

## Final Report

# Atlanta Avenue Corridor Study

*City of Lynchburg, Virginia*



*Prepared on:  
June 2015*

*Prepared for:  
Central Virginia Metropolitan Planning Organization*



## **AECOM**

277 Bendix Road, Suite 500  
Virginia Beach, VA 23452  
757-499-4224  
AECOM.com

# ATLANTA AVENUE CORRIDOR STUDY FINAL REPORT

JUNE 2015

Prepared for:  
Central Virginia  
Metropolitan Planning Organization  
  
Lynchburg, Virginia

Prepared by:  
AECOM  
Virginia Beach, Virginia

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## EXECUTIVE SUMMARY

The Region 2000 Local Government Council (Region 2000) in partnership with the City of Lynchburg engaged AECOM to conduct a corridor analysis along Atlanta Avenue in Lynchburg, Virginia. The Atlanta Avenue corridor connects Wards Road (U.S. Route 29 Business) in the east with Wards Ferry Road in the west.

### *Purpose*

The purpose of this study is to develop and evaluate enhancements for both traveler safety (both vehicular and non-vehicular) and pedestrian and bicycle access connections on Atlanta Avenue from Wards Ferry Road to Wards Road and also to retail commercial activities located along the Wards Road corridor. The need for addressing these issues previously has been identified both in the *Wards Ferry Road Corridor Study* and in the *Wards Road Area Pedestrian & Bicycle Concept Plan*. Both documents identify the Atlanta Avenue corridor as exhibiting deficiencies in pedestrian and bicycle access as well as safety issues. To develop a recommended set of measures to address deficiencies, this study begins by defining them.

The measure of success of the implementation of the recommendations of this study is reflected in the attainment of goals articulated in the *Comprehensive Plan* and in the two supporting documents identified in the paragraph above. The key goals are:

1. Establishing pedestrian and bicyclists access along the west side of Wards Road extending from Harvard Street in the north to Wards Ferry Road in the south and crossing Atlanta Avenue;
2. Extending pedestrian and bicyclists access west along Atlanta Avenue to Wards Ferry Road; and,
3. Provide for safety in transportation in the design of facilities.

### *Planning Process*

The corridor study process involved a coordinated effort including staff from the City of Lynchburg, the Region 2000 Local Government Council and the consultant. Existing conditions were defined and forecasted conditions were developed and analyzed; deficiencies were detailed and a range of mitigative measures were considered. After engaging key stakeholders and the public in a series of two community meetings, improvement recommendations were finalized and documented.

### *Existing Conditions*

To define vehicular deficiencies on Atlanta Avenue, daily directional traffic counts, an analysis of crash data and a speed study were conducted, and the key findings were:

- **Speed:** The average vehicle speed was **36 mph** and the posted speed limit is 25 mph.
- **Safety:** In the past 3 years, a total of **24 crashes** occurred at the intersection of Atlanta Avenue and Badcock Place. Roughly 20 of these may have been eliminated by the installation of a mini-roundabout
- **Capacity:** Traffic conditions at the intersection of Atlanta Avenue with Badcock Place in the PM peak hour display **LOS F** conditions, with average vehicle delays of

approximately 120 seconds. In contrast, the intersection of Atlanta Avenue with Wards Ferry Road operates with good service level conditions.

- **Pedestrian & Bicyclist Access:** The roadway west of Badcock Place is a narrow, section providing **two lanes – each with of 10 feet pavement width** - and earthen shoulders with an open drainage ditches. It does not meet current standards for lane widths (12 feet), and no accommodations are provided for pedestrians or bicyclists. The ditches present a hazard for all travelers who may run off the roadway.

### *Improvement Measures*

**Traffic Calming:** To address the problem with excess vehicular speed on Atlanta Avenue, a traffic calming study was conducted in accordance with the City's Neighborhood Traffic Management Program (NTMP). Atlanta Avenue meets the requirements to be eligible for traffic management techniques. Feasible traffic calming measure that could be used would be **speed hump** and **increased fine zone**.

**Safety and Capacity:** To address the issue of excessive average vehicle delay on the Badcock Place and Wards Crossing Shopping Center driveway approaches to Atlanta Avenue, the intersection was evaluated as a potential candidate for a **mini-roundabout**. The analysis results show that with a mini-roundabout, the overall delay at the intersection of Atlanta Avenue with Badcock Place improves, particularly for motorists on the minor streets. In addition, installing the proposed mini-roundabout likely will result in a reduction in the number of crashes.

**Pedestrian & Bicyclist Access:** The recommended improvements address two existing gaps in access that were identified in the *Wards Road Area Pedestrian & Bicycle Concept Plan*. First, on its eastern leg the mini-roundabout includes a **pedestrian crossing of Atlanta Avenue** that will connect the existing trail from the north to the proposed multiuse trail planned to extend south to Wards Ferry Road. Second, the proposed **multi-use trail on the north side of Atlanta Avenue** from Badcock Place in the east to Wards Ferry Road in the west addresses the issue of pedestrian and bicycle access addressed in the *Wards Ferry Road Corridor Study*.

### *Public Involvement*

The Atlanta Avenue public involvement process was comprised of two public meetings held at the Church of the Brethren. The first was held April 23, 2015 and the second on May 21, 2015. Sixteen people attended the first public meeting including several residents of Atlanta Avenue and eleven people attended the second meeting. Attendees, opinions generally favored the proposed mini-roundabout and the speed table. There was strong support (especially from residents of homes fronting onto Atlanta Avenue) for pedestrian accommodations running the entire length of Atlanta Avenue. Most of the residents of Atlanta Avenue stated that speeding was a major problem on the road. Additionally, several residents of Atlanta Avenue complained of pavement edge drop-offs on the segments that have a significant vertical curve to the west of the Church of the Brethren.

### *Cost Estimates*

Planning level cost estimates<sup>1</sup> were developed for the two main infrastructure improvements:

- The cost for the **mini-roundabout** is estimated at **\$300,000**. Installation of elements of the mini-roundabout may be installed in phases.
- The cost of **the multiuse trail along Atlanta Avenue** is estimated at **\$380,000**. These recommendations are detailed in the *Wards Road Area Pedestrian and Bicycle Concept Plan*.

### *Recommendations*

#### **1. Install Mini-roundabout at Atlanta Avenue and Badcock Place.**

- Address capacity and safety deficiencies at the intersection; and,
- Include a crosswalk on Badcock Place and a crosswalk on the east side of the intersection over Atlanta Avenue.

#### **2. Install a temporary speed hump immediately west of Church of the Brethren.**

- Evaluate on a trial basis to reduce excessive vehicular speeds on Atlanta Avenue;
- If the speed hump is effective and it receives a positive resident response then a permanent speed hump could be evaluated; and,
- The possibility of adding increased fine zone to provide greater enforcement activity also should be evaluated.

#### **3. Install multiuse trail (10 feet in width) on the north side of Atlanta Avenue from Badcock Place to Wards Ferry Road.**

- Provide safe pedestrian and bicyclist access from the existing and planned Wards Road corridor trails to planned trail on Wards Ferry Road;
- Address safety issues associated with narrow pavement and ditches on Atlanta Avenue; and,
- Multiuse trail improvement to include installation of curb and gutter (north side of Atlanta Avenue only), with trail set immediately adjacent to the back of curb.

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<sup>1</sup> Cost estimates that are not based on detailed surveys and engineering drawings.



## **TABLE OF CONTENTS**

<b>EXECUTIVE SUMMARY .....</b>	<b>i</b>
<b>I. INTRODUCTION.....</b>	<b>1</b>
<b>II. EXISTING AND FORECASTED CONDITIONS.....</b>	<b>3</b>
<b>III. NEIGHBORHOOD TRAFFIC CALMING .....</b>	<b>15</b>
<b>IV. PEDESTRIAN AND BICYCLE INFRASTRUCTURE .....</b>	<b>20</b>
<b>V. MINI-ROUNDBOUT .....</b>	<b>22</b>
<b>VI. PUBLIC INVOLVEMENT PROCESS.....</b>	<b>22</b>
<b>VII. FINDINGS, CONCLUSIONS AND RECOMMENDATIONS.....</b>	<b>24</b>

### **Technical Appendix**

#### **LIST OF TABLES**

1. Existing Conditions: Average Unsignalized Vehicle Delay and Service Levels.....	8
2. Existing Conditions: Unsignalized Vehicle Delay and Service Levels: SimTraffic.....	9
3. Atlanta Avenue 3-Year Crash Summary.....	10
4. Build Alternative: Avg. Unsig. Veh. Delay and Service Level - HCM .....	13
5. Build Alternative: Avg. Unsig. Veh. Delay and Service Level – SimTraffic.....	14
6. Atlanta Avenue Traffic Management Techniques: Priority Scoring .....	16
7. Atlanta Avenue Traffic Management Techniques: Priority Calculation.....	17
8. Atlanta Avenue Traffic Calming Measures: Atlanta Avenue @ Badcock Place .....	18
9. Roundabout Alt: Avg. Unsig. Veh. Delay and Service Level - HCM .....	24
10. Roundabout Alt: Avg. Unsig. Veh. Delay and Service Level – SimTraffic .....	24

**LIST OF FIGURES**

1. Atlanta Avenue Corridor Study Area..... 1

2. Existing Conditions, Lane Configuration & Peak Hour Traffic Volumes ..... 4

3. Key Land Use Features ..... 5

4. Zoning Districts ..... 6

5. Planned Land Use..... 7

6. Diagram of Collision Reports ..... 11

7. Year 2024 Lane Configuration & Peak Hour Traffic Volumes..... 12

8. Pedestrian Improvements ..... 21

9. Mini-Roundabout ..... 23

## I. INTRODUCTION

In partnership with the City of Lynchburg, the Region 2000 Local Government Council (Region 2000) engaged AECOM to conduct a corridor analysis along Atlanta Avenue in Lynchburg, Virginia. The Atlanta Avenue corridor connects to Wards Road (U.S. Route 29 Business) in the east with Wards Ferry Road in the west (See **Figure 1: Corridor Study Area**).

The purpose of this study is to develop and evaluate enhancements for both traveler safety (both vehicular and non-vehicular) and pedestrian and bicycle access connections on Atlanta Avenue from Wards Ferry Road to Wards Road and also to retail commercial activities located along the Wards Road corridor. The need for addressing these issues previously has been identified both in the *Wards Ferry Road Corridor Study* and in the *Wards Road Area Pedestrian & Bicycle Concept Plan*. Both documents identify the Atlanta Avenue corridor as exhibiting deficiencies in pedestrian and bicycle access as well as safety issues. To develop a recommended set of measures to address deficiencies, they must first be defined in detail and then mitigative measures can be evaluated and recommended.





