	185	80	17	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	59	19	246	106	23	300
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	592	246			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592	246			352	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	98			98	
cM capacity (veh/h)	460	793			1207	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	78	246	106	323
Volume Left	59	0	0	23
Volume Right	19	0	106	0
cSH	512	1700	1700	1207
Volume to Capacity	0.15	0.14	0.06	0.02
Queue Length 95th (ft)	13	0	0	1
Control Delay (s)	13.3	0.0	0.0	0.7
Lane LOS	B			A
Approach Delay (s)	13.3	0.0		0.7
Approach LOS	B			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	23	216	94	32	264
Future Volume (Veh/h)	89	23	216	94	32	264
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	101	26	245	107	36	300
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	617	245			352	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	617	245			352	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	77	97			97	
cM capacity (veh/h)	440	794			1207	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	127	245	107	336
Volume Left	101	0	0	36
Volume Right	26	0	107	0
cSH	484	1700	1700	1207
Volume to Capacity	0.26	0.14	0.06	0.03
Queue Length 95th (ft)	26	0	0	2
Control Delay (s)	15.1	0.0	0.0	1.1
Lane LOS	C			A
Approach Delay (s)	15.1	0.0		1.1
Approach LOS	C			

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	66	60	40	35	109	60
Future Volume (Veh/h)	66	60	40	35	109	60
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	75	68	45	40	124	68
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	381	65			85	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	65			85	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	93			92	
cM capacity (veh/h)	570	999			1512	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	143	85	192
Volume Left	75	0	124
Volume Right	68	40	0
cSH	717	1700	1512
Volume to Capacity	0.20	0.05	0.08
Queue Length 95th (ft)	19	0	7
Control Delay (s)	11.3	0.0	5.1
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	5.1
Approach LOS	B		

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Newman Road / Primary Site Entrance

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	94	68	0	282	204	0
Future Volume (Veh/h)	94	68	0	282	204	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	107	77	0	320	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			184		427	107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			184		427	107
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		60	100
cM capacity (veh/h)			1391		584	947

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	107	77	320	232	0
Volume Left	0	0	0	232	0
Volume Right	0	77	0	0	0
cSH	1700	1700	1391	584	1700
Volume to Capacity	0.06	0.05	0.00	0.40	0.00
Queue Length 95th (ft)	0	0	0	47	0
Control Delay (s)	0.0	0.0	0.0	15.2	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	15.2	
Approach LOS				C	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	202	68	0	409	204	0
Future Volume (Veh/h)	202	68	0	409	204	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	230	77	0	465	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			307		695	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			307		695	230
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		43	100
cM capacity (veh/h)			1254		408	809

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	230	77	465	232	0
Volume Left	0	0	0	232	0
Volume Right	0	77	0	0	0
cSH	1700	1700	1254	408	1700
Volume to Capacity	0.14	0.05	0.00	0.57	0.00
Queue Length 95th (ft)	0	0	0	85	0
Control Delay (s)	0.0	0.0	0.0	24.8	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	24.8	
Approach LOS				C	

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	100	68	0	302	204	0
Future Volume (Veh/h)	100	68	0	302	204	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	114	77	0	343	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			191		457	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			191		457	114
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		59	100
cM capacity (veh/h)			1383		562	939

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	114	77	343	232	0
Volume Left	0	0	0	232	0
Volume Right	0	77	0	0	0
cSH	1700	1700	1383	562	1700
Volume to Capacity	0.07	0.05	0.00	0.41	0.00
Queue Length 95th (ft)	0	0	0	50	0
Control Delay (s)	0.0	0.0	0.0	15.8	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	15.8	
Approach LOS				C	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	68	0	429	204	0
Future Volume (Veh/h)	208	68	0	429	204	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	236	77	0	488	232	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			313		724	236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			313		724	236
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		41	100
cM capacity (veh/h)			1247		393	803

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	236	77	488	232	0
Volume Left	0	0	0	232	0
Volume Right	0	77	0	0	0
cSH	1700	1700	1247	393	1700
Volume to Capacity	0.14	0.05	0.00	0.59	0.00
Queue Length 95th (ft)	0	0	0	92	0
Control Delay (s)	0.0	0.0	0.0	26.6	0.0
Lane LOS				D	A
Approach Delay (s)	0.0		0.0	26.6	
Approach LOS				D	

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	292	319	0	153	135	0
Future Volume (Veh/h)	292	319	0	153	135	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	332	363	0	174	153	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			695		506	332
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			695		506	332
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		71	100
cM capacity (veh/h)			901		526	710

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	332	363	174	153	0
Volume Left	0	0	0	153	0
Volume Right	0	363	0	0	0
cSH	1700	1700	901	526	1700
Volume to Capacity	0.20	0.21	0.00	0.29	0.00
Queue Length 95th (ft)	0	0	0	30	0
Control Delay (s)	0.0	0.0	0.0	14.6	0.0
Lane LOS				B	A
Approach Delay (s)	0.0		0.0	14.6	
Approach LOS				B	

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	323	230	0	182	135	0
Future Volume (Veh/h)	323	230	0	182	135	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	367	261	0	207	153	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			628		574	367
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			628		574	367
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		68	100
cM capacity (veh/h)			954		480	678

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	367	261	207	153	0
Volume Left	0	0	0	153	0
Volume Right	0	261	0	0	0
cSH	1700	1700	954	480	1700
Volume to Capacity	0.22	0.15	0.00	0.32	0.00
Queue Length 95th (ft)	0	0	0	34	0
Control Delay (s)	0.0	0.0	0.0	16.0	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	16.0	
Approach LOS				C	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	311	230	0	163	135	0
Future Volume (Veh/h)	311	230	0	163	135	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	353	261	0	185	153	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			614		538	353
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			614		538	353
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		70	100
cM capacity (veh/h)			965		504	691

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	353	261	185	153	0
Volume Left	0	0	0	153	0
Volume Right	0	261	0	0	0
cSH	1700	1700	965	504	1700
Volume to Capacity	0.21	0.15	0.00	0.30	0.00
Queue Length 95th (ft)	0	0	0	32	0
Control Delay (s)	0.0	0.0	0.0	15.2	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	15.2	
Approach LOS				C	

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	311	230	0	192	135	0
Future Volume (Veh/h)	311	230	0	192	135	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	353	261	0	218	153	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			614		571	353
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			614		571	353
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		68	100
cM capacity (veh/h)			965		482	691

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	353	261	218	153	0
Volume Left	0	0	0	153	0
Volume Right	0	261	0	0	0
cSH	1700	1700	965	482	1700
Volume to Capacity	0.21	0.15	0.00	0.32	0.00
Queue Length 95th (ft)	0	0	0	34	0
Control Delay (s)	0.0	0.0	0.0	15.9	0.0
Lane LOS				C	A
Approach Delay (s)	0.0		0.0	15.9	
Approach LOS				C	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Fenton Mill Road / North Site Entrance

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	25	36	4	22	32
Future Volume (Veh/h)	57	25	36	4	22	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	65	28	41	5	25	36
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	130	44			46	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	130	44			46	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			98	
cM capacity (veh/h)	851	1027			1562	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	93	46	61
Volume Left	65	0	25
Volume Right	28	5	0
cSH	897	1700	1562
Volume to Capacity	0.10	0.03	0.02
Queue Length 95th (ft)	9	0	1
Control Delay (s)	9.5	0.0	3.1
Lane LOS	A		A
Approach Delay (s)	9.5	0.0	3.1
Approach LOS	A		

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	20.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	25	38	4	22	34
Future Volume (Veh/h)	57	25	38	4	22	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	65	28	43	5	25	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134	46			48	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	46			48	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	97			98	
cM capacity (veh/h)	845	1024			1559	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	93	48	64
Volume Left	65	0	25
Volume Right	28	5	0
cSH	892	1700	1559
Volume to Capacity	0.10	0.03	0.02
Queue Length 95th (ft)	9	0	1
Control Delay (s)	9.5	0.0	2.9
Lane LOS	A		A
Approach Delay (s)	9.5	0.0	2.9
Approach LOS	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	15	38	12	75	58
Future Volume (Veh/h)	35	15	38	12	75	58
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	40	17	43	14	85	66
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	286	50			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	50			57	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			95	
cM capacity (veh/h)	666	1018			1547	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	57	57	151
Volume Left	40	0	85
Volume Right	17	14	0
cSH	742	1700	1547
Volume to Capacity	0.08	0.03	0.05
Queue Length 95th (ft)	6	0	4
Control Delay (s)	10.3	0.0	4.4
Lane LOS	B		A
Approach Delay (s)	10.3	0.0	4.4
Approach LOS	B		

Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	14	40	12	75	60
Future Volume (Veh/h)	35	14	40	12	75	60
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	40	16	45	14	85	68
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	290	52			59	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	52			59	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			94	
cM capacity (veh/h)	662	1016			1545	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	56	59	153
Volume Left	40	0	85
Volume Right	16	14	0
cSH	735	1700	1545
Volume to Capacity	0.08	0.03	0.06
Queue Length 95th (ft)	6	0	4
Control Delay (s)	10.3	0.0	4.3
Lane LOS	B		A
Approach Delay (s)	10.3	0.0	4.3
Approach LOS	B		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Fenton Mill Road / South Site Entrance

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	17	0	7	85
Future Volume (Veh/h)	15	7	17	0	7	85
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	8	19	0	8	97
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	132	19			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132	19			19	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	858	1059			1597	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	19	105
Volume Left	17	0	8
Volume Right	8	0	0
cSH	913	1700	1597
Volume to Capacity	0.03	0.01	0.01
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.1	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	118	0	7	171
Future Volume (Veh/h)	15	7	118	0	7	171
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	8	134	0	8	194
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	344	134			134	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	344	134			134	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	649	915			1451	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	134	202
Volume Left	17	0	8
Volume Right	8	0	0
cSH	715	1700	1451
Volume to Capacity	0.03	0.08	0.01
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	18	0	7	87
Future Volume (Veh/h)	15	7	18	0	7	87
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	8	20	0	8	99
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	135	20			20	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	135	20			20	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	854	1058			1596	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	20	107
Volume Left	17	0	8
Volume Right	8	0	0
cSH	910	1700	1596
Volume to Capacity	0.03	0.01	0.01
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.1	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	7	119	0	7	173
Future Volume (Veh/h)	15	7	119	0	7	173
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	8	135	0	8	197
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	348	135			135	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	348	135			135	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	645	914			1449	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	135	205
Volume Left	17	0	8
Volume Right	8	0	0
cSH	712	1700	1449
Volume to Capacity	0.04	0.08	0.01
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	4	54	0	25	62
Future Volume (Veh/h)	10	4	54	0	25	62
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	5	61	0	28	70
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	187	61			61	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187	61			61	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			98	
cM capacity (veh/h)	788	1004			1542	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	61	98
Volume Left	11	0	28
Volume Right	5	0	0
cSH	845	1700	1542
Volume to Capacity	0.02	0.04	0.02
Queue Length 95th (ft)	1	0	1
Control Delay (s)	9.3	0.0	2.2
Lane LOS	A		A
Approach Delay (s)	9.3	0.0	2.2
Approach LOS	A		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	4	77	0	25	87
Future Volume (Veh/h)	10	4	77	0	25	87
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	5	88	0	28	99
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	243	88			88	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243	88			88	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			98	
cM capacity (veh/h)	731	970			1508	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	88	127
Volume Left	11	0	28
Volume Right	5	0	0
cSH	792	1700	1508
Volume to Capacity	0.02	0.05	0.02
Queue Length 95th (ft)	2	0	1
Control Delay (s)	9.6	0.0	1.8
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	1.8
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	4	56	0	25	64
Future Volume (Veh/h)	10	4	56	0	25	64
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	5	64	0	28	73
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	193	64			64	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	193	64			64	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			98	
cM capacity (veh/h)	781	1000			1538	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	64	101
Volume Left	11	0	28
Volume Right	5	0	0
cSH	839	1700	1538
Volume to Capacity	0.02	0.04	0.02
Queue Length 95th (ft)	1	0	1
Control Delay (s)	9.4	0.0	2.1
Lane LOS	A		A
Approach Delay (s)	9.4	0.0	2.1
Approach LOS	A		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	4	79	0	25	95
Future Volume (Veh/h)	10	4	79	0	25	95
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	5	90	0	28	108
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	254	90			90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254	90			90	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			98	
cM capacity (veh/h)	721	968			1505	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	16	90	136
Volume Left	11	0	28
Volume Right	5	0	0
cSH	783	1700	1505
Volume to Capacity	0.02	0.05	0.02
Queue Length 95th (ft)	2	0	1
Control Delay (s)	9.7	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	9.7	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

F Signal Warrants

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: **Newman Road** **EB** **WB** # OF APPROACH LANES: **2**