*Planning Basis for Corridor Study*

The overarching basis for the Atlanta Avenue Corridor Study is found in the *Lynchburg 2030 Comprehensive Plan*. In expanding of the first transportation goal – T1.0 Supportive Transportation System -- the document articulates two sub-goals that apply directly to the issues confronting this corridor:

*T-1.4 Prioritize improvements to the transportation system based on safety considerations; existing deficiencies; multimodal and environmental considerations; opportunities to improve street connectivity; physical, economic and policy constraints; contribution to neighborhood character; impact on historic and environmental resources; required right-of-way; target levels of service (see policy T-1.3); public safety access; regional connectivity; and system continuity.*

*T-1.5 Manage access to promote safety and convenience of (sic) along streets and on abutting properties for all modes of transportation.<sup>1</sup>*

The *Comprehensive Plan* further expands on the multi-modal aspects of transportation goals under the section detailing Goal T-2: Better Streets and Enhanced Mobility. The applicable sub-goal specifically identifies the intent to involve residents:

*T-2.4 Coordinate with private property owners and neighborhood groups to identify opportunities to better connect streets, pedestrian and bicycle facilities.<sup>2</sup>*

Additional planning studies have further detailed the vision for multi-modal facilities in the corridor area. *The Wards Road Area Pedestrian & Bicycle Concept Plan* focused on improvements to be pursued along the commercial area south of Harvard Street, but it also provided for these planned north-south facilities along Wards Road to be connection to adjacent residential areas:

*Signed connector bicycle routes from adjoining neighborhoods west of the study area along Wards Ferry Road, Atlanta Avenue and Harvard Street.<sup>3</sup>*

Finally, in defining the needs on the Wards Ferry Road, the *Wards Ferry Road Corridor study* evaluated measures for providing pedestrian and bicycle access, but the limitations of the pavement section on Atlanta Avenue was seen as a challenge. In response the study recommended:

*Atlanta Avenue merits a separate access management and multimodal (bike/pedestrian) study between Wards Ferry Road and the trail that is planned to end at the intersection of Atlanta Avenue and the driveway to Sam's Club.<sup>4</sup>*

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<sup>1</sup> *Lynchburg 2030 Comprehensive Plan*. pp. 30-31.

<sup>2</sup> *Lynchburg 2030 Comprehensive Plan*. p. 32.

<sup>3</sup> *The Wards Road Area Pedestrian & Bicycle Concept Plan*. p. 15.

## II. EXISTING AND FORECASTED CONDITIONS

### *Existing Conditions*

Daily directional traffic counts and measurements of vehicle speeds on Atlanta Avenue were recorded by Peggy Malone & Associates from November 5, 2014 through November 8, 2013. The location of the data collection was approximately 0.15 mile west of the Church of the Brethren driveway. Peak period turning movement counts (including pedestrian and bicycle movements) at the intersection of Atlanta Avenue with Badcock Place were conducted on November 6 & 8, 2014. The results of the traffic counts are documented in the Technical Appendix. Existing lane geometry and peak hour (8:00 – 9:00 AM and 4:30 – 5:30 PM) traffic volumes can be found in **Figure 2 - Existing Conditions Lane Configuration & Peak Hour Traffic Volumes**.

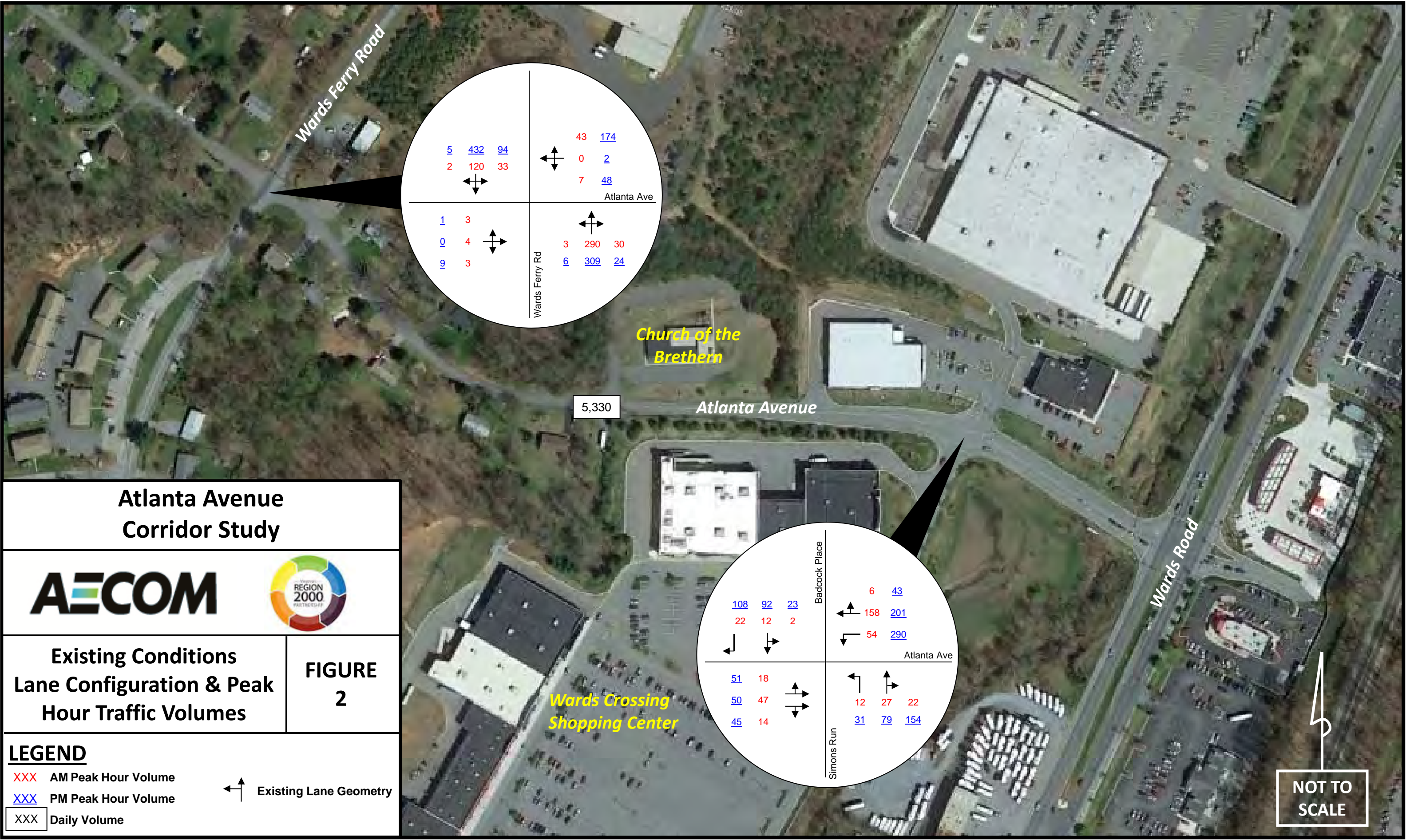
Existing land use data was compiled with the use of City of Lynchburg GIS resources. **Figure 3 – Key Land Use Features** depicts land use characteristics in the study area, including roadways and hydrographic features, in addition to topography. **Figure 4 – Zoning Districts** defines the current mapping by zoning district<sup>5</sup>, and **Figure 5 – Future Planned Land Use** shows planned land uses as recommended in the City of Lynchburg's *2030 Comprehensive Plan*.

The roadway along the Atlanta Avenue corridor starts at the Wards Road intersection as a four-lane facility with a pavement width of 48 feet and curb and gutter drainage. Beginning at the Church of the Brethren the roadway section transitions to a two-lane section with a pavement width of 20 feet and earthen shoulders and an open drainage system (ditches), and this section continues west to the intersection with Wards Ferry Road. Atlanta Avenue is approximately 0.36 miles in length and exhibits a steep increase in elevation (approximately 90 feet at an average grade of 4.7%). No bicycle or pedestrian accommodations are currently provided west of Badcock Place.

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<sup>4</sup> *Wards Ferry Road Corridor Study*. p.36.

<sup>5</sup> For a complete description of each zoning district, see the City of Lynchburg Zoning Ordinance.



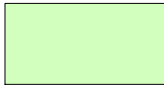






# Atlanta Avenue Corridor Study

## Figure 3 - Key Land Use Features

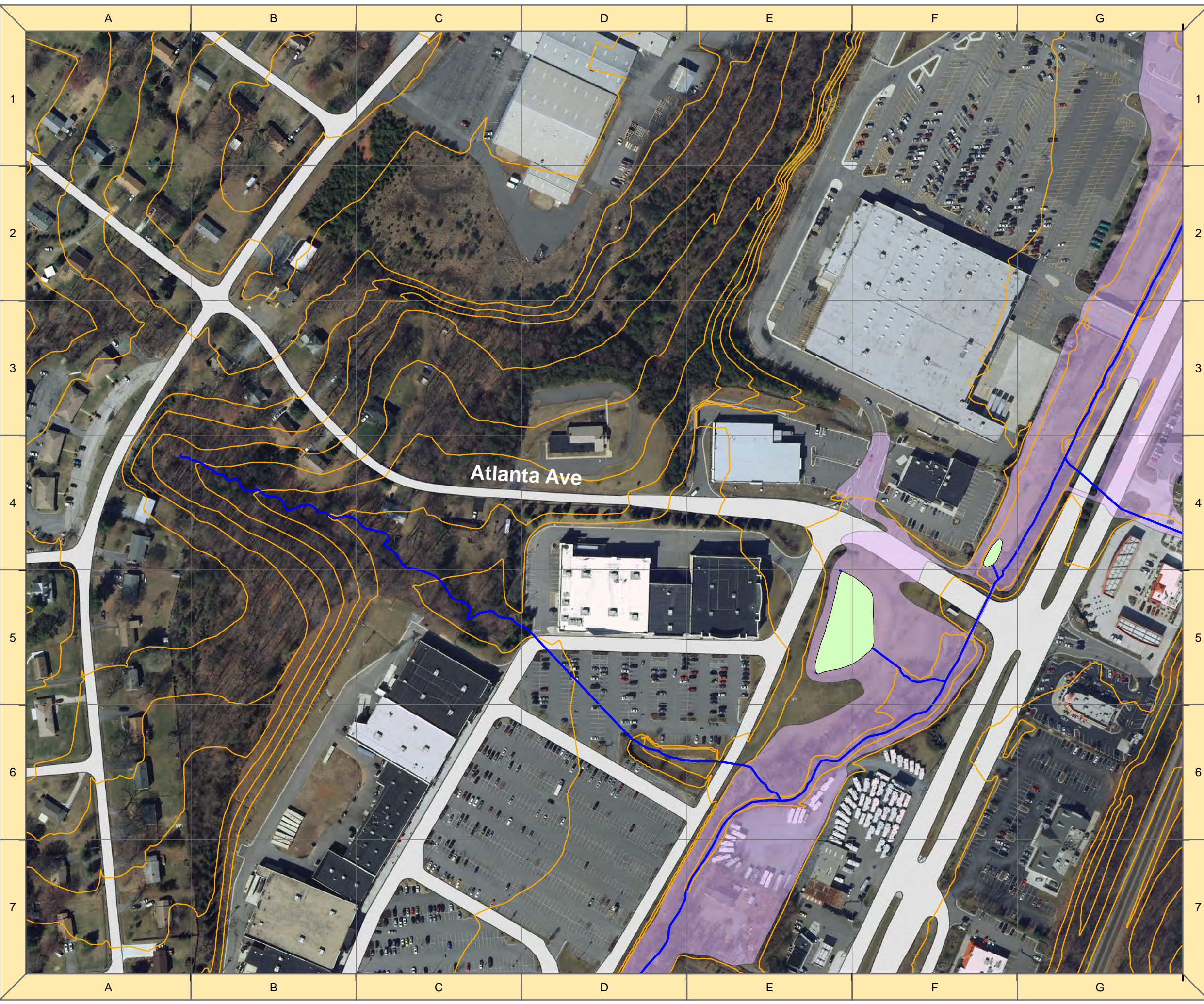
Region 2000 Local Government Council  
Lynchburg, Virginia

### Legend

-  Stream Area
-  Stream
-  10' Contour Index
-  Floodzone
-  Roadway

June 2015

0 0.025 0.05 0.1 Miles





# Atlanta Avenue Corridor Study

## Figure 4 - Zoning Districts

Region 2000 Local Government Council  
Lynchburg, Virginia

### Legend

#### Zoning Districts

- B1
- B2
- B3
- B5
- I2
- R1
- R2
- R3
- R4
- RC

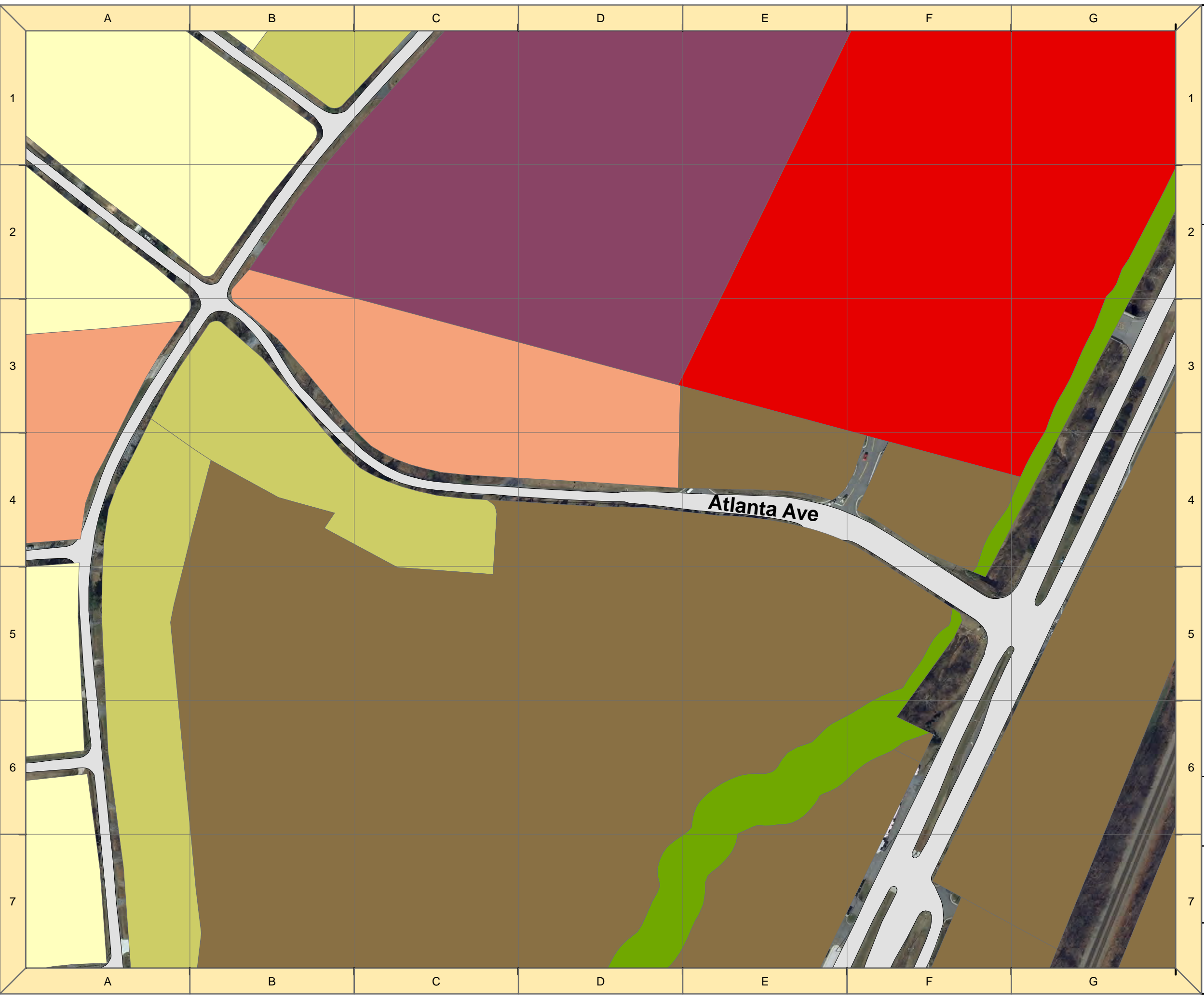
June 2015

0 0.025 0.05 0.1 Miles

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AECOM





# Atlanta Avenue Corridor Study

## Figure 5 - Future Planned Land Use

Region 2000 Local Government Council  
Lynchburg, Virginia

### Legend

#### Future Planned Land Use

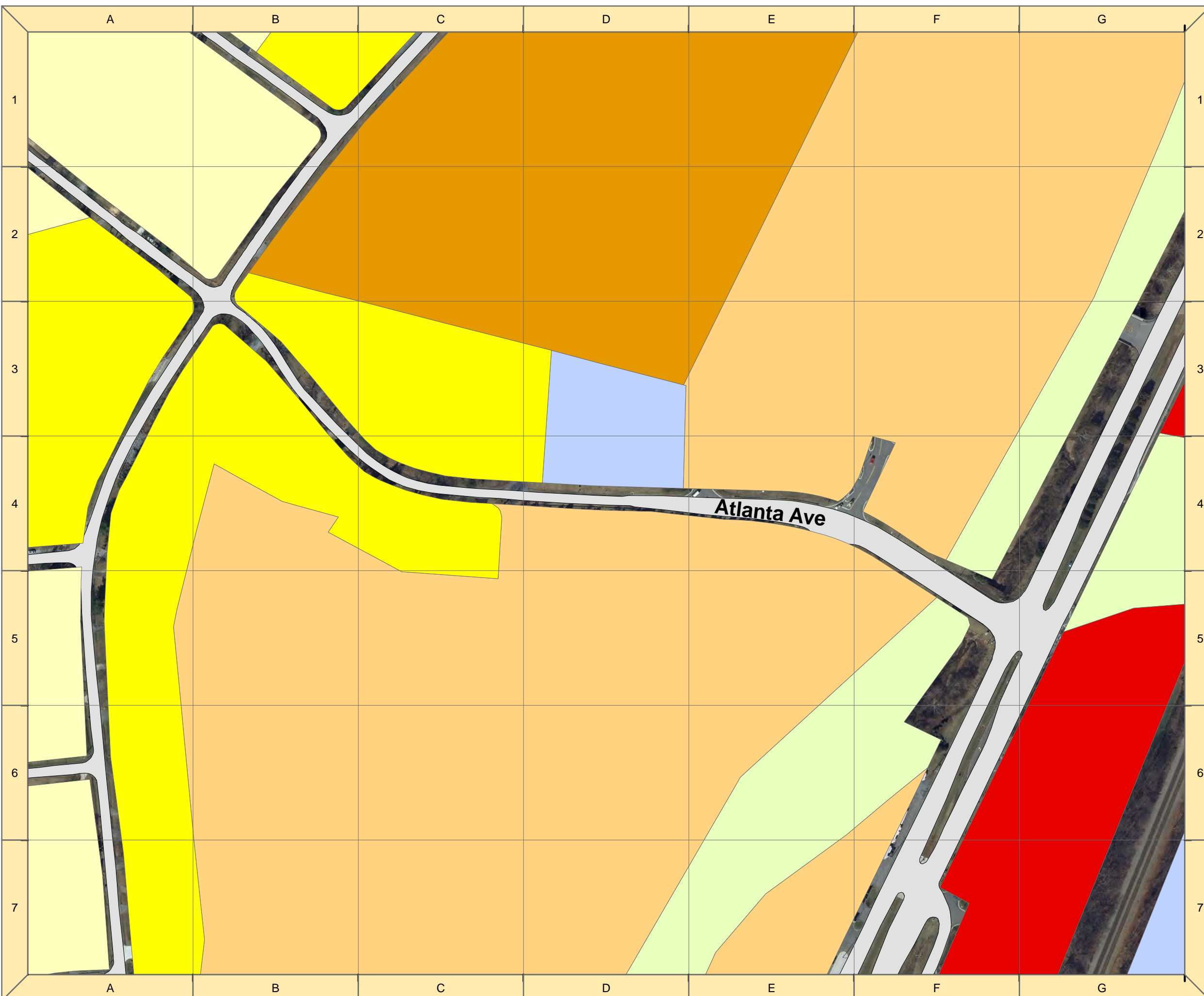
- Resource Conservation
- Public Use
- Institution
- Office
- Employment 2
- Regional Commercial
- Community Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Roadway

June 2015

0 0.025 0.05 0.1 Miles



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*Capacity Analysis of Existing Conditions*

Using the peak hour traffic volumes shown in **Figure 2 - Existing Lane Configuration & Peak Hour Traffic Volumes**, capacity analysis was conducted. The intersection capacity analyses were performed using Synchro 8 software, which computes estimates of service levels using the methodology developed in the *Highway Capacity Manual* (HCM 2010).

Capacity analysis is used to determine a Level of Service (LOS) for a given intersection, and the analysis procedures differ depending upon the type of traffic control at the intersection - signalized or unsignalized. In general, LOS A and B indicate little or no delay, LOS C indicates modest delay, LOS D indicates delay is increasing and noticeable, LOS E indicates the limit of acceptable delay and LOS F is characteristic of over-saturated conditions.

The capacity analysis results of existing conditions are documented in **Table 1**, which shows that the intersection of Atlanta Avenue with Badcock Place operates with good service level conditions in the AM peak hour – service levels no worse than B. The PM peak hour, however, displays poor service levels for the north and southbound movements: the side street left turns displays LOS F, with average vehicle delays of approximately 120 seconds.