MINOR STREET: **I-64 off ramp** **NB** **SB** # OF APPROACH LANES: **1**

CITY, STATE: **York County**

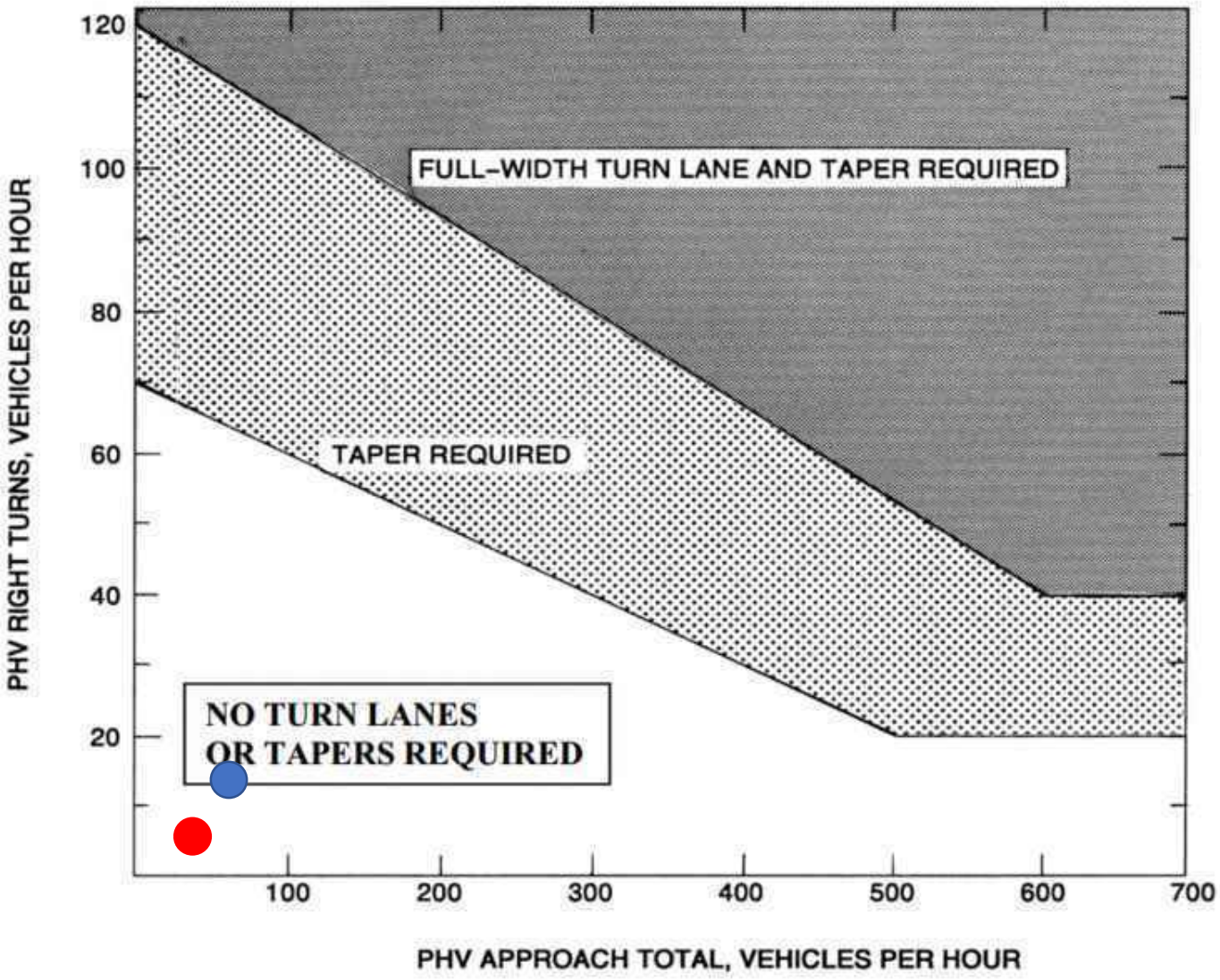
COMMENTS: Speed Limit 60 MPH
0

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

	MAJOR ST	MINOR ST	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
	TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			**420**	**105**		**630**	**53**		**336**	**84**		**504**	**42**			
06:00 AM TO 07:00 AM	1,374	12	Y			Y			Y			Y				
07:00 AM TO 08:00 AM	2,177	38	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	2,007	28	Y			Y			Y			Y				
09:00 AM TO 10:00 AM	1,682	24	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	1,456	32	Y			Y			Y			Y				
11:00 AM TO 12:00 PM	1,560	41	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	1,604	42	Y			Y			Y			Y				
01:00 PM TO 02:00 PM	1,663	46	Y			Y			Y			Y	Y	**Y**		
02:00 PM TO 03:00 PM	1,702	53	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
03:00 PM TO 04:00 PM	1,958	65	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
04:00 PM TO 05:00 PM	2,280	80	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
05:00 PM TO 06:00 PM	2,484	78	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	1,606	24	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	944	7	Y			Y			Y			Y				
08:00 PM TO 09:00 PM	854	10	Y			Y			Y			Y				
09:00 PM TO 10:00 PM	492	9	Y						Y							
	25,843	590	16	0	**0**	15	4	**4**	16	0	**0**	15	5	**5**	**3**	**2**
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			**NOT SATISFIED**			**NOT SATISFIED**						**NOT SATISFIED**	**SATISFIED**

G Turn Lane Warrants

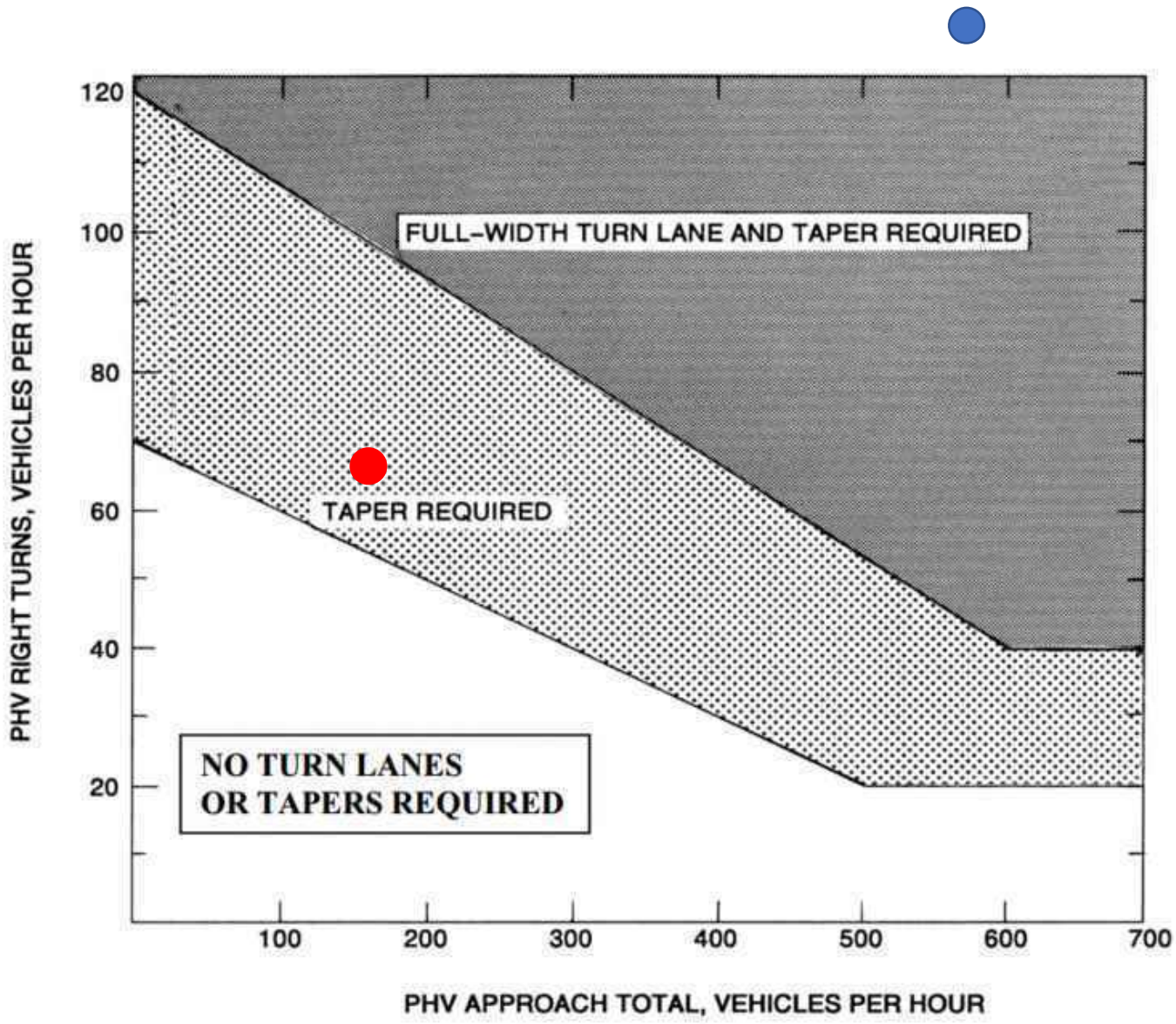
2036 Total Fenton Mill Development
Fenton Mill Road/North Site Entrance
Northbound Right Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