<b>Table 1</b> <b>Existing Conditions</b> <b>Average Unsignalized Vehicle Delay and Service Levels</b> <b>Synchro HCM 2010 Methodology</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	7.6	A	7.9	A
EB Right	0.0	A	0.1	A
WB Left	7.4	A	8.1	A
WB Through/Right	0.0	A	0.0	A
NB Left	12.3	B	114.7	F
NB Through/Right	10.9	B	34.4	D
SB Left/Through	12.3	B	126.4	F
SB Right	9.3	A	10.3	B
<b>Atlanta Avenue @ Wards Ferry Road</b>				
EB Left/Through/Right	12.5	B	13.8	B
WB Left/Through/Right	11.0	B	23.7	C
NB Left/Through/Right	0.1	A	0.1	A
SB Left/Through/Right	1.7	A	1.5	A

Also shown in **Table 1**, the results of the analysis of the intersection of Atlanta Avenue and Wards Ferry Road indicate service levels on all approaches are adequate - exhibiting LOS C or better.

Next, SimTraffic 8.0 simulation software was used to run a microsimulation, and the results of these simulation runs are included in **Table 2**. The simulations show that motorists on the side streets still experience delay, but on the order of 15 to 20 seconds, rather than approximately 120 seconds as shown in the results in Table 1. This lower average vehicle delay is consistent with observed field conditions.

<b>Table 2</b> <b>Existing Conditions</b> <b>Average Vehicle Delay and Service Levels</b> <b>SimTraffic Microsimulation</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	2.6	A	2.6	A
EB Right	0.1	A	0.3	A
WB Left	1.8	A	3.1	A
WB Through/Right	0.3	A	0.9	A
NB Left	5.9	A	18.3	C
NB Through/Right	8.0	A	16.3	C
SB Left/Through	6.4	A	17.3	C
SB Right	6.5	A	13.6	B

As previously documented in the report, *Wards Ferry Road Corridor Study*, the intersection of Atlanta Avenue with Wards Ferry Road operates with good service level conditions, with no worse than LOS C conditions in both peak hours.<sup>6</sup>

#### *Crash Analysis*

Crash records from the most recent 3-year period (2011-2014) were evaluated to identify patterns in crash histories. **Table 3** displays a summary of all crashes along the Atlanta Avenue corridor. In the past 3 years, there were a total of 24 crashes; of these, 22 (92%) involved angle collisions, 1 (4%) involved a rear-end collision, and 1 (4%) involved a collision with an off-road fixed object. Generally, more than 5 crashes annually indicate a potential intersection safety issue.

<sup>6</sup> *Wards Ferry Road Corridor Study*. June 2013. p.6.

Table 3 Atlanta Avenue 3-Year Crash Summary				
Intersection	Rear End	Angle	Fixed Object – Off Road	Total
Wards Rd @ Atlanta Ave	1	-	1	2
Badcock Pl @ Atlanta Ave	-	20	-	20
Wards Ferry Rd @ Atlanta Ave	-	2	-	2
<b>Total</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>24</b>

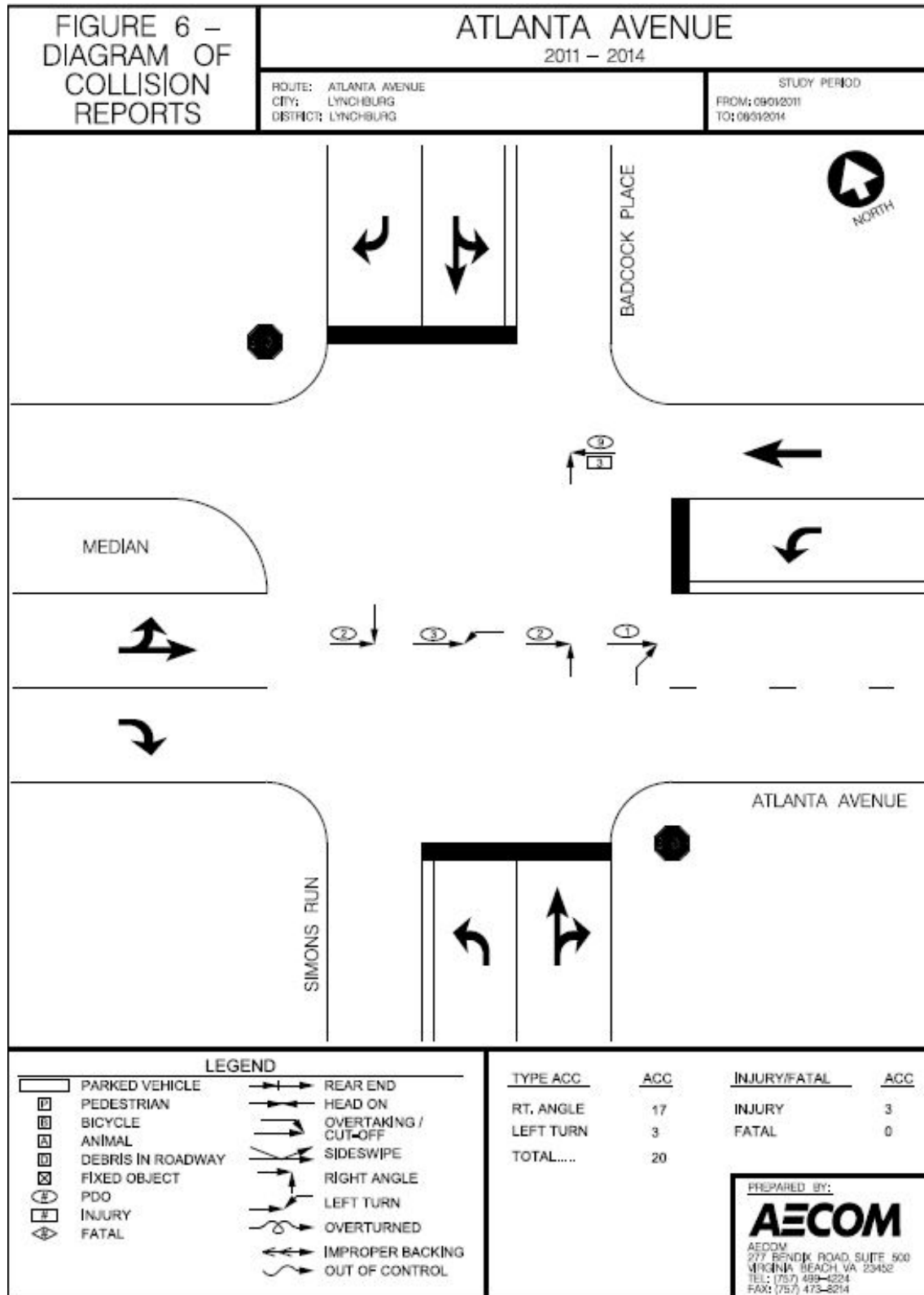
The majority of crashes (20 of 24, or 84%) occurred at the intersection of Atlanta Avenue and Badcock Place. Speed was not determined to be a factor in any of these crashes. Darkness was the prevailing lighting condition in 4 of 20 (20%) crashes; the pavement was wet in 2 of 20 (10%) crashes; and other vehicles obstructing drivers' views were a factor in 6 of 20 (30%) crashes. There were 3 crashes resulting in personal injuries, 17 resulting in property damage only, and none resulting in a fatality. From the analysis of crash causes and conditions, neither weather nor darkness is a significant factor, and the high frequency of crashes is most likely related to the intersection configuration. **Figure 6 – Diagram of Collision Reports** displays the crash patterns for the intersection of Badcock Place with Atlanta Avenue.

#### *Forecasted Conditions*

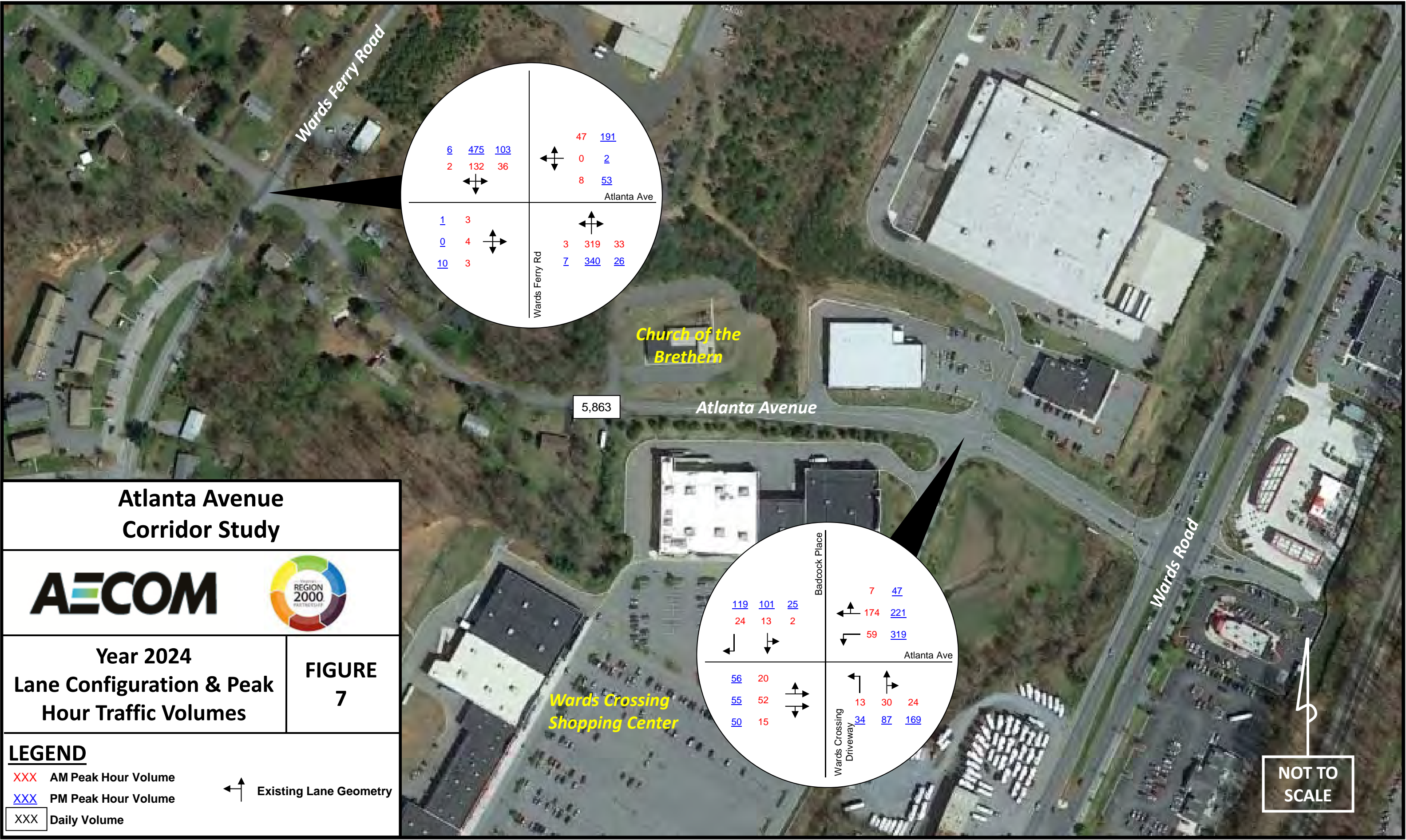
Background traffic volume growth – traffic not related to site development on the corridor - on all study area roads has been accounted for by applying a 1% annual growth rate to existing volumes. The 1% annual growth rate is consistent with that used and documented in the *Wards Ferry Road Corridor Study*, which was conducted in 2013.

The design year for this project was set at 2024 - ten years beyond the existing conditions. **Figure 7 - Year 2024 Lane Configuration & Peak Hour Traffic Volumes** presents the design year traffic volumes.

Using the peak hour traffic volumes found in **Figure 7**, capacity analysis of year 2024 forecasted conditions was conducted. Synchro 8 software was used for the analysis to calculate results based on *2010 Highway Capacity Manual* procedures. **Table 4** summarizes the results of the Build Alternative analysis.







Similar to the existing conditions results, the intersection of Atlanta Avenue with Badcock Place is forecast to operate with good service levels in the AM peak hour with no worse than LOS B conditions. The PM peak hour continues to display poor service levels for the northbound and southbound approach movements: the side street left turns display LOS F conditions, with average vehicle delays in excess of 400 seconds.

**Table 4** also shows that, in contrast with the Badcock Place intersection, the intersection of Atlanta Avenue with Wards Ferry Road is forecast to operate with adequate service levels during both peak periods.

<b>Table 4</b> <b>Build Alternative</b> <b>Average Vehicle Delay and Service Levels</b> <b>HCM 2010 Methodology</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	7.7	A	8.0	A
EB Right	0.0	A	0.1	A
WB Left	7.5	A	8.2	A
WB Through/Right	0.0	A	0.0	A
NB Left	13.0	B	419.0	F
NB Through/Right	11.2	B	62.7	F
SB Left/Through	12.8	B	316.3	F
SB Right	9.4	A	10.6	B
<b>Atlanta Avenue @ Wards Ferry Road</b>				
EB Left/Through/Right	13.1	B	15.1	C
WB Left/Through/Right	11.4	B	33.5	D
NB Left/Through/Right	0.1	A	0.2	A
SB Left/Through/Right	1.7	A	1.5	A

As with the analysis of existing conditions, SimTraffic 8 software was again used to run a microsimulation using forecasted year 2024 volumes; the results of these simulations may be found in **Table 5**. The simulations again show that on average motorists using the side streets still experience approximately 15 to 21 seconds of delay, rather than over 400 seconds as shown in the HCM results in Table 4.

<b>Table 5</b> <b>Build Alternative</b> <b>Average Vehicle Delay and Service Levels</b> <b>SimTraffic Microsimulation</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	2.3	A	3.3	A
EB Right	0.0	A	0.2	A
WB Left	2.5	A	2.9	A
WB Through/Right	0.3	A	1.0	A
NB Left	4.4	A	14.3	C
NB Through/Right	7.1	A	18.6	C
SB Left/Through	7.3	A	21.6	C
SB Right	3.1	A	6.6	C

### **III. NEIGHBORHOOD TRAFFIC CALMING**

In response to complaints received by the City of Lynchburg from corridor residents, a traffic calming study was initiated by Lynchburg and supported by AECOM. Traffic calming consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists.

The guide for completing traffic calming study process is defined in the City of Lynchburg document, *Neighborhood Traffic Management Program (NTMP)* dated December 2005. It provides a step-by-step process to identify, evaluate and prioritize traffic management measures.

Residential collector streets such as Atlanta Avenue, although classified as collector roads, may have characteristics of a local residential street. These streets may be considered for traffic management techniques if they meet all the following conditions:

1. Posted speed of 25 mph
2. Two-lane roadway
3. Does not serve as the primary access to commercial, educational, or industrial sites.
4. Minimum of 12 dwelling units fronting the street per 1,000 feet of roadway, including both sides.
5. The volume of traffic is greater than 1,000 vehicles per day.
6. Documented Speed Problem – the average speed is greater than 5 mph over the speed limit based on documented speed studies (greater than 30 mph).

Atlanta Avenue has a posted speed limit of 25 mph and is a two lane roadway west of Badcock Place. While it provides direct access to residential units, motorists also use it as a cut-through connection between Wards Ferry Road and Wards Road and the commercial areas along Wards Road.

There are 10 residences fronting the street, however those residences only span an 800-foot length of roadway. Extrapolating this ratio out, a similar roadway of 1,000 feet would meet the 12-residence criterion. As documented by the traffic counts, the average daily traffic on Atlanta Avenue is 5,330 vehicles. And as documented in the speed study, the average speed on Atlanta Avenue is 36.2 mph. Based on all of these analysis measures, Atlanta Avenue meets the requirements to be eligible for traffic management techniques.

Since Atlanta Avenue meets the eligibility for traffic management, the next step according to the NTMP is to rank it as a prioritized need. Requests for traffic management measures scoring less than 40 points – as shown in **Table 6** - will automatically be considered a low priority and not considered further for physical measures. Based on the results of **Table 6** with a score of 85 out of a possible 100 points, Atlanta Avenue is qualified to move on to more detailed scoring.

**Table 7** shows the results of this detailed analysis, which shows that Atlanta Avenue scores 70 out of a possible 105 points. Based on the results of the traffic calming investigation, it is recommended that physical measures be instituted to aid in traffic calming along Atlanta Avenue. A majority of crashes are located in the eastern end of the corridor - particularly at the intersection of Badcock Place with Atlanta Avenue. At this location, pedestrians may periodically cross Atlanta Avenue to move between shopping centers. Considering these corridor characteristics and as shown in Table 7 the score of 70, the list of potential traffic calming measures at this intersection is presented in **Table 8**.

<b>Table 6</b> <b>Atlanta Avenue Traffic Management Techniques</b> <b>Priority Calculation Basic Scoring</b>				
Criteria	Points	Basis for Point Assignment	Atlanta Avenue Value	Atlanta Avenue Score
Speed	0 to 50	85 <sup>th</sup> percentile traffic speeds more than 5 mph above the posted speed limit (5 points assigned for every mph over)	37.1 mph	35
Volume	0 to 50	Average daily traffic volumes (2 points assigned for every 100 vehicles per day)	5,330	50
<b>Total Points Possible</b>	100	Must have at least 40 points to move on to <b>Table 7</b>	-	85



<b>Table 7</b> <b>Atlanta Avenue Traffic Management Techniques</b> <b>Priority Calculation Detailed Scoring</b>				
<b>Criteria</b>	<b>Points</b>	<b>Basis for Point Assignment</b>	<b>Atlanta Avenue Value</b>	<b>Atlanta Avenue Score</b>
Speed	0 to 50	Percentage of vehicles traveling 10 mph over the posted speed (1 point assigned for every 1 percentage point)	66.6%	50
Volume	0 to 5	Average daily traffic volumes (1 point assigned for every 100 cars over 500 vehicles per day)	5,330	5
Elementary Schools	0 to 10	5 points assigned for each school zone in study area	None	0
Pedestrian Generators	0 or 5	5 points assigned for public facilities (such as parks, community centers, and high schools) that generate a significant number of pedestrians on the street	None	0
Bicycle Route	0 or 10	10 points assigned if any part of the street is a designated bicycle route	No bicycle route	0
Transit Streets	0 or 10	10 points assigned if any part of the street is a designated transit route	No transit	0
Pedestrian Facility	0 or 10	10 points assigned if there is no continuous sidewalk on at least one side of the street	No facilities	10
Crash Frequency	0 to 5	5 points for injury accidents, 1 point for property damage (last 3 years)	3 injury accidents 21 PDO accidents	5
<b>Total Points Possible</b>	105	-	-	70

<b>Table 8</b> <b>Atlanta Avenue Traffic Calming Measures</b> <b>Atlanta Avenue @ Badcock Place</b>			
<b>Traffic Calming Measure</b>	<b>Description</b>	<b>Drawbacks</b>	<b>Cost</b>
Traffic Circle	An elevated area in the middle of an intersection	May reduce parking spaces and require additional right-of-way	\$3,500 to \$15,000
Raised Crosswalk	A raised hump with a 10-foot wide flat top	Slows emergency vehicles Potential drainage problems Increased noise Increased maintenance cost	\$2,500 to \$8,000
Raised Median Island	An elevated area in the middle of a roadway	Drainage problems Increased maintenance cost	\$5,000 to \$15,000
Crosswalk Refuge	A raised median in the middle of a roadway with a cut for the crosswalk	Increased maintenance cost	\$5,000 to \$15,000

The *NTMP* also present a series of traffic calming measures for consideration.<sup>7</sup> Comparing these measures and focusing on pedestrian and bicycle safety and access recommendations in *The Wards Road Area Pedestrian & Bicycle Concept Plan - Signed connector bicycle routes from adjoining neighborhoods west of the study area along Wards Ferry Road, Atlanta Avenue* – the narrow pavement section along the western segment of Atlanta Avenue presents an implementation challenge. Specifically, encouraging the pedestrian and bicycle use with signing on such a narrow roadway is not consistent with promoting traveler safety. Either the pavement section would need to be widened or a separate pedestrian and bicycle facility would need to be installed.

Turning to the speeding issues on Atlanta Avenue, along the western segment of the corridor horizontal and vertical curves tend to slow, and only earthen shoulders with open drainage (ditches – no curbs) are provided. Therefore, the only feasible traffic calming measures that could be used would be a speed hump and/or increased fine zone enhanced enforcement. Speed humps force emergency vehicles to slow, may cause drainage problems, and may impose increased noise and maintenance costs. However, they will also slow other vehicles traveling the roadway. They cost \$2,000 to \$3,000 each to install. Installation of a temporary device would allow further evaluation of this technique and would still leave the option for increased fine zone as a further measure.

<sup>7</sup> *Neighborhood Traffic Management Program*. pp. B-1 & B-2.

The preferred location for the speed hump is shown in **Figure 8: Multiuse Trail and Speed Hump**, presented in the next section of this report.

Later in this report, Section V presents an analysis of a mini-roundabout at this intersection. With no medians on the pavement section, the next possible traffic calming measure would be a raised crosswalk or speed humps, which would give pedestrians a set point to cross Atlanta Avenue and would further reduce the speed of traffic at this location.

## **IV. PEDESTRIAN AND BICYCLE INFRASTRUCTURE**

A number of pedestrian improvements were recommended in the *Wards Road Area Pedestrian & Bicycle Concept Plan* (2009), and some have been installed along the Wards Road corridor. Many of the improvements are intended to increase pedestrian access and mobility to and from nearby Liberty University. These improvements include a pedestrian tunnel under the railroad from the east side of Wards Road to the Liberty University campus, a pedestrian bridge crossing Wards Road, and the extension of sidewalks and/or trails throughout the area. The recently installed sidewalk network (Phase 1 of plan implementation) terminates at the northeast corner of the intersection of Atlanta Avenue with Badcock Place. From this location, no crosswalk is currently provided across Atlanta Avenue, and no pedestrian facility currently extends along Atlanta Avenue.