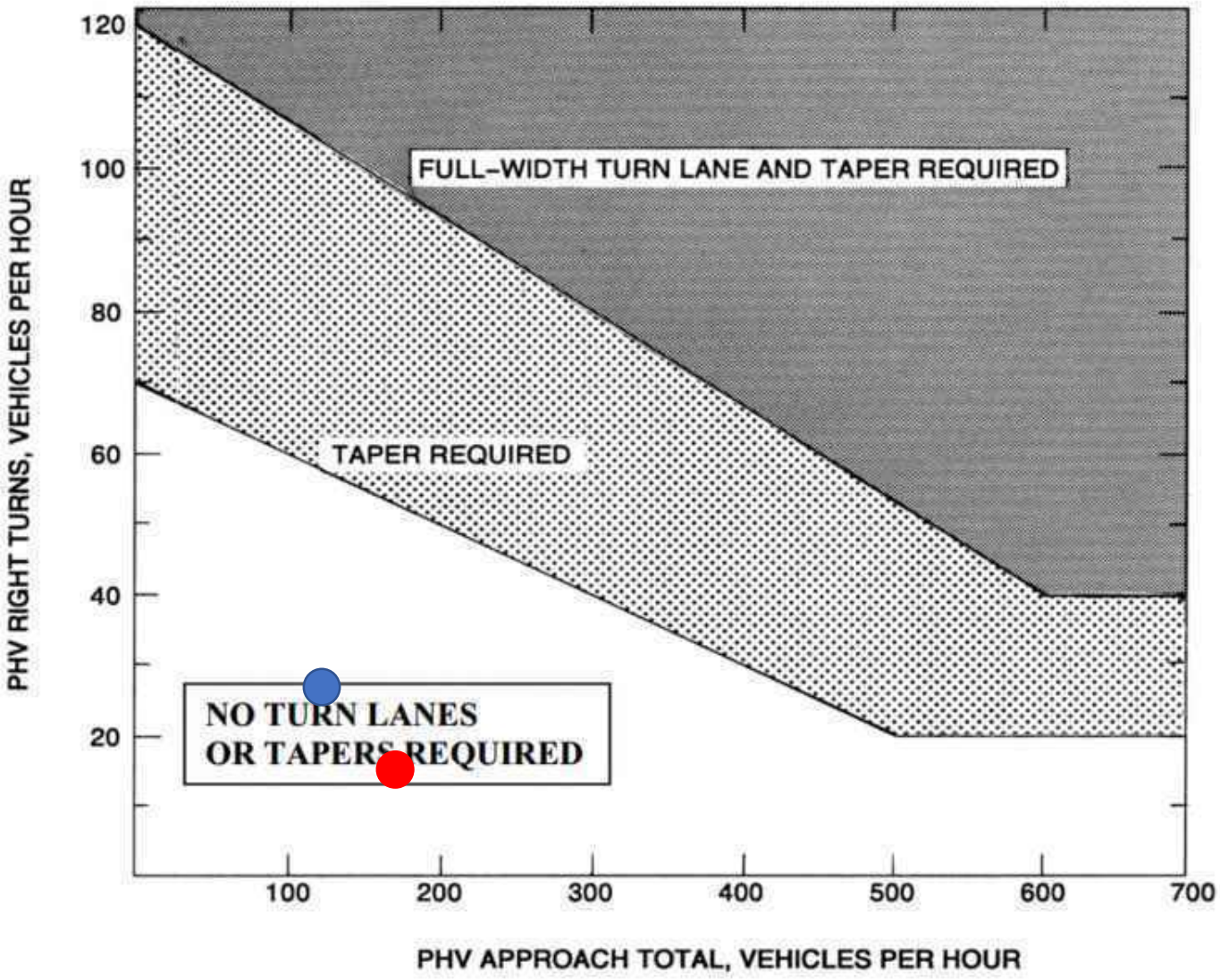
2036 Total Fenton Mill Development
Newman Road/Primary Site Entrance
Northbound Right Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

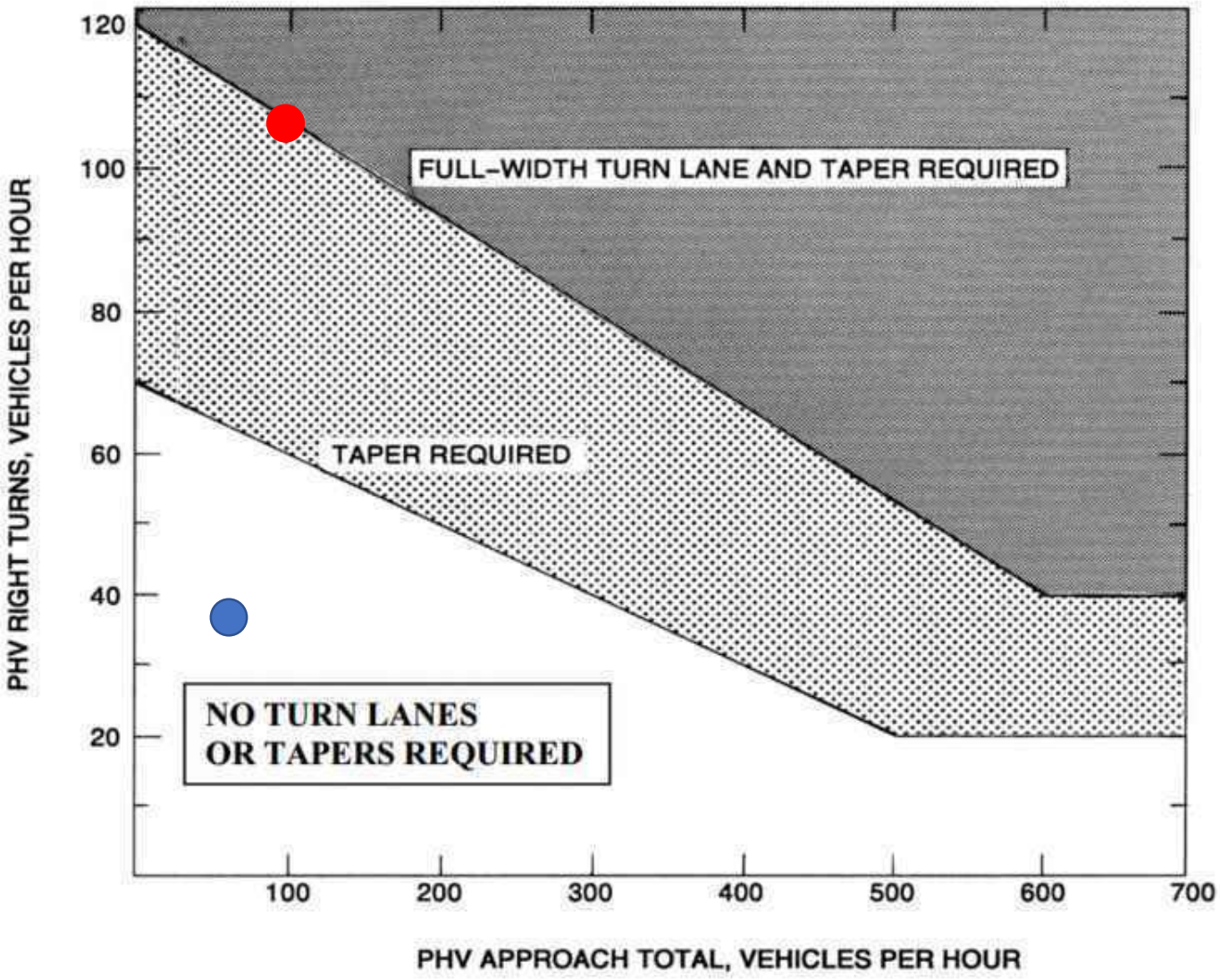
2036 Barlow Road/E. Rochambeau Drive Westbound Right Turn Lane Warrant Analysis (2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