### *Connections to Existing Facility*

Based on the current sidewalk location on the northeast corner of the intersection of Badcock Place with Atlanta Avenue, it is recommended that the adopted plan for the area be implemented by installing a crosswalk on the eastern approach to the intersection as well as continuing the multiuse trail along the east side of the driveway from Atlanta Avenue to the Wards Crossing shopping center – part of Phase III of plan implementation. This multiuse trail would eventually run the length of shopping center driveway - from Atlanta Avenue south to Wards Ferry Road. Placing the multiuse trail on the east side of the road would allow access to the businesses located between the shopping center driveway and Wards Road. To gain access to the businesses located on the west side of the Wards Crossing shopping center driveway, crosswalks would be installed at the eastern and western end of the commercial complex and additional crosswalks may also be considered at appropriate locations.

### *Neighborhood Improvements*

To the west of Badcock Place, Atlanta Avenue narrows and becomes exclusively residential – west of the Church of the Brethren. The typical section is 20 feet of pavement width with earthen shoulders and open drainage (ditches). The distance from the edge of pavement to any of the structures is approximately 55 feet. To add any bicycle or pedestrian improvements along the roadway would require right of way acquisition. However, corridor residents who have attended one of the two community meetings have expressed support for a multiuse trail, even if it would impact private property. In response, **Figure 8 – Wards Ferry Road Connection, Multiuse Trail and Speed Hump** displays the proposed pedestrian improvements along Atlanta Avenue.





**Atlanta Avenue  
Corridor Study**



**Wards Ferry Road  
Connection,  
Multiuse Trail &  
Speed Hump**

**FIGURE  
8**



## **V. MINI-ROUNDBOUT**

Moving the study focus from the residential to the commercial segment of the corridor, due to its relatively low speeds and high crash frequency, the intersection of Badcock Place with Atlanta Avenue is a potential candidate for a mini-roundabout. A mini-roundabout is an intersection configuration that can be used at physically-constrained locations to mitigate safety issues and reduce excessive delays on minor approaches. Mini-roundabouts operate in the same manner as larger roundabouts, with yield control on all entries and counterclockwise circulation around a mountable central island. Some benefits of mini-roundabouts include its compact size, which eliminates right of way acquisition, traffic safety, traffic calming, and operational efficiency.

Common site applications for mini-roundabouts are at locations where space is constrained, and approach speeds are 30 mph or less. They are useful in and near residential areas as they constrain vehicle speeds, and when compared with a traffic signal, they require lower maintenance costs. Mini-roundabouts are typically designed with a central island no larger than 90 feet in diameter, and they use a mountable central island in order to accommodate turning movements of larger vehicles with turning radii that may necessitate over-running the island.

To accommodate pedestrian improvements as previously discussed at the intersection of Badcock Place with Atlanta Avenue, the splitter island on the eastern approach (from Wards Road) to the intersection will include a crosswalk cut-through and pedestrian refuge. This will allow pedestrians to cross Atlanta Avenue from the existing sidewalk on the northeast corner to the proposed multiuse trail on the southeast corner. **Figure 9 – Mini-Roundabout** displays a concept for the design of a mini-roundabout at the intersection of Badcock Place with Atlanta Avenue.

Using the peak hour traffic volumes previously shown in **Figure 7** a capacity analysis of the Mini-roundabout Alternative was conducted. Synchro 8 software was used for the analysis using *2010 Highway Capacity Manual* procedures. **Table 9** summarizes the results of the analysis.

By installing a mini-roundabout, the overall delay at the intersection of Atlanta Avenue with Badcock Place improves. HCM analysis indicates that all vehicle movements in the AM peak hour exhibit decreases in delay, while the westbound left movement slightly increases in delay in the PM peak hour; however, this delay increase only results in a better than adequate LOS B. All other movements are forecast to retain or improve their respective service levels. To further analyze the intersection, SimTraffic 8 software was again used to run a microsimulation; the results of these simulations are shown in **Table 10**. The simulations show that the westbound left movement retains its LOS B, but that the side streets decrease their delay further still.







<b>Table 9</b> <b>Roundabout Alternative</b> <b>Average Vehicle Delay and Service Levels</b> <b>HCM 2010 Methodology</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	4.2	A	7.4	A
EB Right	0.0	A	0.0	A
WB Left/Through	5.8	A	14.1	B
WB Right	0.0	A	0.0	A
NB Left/Through/Right	4.2	A	7.3	A
SB Left/Through/Right	4.8	A	13.5	B

<b>Table 10</b> <b>Roundabout Alternative</b> <b>Average Vehicle Delay and Service Levels</b> <b>SimTraffic Microsimulation</b>				
Approach	AM Peak Hour		PM Peak Hour	
	Delay (sec.)	LOS	Delay (sec.)	LOS
<b>Atlanta Avenue @ Badcock Place</b>				
EB Left/Through	3.5	A	4.0	A
EB Right	2.1	A	2.4	A
WB Left/Through	3.3	A	14.2	B
WB Right	1.8	A	2.6	A
NB Left/Through/Right	3.4	A	4.7	A
SB Left/Through/Right	2.9	A	4.6	A

### *Cost Estimates*

Planning level cost estimates were developed for the two recommended improvements.

The cost for the 10 foot wide multiuse trail along the north side of Atlanta from Badcock Place to Wards Ferry Road is \$380,000.

The cost estimate for the mini-roundabout at the intersection of Atlanta Avenue and Badcock Place is \$300,000. The mini-round-about and associated pedestrian improvements could be installed in phases.

## **VI. PUBLIC INVOLVEMENT PROCESS**

The Atlanta Avenue public involvement process was comprised of two public meetings. The first meeting was held April 23, 2015 from 3:00 PM to 6:00 PM at the Church of the Brethren located at 200 Atlanta Avenue. At this meeting preliminary findings and preliminary recommendations were presented using display boards in a town-hall style meeting. Additionally, a Federal Highway Administration (FHWA) video explaining mini-roundabouts, which can be accessed at ([www.youtube.com/watch?v=94h1TCK-yNs](http://www.youtube.com/watch?v=94h1TCK-yNs)) was played during the meeting. The public was notified of the first meeting through mailings to residences on Atlanta Avenue, advertisements in the local paper, and through the use of variable message boards placed on Atlanta Avenue a week in advance of the meeting.

Sixteen people attended the first public meeting including several residents of Atlanta Avenue. Attendees also included the manager of Badcock Furniture, located in the northwest quadrant of the intersection) and the owner of the Wards Road shopping center, located in the northeast quadrant of the intersection. Material presented at the first public meeting included the following:

- Speed study on Atlanta Avenue displaying average and 85<sup>th</sup> percentile speeds
- Existing traffic volumes
- Crash diagram of the intersection of Badcock Place and Atlanta Avenue
- Summary of existing capacity analysis and forecasted capacity analysis of the intersection of Badcock Place and Atlanta Avenue
- Diagram of speed hump
- Diagram of roundabout including pedestrian connections

As expressed by attendees, opinions generally favored the proposed mini-roundabout and the speed hump. Most residents and others at the meeting agreed that making left turns from southbound Badcock Place to eastbound Atlanta Avenue was difficult, unsafe and slow during the PM peak period. There was strong public support (especially from residents of Atlanta Avenue) for pedestrian accommodations running the entire length of Atlanta Avenue. Most of the residents of Atlanta Avenue stated that speeding was a major problem on the road. Additionally, several residents of Atlanta Avenue complained of pavement edge drop-offs on the segments that have a significant vertical curve to the west of the Church of the Brethren. The pavement edge drop off-claims were verified and found to be significant - drop-offs as large as 12 inches were found.

The second public meeting was held May 21, 2015 also at the Church of the Brethren from 3:00 p.m. to 6:00 p.m. Eleven people attended the second meeting. Many of the people whom attended the first meeting attended the second meeting. The material presented at the second meeting was the same as the first with multiuse trail added to the figures displaying it along the entire length of Atlanta Avenue. Attendees reiterated

many of the comments made at the first meeting. The only additional significant comment that was received was support for moving the speed humps to the west of the location shown at the meetings. At the meetings the display board had the speed humps located directly in front of Church of the Brethren. Residents wanted the speed humps to the hill where speeding was an issue in front of their homes. Eight residents signed a petition in support of the speed humps.



## **VII. FINDINGS, CONCLUSIONS AND RECOMMENDATIONS**

### *Findings & Conclusions*

This study has evaluated the safety and capacity of the Atlanta Avenue corridor from Wards Road to Wards Ferry Road. Additionally, this study examined potential multi-modal accommodations along the corridor. Three issues became apparent in conducting the analysis: 1) speeding is excessive; 2) the intersection with Badcock Place exhibits capacity and safety issues; and, 3) pedestrian and bicyclist accommodations or linkages are not provided.

The intersection of Badcock Place and Atlanta Avenue exhibits a poor crash history with 20 crashes in the most recent 3 years of recorded crashes. Additionally, capacity analysis results indicate poor service levels for both the side street left turn movements on the minor street (Badcock Place) approaches. A mini-roundabout is recommended to mitigate the crash frequency and severity as well as the poor service levels.

Turning to the residential neighborhood corridor issues, a speed study was conducted just west of Church of the Brethren, and average speeds were 5-8 MPH and 85<sup>th</sup> percentile speeds were 10-13 MPH over the posted 25 MPH speed limit. The City of Lynchburg has a traffic calming program in place (*NTMP*) which outlines the specific requirements for the installation of traffic calming measures. Atlanta Avenue scores fairly high in both the basic scoring and detailed scoring. Based on the scoring Atlanta Avenue is eligible for traffic calming measures with approval of 66% of the residents of the street, which requires seven of the ten residents to sign a petition. At the second public meeting eight residents signed a petition in favor of the installation of a speed hump.

Currently Atlanta Avenue does not provide for any pedestrian or bicyclist accommodations either along the length of the corridor or south to planned linkages. Most of the residents attending the two community meetings stated that there was significant pedestrian traffic on the corridor. In response, pedestrian accommodations are recommended on the north side of Atlanta Avenue west of Badcock Place. The preferred accommodation is a 10 foot wide multiuse trail, and installation would include curb and gutter on the edge of the existing pavement with the multiuse trail located immediately adjacent back of curb.

In addition, to link to an existing trail to the Atlanta Avenue trail and to planned facilities to the south, pedestrian crossings should also be accommodated in the mini-roundabout

Two public meetings were held on this study, one on April 23, 2015 and the other on May 21, 2015. Both meetings were held at the Church of the Brethren on Atlanta Avenue from 3-6 PM. Generally most of the meeting attendees were concerned about speeding on the corridor, safety at the Badcock Place intersection, and the lack of

pedestrian accommodations. Moreover, most of the attendees were in favor of the proposed recommendations to address their concerns for the corridor - a mini-roundabout, a speed humps, and a multiuse trail along the length of Atlanta Avenue.

The cost for the 10 foot wide multiuse trail along the north side of Atlanta Avenue from Badcock Place to Wards Ferry Road is \$380,000.

The cost estimate for the mini-roundabout at the intersection of Atlanta Avenue and Badcock Place is \$300,000. The mini-round-about and associated pedestrian improvements could be installed in phases.