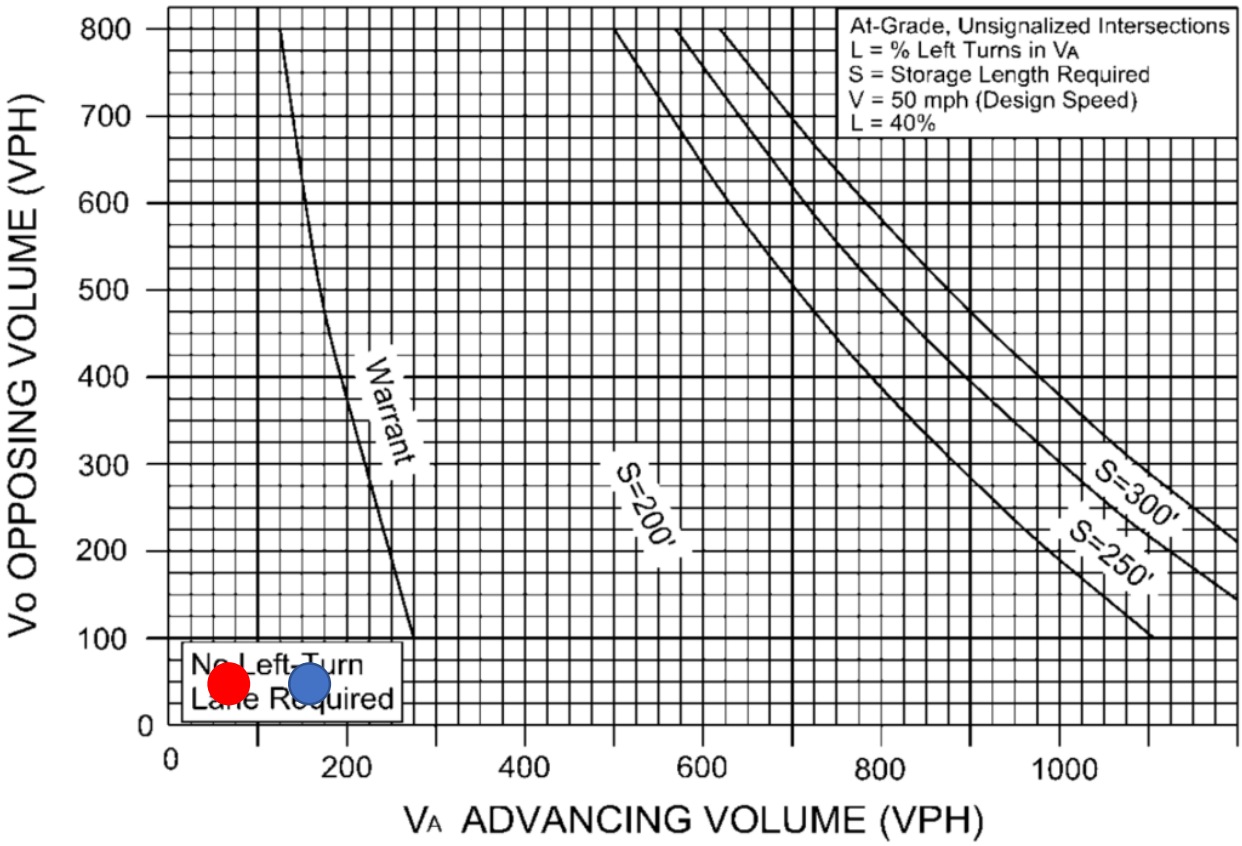
2036 Total Fenton Mill Development Plus School
Fenton Mill Road/North Site Entrance
Northbound Right Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

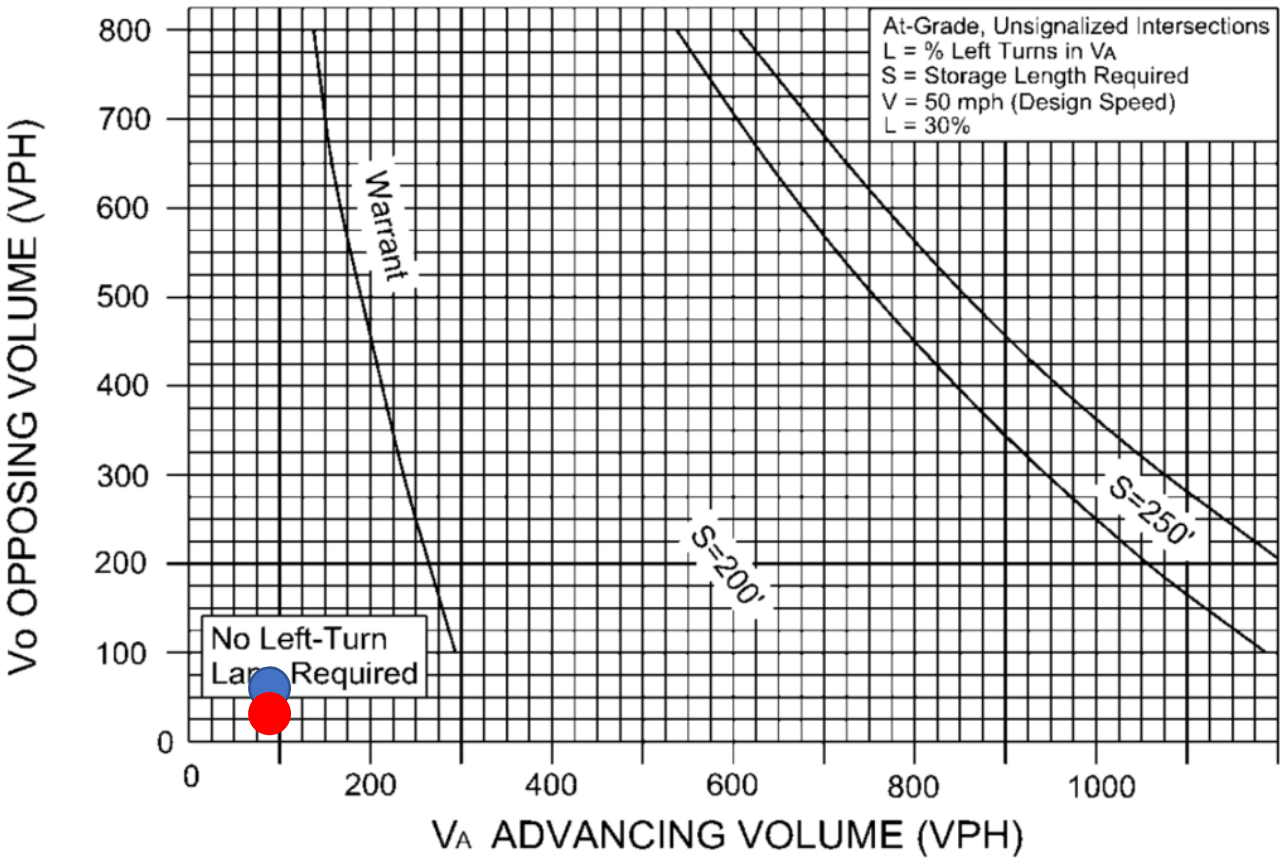
2036 Total Fenton Mill Development
Fenton Mill Road/North Site Entrance
Northbound Left Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

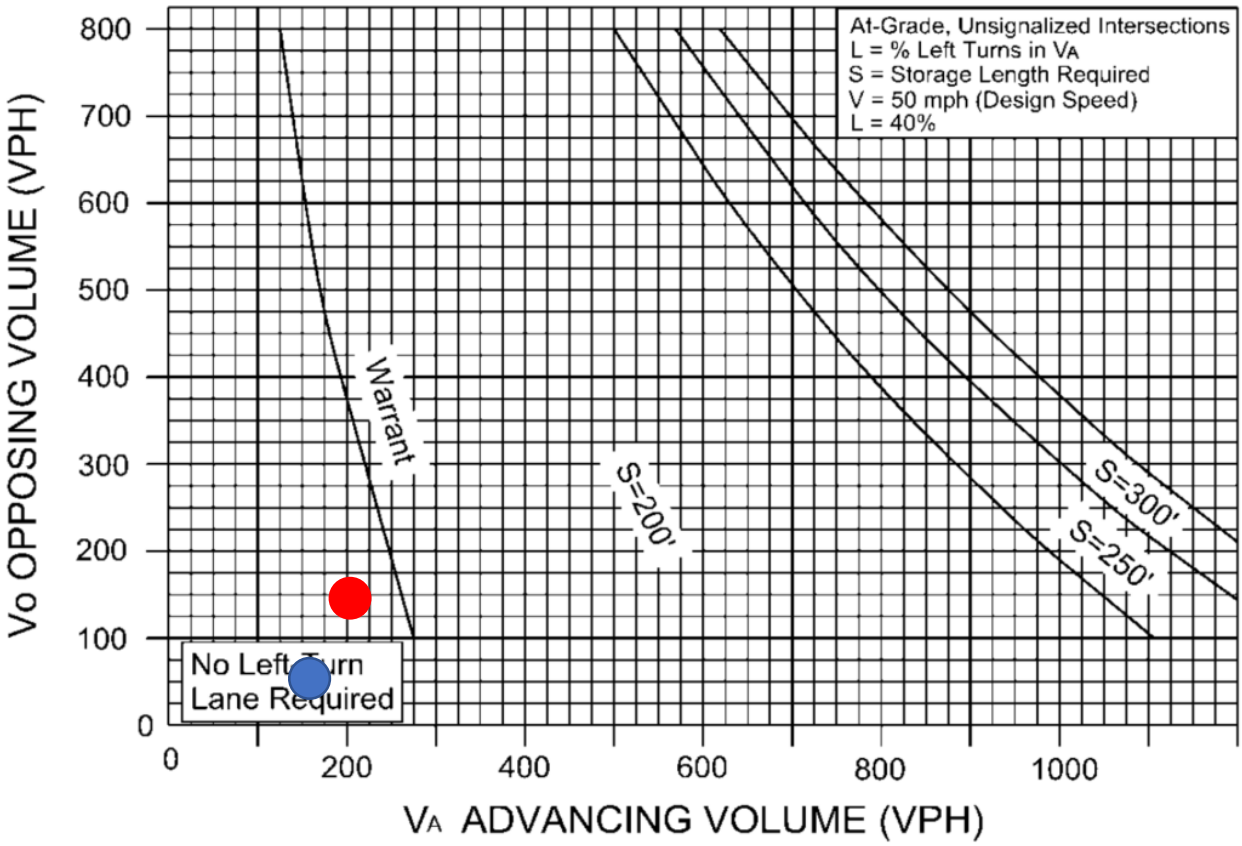
2036 Total Fenton Mill Development
Fenton Mill Road/South Site Entrance
Northbound Left Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