### *Recommendations*

#### **1. Install Mini-roundabout at Atlanta Avenue and Badcock Place.**

- Address capacity and safety deficiencies at the intersection; and,
- Include a crosswalk on Badcock Place and a crosswalk on the east side of the intersection over Atlanta Avenue.

#### **2. Install a temporary speed hump immediately west of Church of the Brethren.**

- Evaluate on a trial basis to reduce excessive vehicular speeds on Atlanta Avenue;
- If the speed hump is effective and it receives a positive resident response, then a permanent speed hump could be evaluated; and,
- The possibility of adding increased fine zone to provide greater enforcement activity also should be evaluated.

#### **3. Install multiuse trail (10 feet in width) on the north side of Atlanta Avenue from Badcock Place to Wards Ferry Road.**

- Provide safe pedestrian and bicyclist access from the existing and planned Wards Road corridor trails to planned trail on Wards Ferry Road;
- Address safety issues associated with narrow pavement and ditches on Atlanta Avenue; and,
- Multiuse trail improvement to include installation of curb and gutter (north side of Atlanta Avenue only), with trail set immediately adjacent to the back of curb.

# Technical Appendix

## Traffic Count Data

## Capacity Analysis

## Page: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

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14:30	0	0	0	2	6	8	0	2	0	0	0	0	0	2	20
14:45	0	0	0	3	7	8	0	0	1	0	0	0	0	0	19
15:00	0	0	0	6	18	10	2	0	0	0	0	0	0	1	37
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16:00	0	0	0	4	9	12	2	2	0	0	0	0	0	0	29
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Hour Total	0	0	3	15	36	45	5	2	0	0	0	0	1	0	107
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Peggy Malone & Associates  
SPEED SUMMARY  
Wed 11/5/2014

Page: 2

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

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PERCENTS	0.2%	0.0%	2.4%	14.4%	37.5%	35.5%	7.3%	1.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.8%	100%

Statistical Information...

15th Percentile Speed  
24.3 mph

Median Speed  
29.4 mph

10 MPH Pace Speed  
25 mph to 35 mph  
518 vehicles in pace  
Representing 72.9% of the total vehicles

85th Percentile Speed  
34.3 mph

Average Speed  
29.5 mph

Vehicles > 30 MPH  
324  
45.6%



Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 3

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

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07:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	8
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07:15	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
07:30	0	0	0	5	4	6	2	0	0	0	0	0	0	0	17
07:45	0	0	0	3	5	7	3	0	0	0	0	0	0	0	18
08:00	0	0	0	1	1	8	3	0	0	0	0	0	0	0	13
<hr/>															
Hour Total	0	0	0	9	11	22	10	0	0	0	0	0	0	0	52
<hr/>															
08:15	0	0	0	6	8	4	3	0	0	0	0	0	0	0	21
08:30	0	0	1	1	3	9	5	0	0	0	0	0	0	0	19
08:45	0	1	0	1	2	8	6	0	0	0	0	0	0	2	20
09:00	0	0	0	2	3	13	2	1	0	0	0	0	0	0	21

Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 4

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
<hr/>															
Hour Total	0	1	1	10	16	34	16	1	0	0	0	0	0	2	81
09:15	0	0	0	1	7	5	0	0	0	0	0	0	0	0	13
09:30	0	0	0	3	7	8	1	0	0	0	0	0	0	0	19
09:45	0	0	0	2	11	4	1	0	0	0	0	0	0	0	18
10:00	0	0	3	3	8	13	5	0	0	0	0	0	0	0	32
<hr/>															
Hour Total	0	0	3	9	33	30	7	0	0	0	0	0	0	0	82
10:15	0	0	1	1	12	6	4	0	0	0	0	0	0	0	24
10:30	0	0	0	1	3	11	3	0	0	0	0	0	0	0	18
10:45	0	0	0	0	3	8	1	0	0	0	0	0	0	0	12
11:00	0	0	0	0	11	11	4	1	0	0	0	0	0	0	27
<hr/>															
Hour Total	0	0	1	2	29	36	12	1	0	0	0	0	0	0	81
11:15	0	0	0	0	21	12	1	1	0	0	0	0	0	0	35
11:30	0	0	0	1	4	8	3	2	0	0	0	0	0	0	18
11:45	0	0	0	3	20	17	5	0	1	0	0	0	0	0	46
12:00	0	0	0	4	11	11	8	0	0	0	0	0	0	0	34
<hr/>															
Hour Total	0	0	0	8	56	48	17	3	1	0	0	0	0	0	133
12:15	0	0	1	4	15	11	3	1	0	0	0	0	0	0	35
12:30	0	0	0	1	17	21	1	1	0	0	0	0	0	0	41
12:45	0	0	0	0	7	14	3	0	0	0	0	0	0	0	24
13:00	0	0	0	3	10	17	7	0	0	0	0	0	0	1	38
<hr/>															
Hour Total	0	0	1	8	49	63	14	2	0	0	0	0	0	1	138
13:15	0	1	0	0	13	10	1	0	0	0	1	0	0	0	26
13:30	0	0	0	1	10	18	4	0	0	0	0	0	0	0	33
13:45	0	0	0	1	14	10	5	1	0	0	0	0	0	0	31
14:00	0	0	2	2	12	9	5	2	0	0	0	0	0	1	33
<hr/>															
Hour Total	0	1	2	4	49	47	15	3	0	0	1	0	0	1	123
14:15	0	0	0	0	9	11	3	0	0	0	0	0	0	0	23
14:30	0	0	0	1	8	6	4	1	0	0	0	0	0	0	20
14:45	0	2	0	1	7	12	5	0	0	0	0	0	0	0	27
15:00	0	0	0	0	10	14	6	0	0	0	0	0	0	0	30
<hr/>															
Hour Total	0	2	0	2	34	43	18	1	0	0	0	0	0	0	100
15:15	0	0	4	7	11	12	1	1	1	0	0	0	0	0	37
15:30	0	2	0	3	10	8	2	0	0	0	0	0	0	0	25
15:45	0	0	0	7	18	3	1	0	0	0	0	0	0	0	29
16:00	0	0	0	6	12	8	0	0	0	0	0	0	0	2	28
<hr/>															
Hour Total	0	2	4	23	51	31	4	1	1	0	0	0	0	2	119
16:15	0	0	0	6	9	6	0	0	0	0	0	0	0	0	21
16:30	0	0	0	3	13	13	3	0	1	0	0	0	0	0	33
16:45	0	0	1	7	10	16	1	0	0	0	0	0	0	0	35
17:00	1	0	0	1	6	6	4	0	0	0	0	0	1	0	19
<hr/>															
Hour Total	1	0	1	17	38	41	8	0	1	0	0	0	1	0	108

Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 5

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
17:15	3	0	1	5	22	7	1	0	0	0	0	0	0	0	39
17:30	1	0	1	10	7	2	2	0	0	0	0	0	0	0	23
17:45	0	0	2	4	16	9	1	0	0	0	0	0	0	0	32
18:00	0	0	0	3	13	12	2	0	0	1	0	1	0	0	32
Hour Total	4	0	4	22	58	30	6	0	0	1	0	1	0	0	126
<hr/>															
18:15	0	0	0	5	17	10	1	0	0	0	0	0	0	0	33
18:30	0	0	0	8	11	1	0	1	0	0	0	0	0	1	22
18:45	0	0	0	4	10	7	0	0	0	0	0	0	0	0	21
19:00	0	0	0	1	10	7	1	0	0	0	0	0	0	0	19
Hour Total	0	0	0	18	48	25	2	1	0	0	0	0	0	1	95
<hr/>															
19:15	0	0	0	7	7	11	3	0	0	0	0	0	0	0	28
19:30	0	0	0	0	7	7	2	1	0	0	0	0	0	0	17
19:45	0	0	0	1	5	7	0	0	0	0	0	0	0	0	13
20:00	0	0	0	1	6	6	0	0	0	0	0	0	0	0	13
Hour Total	0	0	0	9	25	31	5	1	0	0	0	0	0	0	71
<hr/>															
20:15	0	0	0	1	7	6	3	0	0	0	0	0	0	0	17
20:30	0	0	0	1	4	2	2	0	0	0	0	0	0	0	9
20:45	0	0	0	4	2	3	0	0	0	0	0	0	0	0	9
21:00	0	0	0	0	6	3	2	0	0	0	0	0	0	0	11
Hour Total	0	0	0	6	19	14	7	0	0	0	0	0	0	0	46
<hr/>															
21:15	0	0	0	0	1	4	2	1	0	0	0	0	0	0	8
21:30	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
21:45	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
22:00	0	0	0	1	0	4	1	0	0	0	0	0	0	0	6
Hour Total	0	0	0	3	5	13	6	1	0	0	0	0	0	0	28
<hr/>															
22:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	3	4	2	0	0	0	0	0	0	0	9
22:45	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
23:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
Hour Total	0	0	0	1	6	9	2	0	1	0	0	0	0	0	19
<hr/>															
23:15	0	0	0	0	2	6	1	0	0	0	0	0	0	0	9
23:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	3	7	3	0	0	0	0	0	0	0	13
<hr/>															
DAY TOTAL	5	6	18	152	547	549	164	15	4	1	1	1	1	7	1471
PERCENTS	0.4%	0.5%	1.3%	10.4%	37.2%	37.4%	11.2%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	100%

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
------	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-------

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Statistical Information...