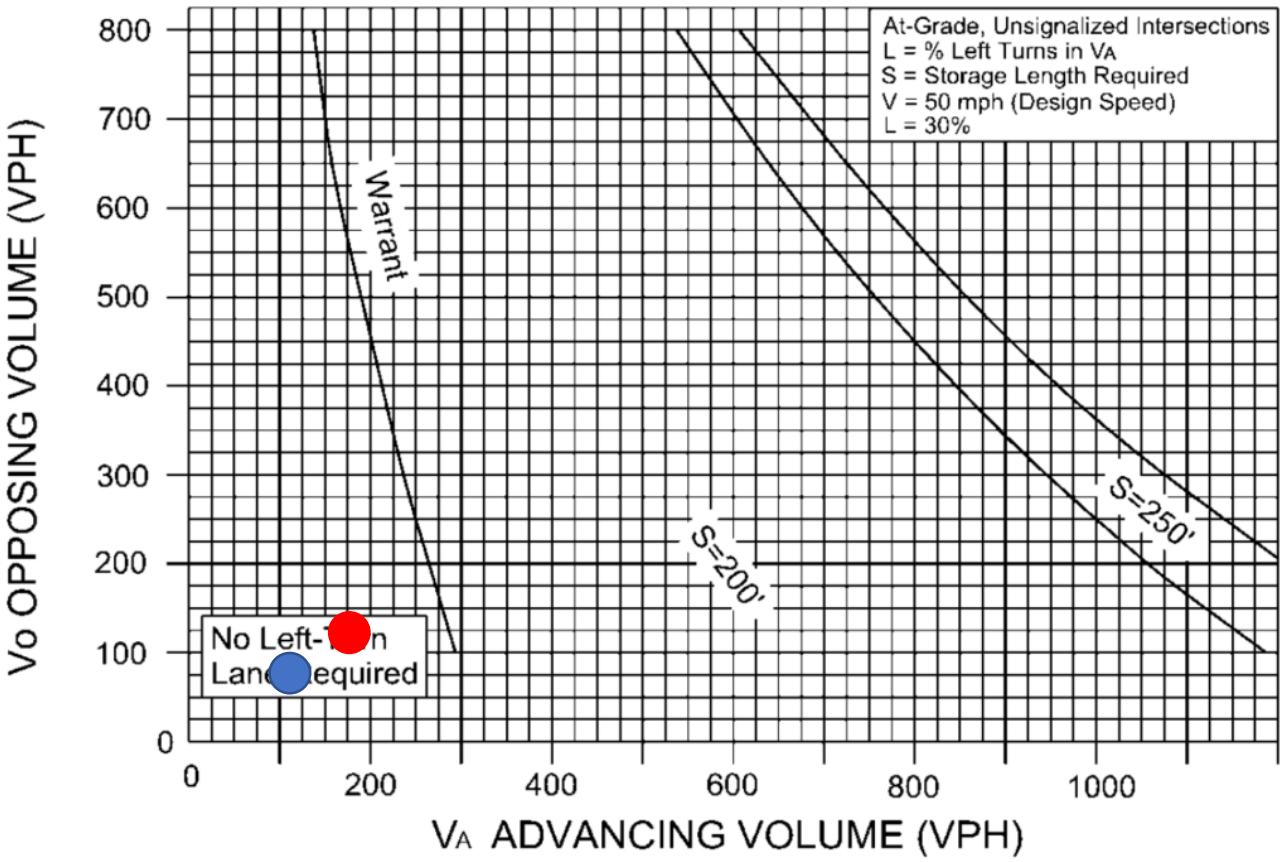
2036 Total Fenton Mill Development Plus School
Fenton Mill Road/North Site Entrance
Northbound Left Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

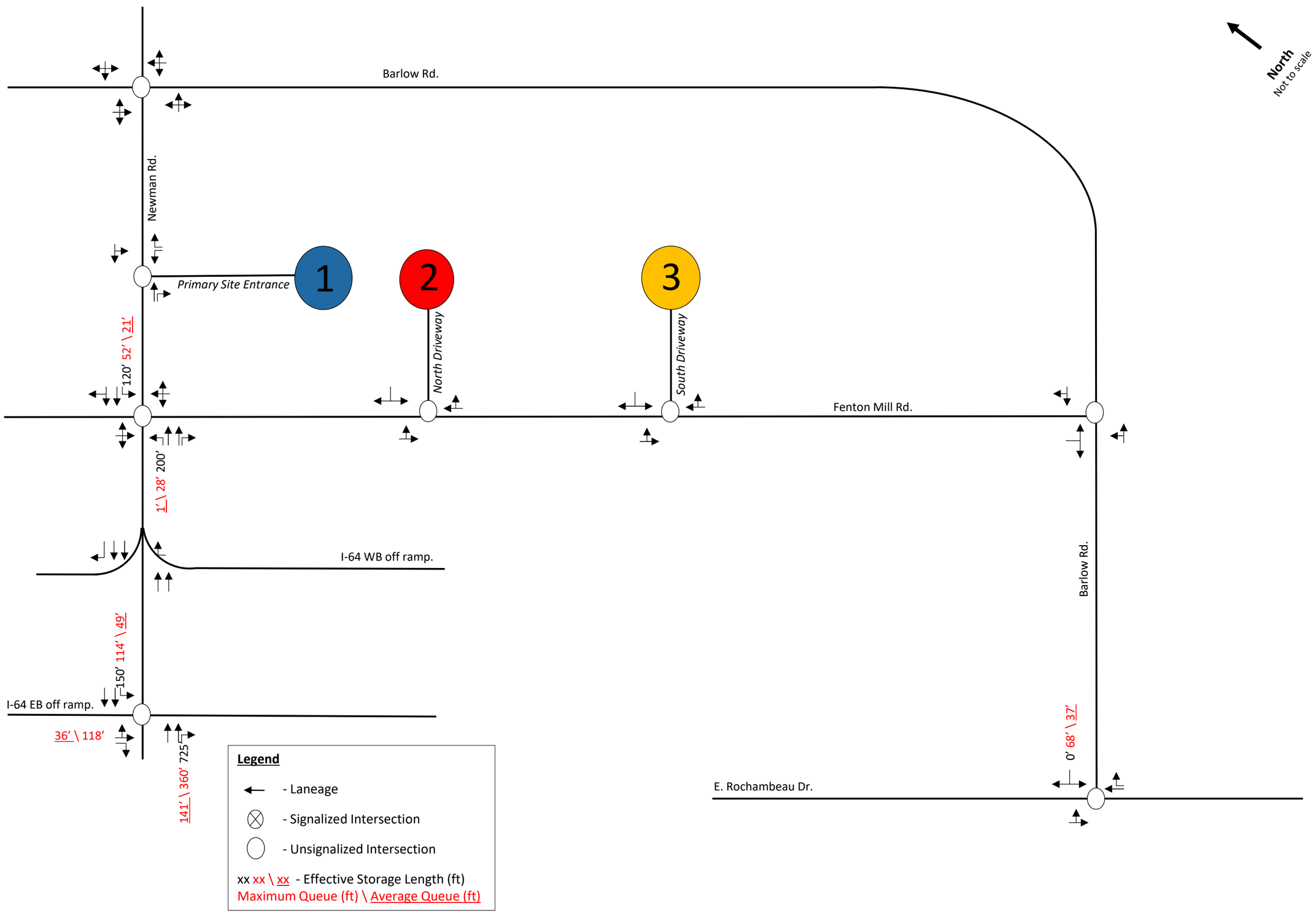
2036 Total Fenton Mill Development Plus School
Fenton Mill Road/South Site Entrance
Northbound Left Turn Lane Warrant Analysis
(2 Lanes)



Legend

- AM Peak Hour Conditions 2036
- PM Peak Hour Conditions 2036

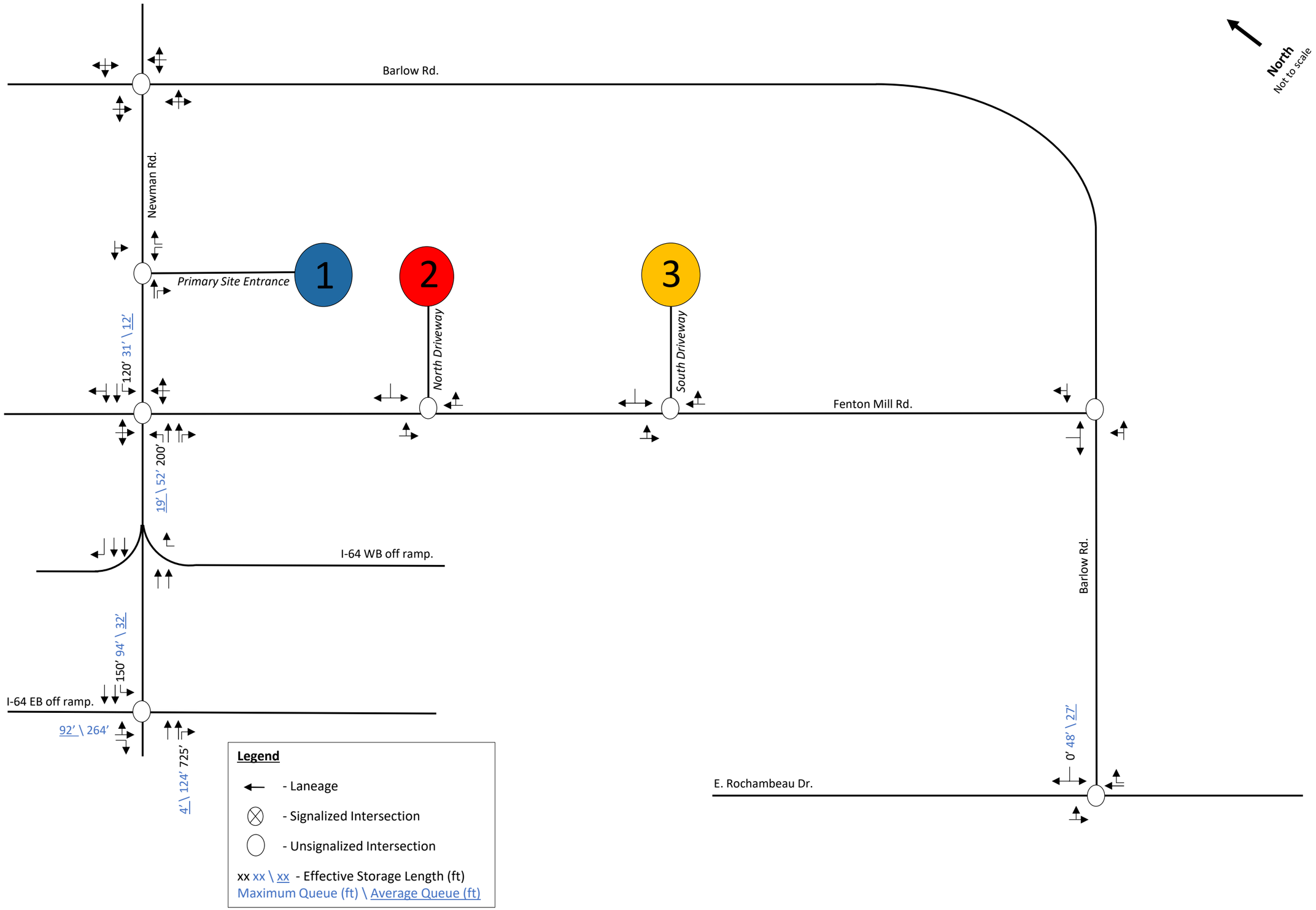
H Queuing



Appendix
H1

Fenton Mill Development –York County, VA
AM Queuing

McPherson CONSULTING



Appendix
H2

Fenton Mill Development –York County, VA
PM Queuing

McPherson
CONSULTING

Intersection: 3: Barlow Road/Barnstaple Way & Newman Road

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	47	56	66
Average Queue (ft)	8	15	26
95th Queue (ft)	29	39	51
Link Distance (ft)	1866	2600	227
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Barlow Road & Fenton Mill Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	58	26
Average Queue (ft)	26	2
95th Queue (ft)	49	12
Link Distance (ft)	742	1087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: I-64 EB on Ramp/I-64 EB Off Ramp & Humelsine Pkwy/Newman Road

Movement	EB	WB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	360	114	118
Average Queue (ft)	141	49	36
95th Queue (ft)	305	87	77
Link Distance (ft)			943
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	725	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: E. Rochambeau Dr. & Barlow Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	24
Average Queue (ft)	37	1
95th Queue (ft)	60	8
Link Distance (ft)	871	1495
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Fenton Mill Road & South Site Entrance

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	17
95th Queue (ft)	41
Link Distance (ft)	1188
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Primary Site Entrance & Newman Road

Movement	NB
Directions Served	L
Maximum Queue (ft)	112
Average Queue (ft)	54
95th Queue (ft)	102
Link Distance (ft)	1987
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Fenton Mill Road & Newman Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	L	LTR	LTR
Maximum Queue (ft)	28	22	52	168	96
Average Queue (ft)	14	1	21	68	49
95th Queue (ft)	35	9	46	130	86
Link Distance (ft)				1271	1051
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200	130	120		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 22: I-64 WB off Ramp Exite 234B/I-64 WB on Ramp & Newman Road

Movement	NB
Directions Served	R
Maximum Queue (ft)	67
Average Queue (ft)	32
95th Queue (ft)	52
Link Distance (ft)	1221
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Fenton Mill Road & North Site Entrance

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	110	22	77
Average Queue (ft)	58	1	27
95th Queue (ft)	86	7	60
Link Distance (ft)	996	1179	5146
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Barlow Road/Barnstaple Way & Newman Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	22	40	41
Average Queue (ft)	2	0	15	11
95th Queue (ft)	18	0	28	29
Link Distance (ft)	1866	1752	2600	227
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Barlow Road & Fenton Mill Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	61	31
Average Queue (ft)	15	7
95th Queue (ft)	32	26
Link Distance (ft)	742	1087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: I-64 EB on Ramp/I-64 EB Off Ramp & Humelsine Pkwy/Newman Road

Movement	EB	WB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	124	94	264
Average Queue (ft)	4	32	92
95th Queue (ft)	42	64	191
Link Distance (ft)			943
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	725	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: E. Rochambeau Dr. & Barlow Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	27
Average Queue (ft)	27	4
95th Queue (ft)	47	18
Link Distance (ft)	871	1495
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Fenton Mill Road & South Site Entrance

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	53
Average Queue (ft)	8	2
95th Queue (ft)	29	18
Link Distance (ft)	1188	1179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Primary Site Entrance & Newman Road

Movement	NB
Directions Served	L
Maximum Queue (ft)	90
Average Queue (ft)	37
95th Queue (ft)	64
Link Distance (ft)	1987
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Fenton Mill Road & Newman Road

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	L	LTR	LTR
Maximum Queue (ft)	52	22	31	125	70
Average Queue (ft)	19	1	12	36	34
95th Queue (ft)	42	10	35	86	55
Link Distance (ft)				1271	1051
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200	130	120		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 22: I-64 WB off Ramp Exite 234B/I-64 WB on Ramp & Newman Road

Movement	NB
Directions Served	R
Maximum Queue (ft)	120
Average Queue (ft)	56
95th Queue (ft)	86
Link Distance (ft)	1221
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: Fenton Mill Road & North Site Entrance

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	112
Average Queue (ft)	35	11
95th Queue (ft)	50	52
Link Distance (ft)	996	5146
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0