15th Percentile Speed  
25.4 mph

85th Percentile Speed  
34.8 mph

Median Speed  
30.1 mph

Average Speed  
30.1 mph

10 MPH Pace Speed  
25 mph to 35 mph  
1096 vehicles in pace  
Representing 74.5% of the total vehicles

Vehicles > 30 MPH  
743  
50.5%



Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 7

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
00:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
<hr/>															
Hour Total	0	0	0	0	5	2	0	0	0	0	0	0	0	0	7
<hr/>															
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<hr/>															
Hour Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
<hr/>															
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<hr/>															
Hour Total	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
<hr/>															
03:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	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
<hr/>															
Hour Total	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
<hr/>															
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<hr/>															
Hour Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
<hr/>															
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6
<hr/>															
Hour Total	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8
<hr/>															
06:15	0	0	0	0	3	1	2	0	0	0	0	0	0	0	6
06:30	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
06:45	0	0	0	0	4	3	1	0	0	0	0	0	0	0	8
07:00	0	0	0	1	1	6	2	0	0	0	0	0	0	0	10
<hr/>															
Hour Total	0	0	0	1	11	12	7	0	0	0	0	0	0	0	31
<hr/>															
07:15	0	0	0	1	8	5	1	0	1	0	0	0	0	0	16
07:30	0	0	0	1	4	9	0	0	0	0	0	0	0	0	14
07:45	0	0	0	3	0	7	3	0	0	0	0	0	0	0	13
08:00	0	0	0	0	5	12	5	0	0	0	0	0	0	0	22
<hr/>															
Hour Total	0	0	0	5	17	33	9	0	1	0	0	0	0	0	65
<hr/>															
08:15	0	0	0	1	6	9	5	0	0	0	0	0	0	0	21
08:30	0	0	0	2	7	8	5	0	0	0	0	0	0	0	22
08:45	0	0	0	1	6	13	4	1	0	0	0	0	0	0	25
09:00	0	0	1	1	5	7	4	0	0	0	0	0	0	0	18

Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 8

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
<hr/>															
Hour Total	0	0	1	5	24	37	18	1	0	0	0	0	0	0	86
09:15	1	0	0	1	3	13	3	0	0	0	0	0	0	0	21
09:30	0	0	0	1	12	9	1	0	0	0	0	0	0	0	23
09:45	0	0	0	0	19	15	4	1	0	0	0	0	0	0	39
10:00	0	0	0	1	8	18	3	3	0	0	0	0	0	0	33
<hr/>															
Hour Total	1	0	0	3	42	55	11	4	0	0	0	0	0	0	116
10:15	0	0	0	2	14	7	1	0	0	0	0	0	0	0	24
10:30	0	0	0	3	14	7	3	0	0	0	0	0	0	0	27
10:45	0	0	0	3	10	14	4	1	0	0	0	0	0	0	32
11:00	0	0	0	4	12	12	1	0	0	0	0	0	0	0	29
<hr/>															
Hour Total	0	0	0	12	50	40	9	1	0	0	0	0	0	0	112
11:15	0	0	0	1	10	18	7	0	0	0	0	0	0	0	36
11:30	0	0	0	0	10	16	5	0	1	0	0	0	0	0	32
11:45	0	0	0	0	6	20	1	1	0	0	0	0	0	0	28
12:00	0	0	0	0	12	23	5	0	0	0	0	0	0	1	41
<hr/>															
Hour Total	0	0	0	1	38	77	18	1	1	0	0	0	0	1	137
12:15	0	0	0	0	19	29	4	1	0	0	0	0	0	0	53
12:30	0	0	0	0	15	23	6	0	0	0	0	0	0	0	44
12:45	0	0	0	2	10	15	0	0	0	0	0	0	0	0	27
13:00	0	0	1	6	11	9	8	0	0	0	0	0	0	0	35
<hr/>															
Hour Total	0	0	1	8	55	76	18	1	0	0	0	0	0	0	159
13:15	0	0	0	2	13	16	5	1	0	0	0	0	0	0	37
13:30	0	0	0	1	15	10	3	0	0	0	0	0	0	0	29
13:45	0	0	0	1	9	9	3	0	0	0	0	0	0	0	22
14:00	0	0	0	3	9	17	3	0	0	0	0	0	0	0	32
<hr/>															
Hour Total	0	0	0	7	46	52	14	1	0	0	0	0	0	0	120
14:15	0	0	0	1	5	12	6	0	0	0	0	0	0	0	24
14:30	0	0	0	2	10	17	12	1	0	0	0	0	0	0	42
14:45	0	0	0	0	11	10	1	0	0	0	0	0	0	0	22
15:00	0	0	1	3	7	17	4	1	0	0	0	0	0	0	33
<hr/>															
Hour Total	0	0	1	6	33	56	23	2	0	0	0	0	0	0	121
15:15	0	0	0	6	15	9	2	0	0	0	0	0	0	1	33
15:30	0	0	1	1	9	14	4	0	0	0	0	0	0	0	29
15:45	0	1	0	4	15	7	2	0	0	0	0	0	0	0	29
16:00	0	1	0	4	12	8	2	0	0	0	0	0	0	2	29
<hr/>															
Hour Total	0	2	1	15	51	38	10	0	0	0	0	0	0	3	120
16:15	0	0	0	3	18	7	6	1	0	0	0	0	0	1	36
16:30	0	0	0	4	16	12	1	2	0	0	1	0	0	0	36
16:45	0	0	0	2	18	8	2	0	0	0	0	0	0	0	30
17:00	1	1	0	2	12	18	3	0	0	0	0	1	0	0	38
<hr/>															
Hour Total	1	1	0	11	64	45	12	3	0	0	1	1	0	1	140

Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 9

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
17:15	0	0	0	17	8	16	2	0	0	0	0	0	0	0	43
17:30	0	0	1	5	17	19	4	0	0	0	0	0	0	1	47
17:45	0	0	2	17	13	8	1	0	0	0	0	2	0	1	44
18:00	0	0	2	17	22	6	2	0	0	0	0	0	0	0	49
Hour Total	0	0	5	56	60	49	9	0	0	0	0	2	0	2	183
18:15	0	1	0	5	15	12	0	0	0	0	0	0	0	2	35
18:30	0	0	0	5	15	19	1	0	0	0	0	0	0	0	40
18:45	0	0	0	3	21	18	3	0	0	0	0	1	0	0	46
19:00	0	0	0	8	16	5	3	1	0	0	0	0	0	0	33
Hour Total	0	1	0	21	67	54	7	1	0	0	0	1	0	2	154
19:15	0	0	0	1	18	10	1	0	0	0	0	0	2	0	32
19:30	1	0	0	4	13	7	1	0	0	0	0	0	0	3	29
19:45	0	0	0	2	8	7	1	0	0	0	2	0	0	0	20
20:00	0	0	0	0	3	5	1	1	0	0	0	0	0	0	10
Hour Total	1	0	0	7	42	29	4	1	0	0	2	0	2	3	91
20:15	1	0	0	3	10	3	1	0	0	0	0	0	0	0	18
20:30	0	0	0	2	10	10	1	1	0	1	0	0	0	0	25
20:45	0	0	0	3	6	6	3	0	0	0	0	0	0	0	18
21:00	0	0	0	0	6	3	1	1	0	0	0	0	0	0	11
Hour Total	1	0	0	8	32	22	6	2	0	1	0	0	0	0	72
21:15	0	0	0	3	7	5	1	0	0	0	0	0	0	0	16
21:30	0	0	0	3	4	3	1	0	0	0	0	0	0	0	11
21:45	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
22:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
Hour Total	0	0	0	8	16	11	2	0	0	0	0	0	0	0	37
22:15	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
22:30	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
22:45	0	0	0	0	2	4	3	0	0	0	0	0	0	0	9
23:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
Hour Total	0	0	0	1	8	8	8	0	0	0	0	0	0	0	25
23:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
23:30	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
23:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
24:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
Hour Total	0	0	0	1	7	9	3	0	0	0	0	0	0	0	20
<hr/>															
DAY TOTAL	4	4	9	179	674	712	192	18	2	1	3	4	2	12	1816
PERCENTS	0.3%	0.3%	0.5%	9.9%	37.2%	39.3%	10.5%	0.9%	0.1%	0.0%	0.1%	0.2%	0.1%	0.6%	100%

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
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Statistical Information...

15th Percentile Speed  
25.6 mph

85th Percentile Speed  
34.7 mph

Median Speed  
30.3 mph

Average Speed  
30.3 mph

10 MPH Pace Speed  
25 mph to 35 mph  
1386 vehicles in pace  
Representing 76.3% of the total vehicles

Vehicles > 30 MPH  
946  
52.1%



Peggy Malone & Associates  
SPEED SUMMARY  
Sat 11/8/2014

Page: 11

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
00:45	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
01:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
<hr/>															
Hour Total	0	0	0	1	5	5	2	1	0	0	0	0	0	0	14
<hr/>															
01:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
<hr/>															
Hour Total	0	0	0	0	2	5	2	0	0	0	0	0	0	0	9
<hr/>															
02:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<hr/>															
Hour Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
<hr/>															
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<hr/>															
Hour Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
<hr/>															
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
<hr/>															
Hour Total	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
<hr/>															
05:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<hr/>															
Hour Total	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
<hr/>															
06:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
06:45	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
07:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
<hr/>															
Hour Total	0	0	0	1	5	7	2	0	0	0	0	0	0	0	15
<hr/>															
07:15	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
07:30	0	0	0	2	2	2	3	1	0	0	0	0	0	0	10
07:45	0	0	0	1	3	9	0	0	0	0	0	0	0	0	13
08:00	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
<hr/>															
Hour Total	0	0	0	4	8	14	5	2	0	0	0	0	0	0	33
<hr/>															
08:15	0	0	0	0	3	7	3	0	0	0	0	0	0	0	13
08:30	0	0	0	1	4	5	6	0	0	0	0	0	0	0	16
08:45	0	1	0	1	3	7	7	1	0	0	0	0	0	0	20
09:00	0	0	0	2	10	9	1	1	0	0	0	0	0	0	23

Peggy Malone & Associates  
SPEED SUMMARY  
Sat 11/8/2014

Page: 12

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: EAST  
Lane: 1

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
Hour Total	0	1	0	4	20	28	17	2	0	0	0	0	0	0	72
09:15	0	0	2	0	4	9	2	1	0	0	0	0	1	0	19
09:30	0	0	0	0	13	14	2	2	0	0	0	0	0	0	31
09:45	0	0	0	0	5	15	6	0	0	0	0	0	0	0	26
10:00	0	0	0	4	9	18	3	1	0	0	0	0	0	0	35
Hour Total	0	0	2	4	31	56	13	4	0	0	0	0	1	0	111
10:15	0	0	0	3	8	14	6	0	0	0	0	0	0	0	31
10:30	0	0	0	0	7	14	4	0	0	0	0	0	0	0	25
10:45	0	1	4	3	12	21	3	0	0	0	0	0	0	0	44
11:00	0	0	0	3	6	12	2	0	0	0	0	0	0	0	23
Hour Total	0	1	4	9	33	61	15	0	0	0	0	0	0	0	123
11:15	0	0	0	9	19	14	3	0	0	0	0	0	0	0	45
11:30	0	0	0	6	9	18	2	0	0	0	0	0	0	0	35
11:45	0	0	0	6	21	18	2	0	0	0	0	0	0	1	48
12:00	0	0	0	5	13	14	0	0	0	0	0	0	0	0	32
Hour Total	0	0	0	26	62	64	7	0	0	0	0	0	0	1	160
12:15	0	0	0	3	10	20	3	0	0	0	0	0	0	0	36
12:30	0	0	0	5	18	23	3	0	0	0	0	0	0	0	49
12:45	0	0	0	12	16	17	1	0	0	0	0	0	0	0	46
13:00	0	0	0	2	13	22	3	0	0	0	0	0	0	2	42
Hour Total	0	0	0	22	57	82	10	0	0	0	0	0	0	2	173
13:15	0	0	0	5	16	18	5	1	0	0	0	0	0	1	46
13:30	0	0	1	1	30	15	6	0	0	0	0	0	0	0	53
13:45	0	0	0	3	13	18	7	0	0	0	0	0	0	1	42
14:00	1	0	4	2	15	9	4	0	0	0	0	0	0	1	36
Hour Total	1	0	5	11	74	60	22	1	0	0	0	0	0	3	177
DAY TOTAL	1	2	11	83	303	390	95	10	0	0	0	0	1	6	902
PERCENTS	0.2%	0.3%	1.3%	9.2%	33.5%	43.2%	10.5%	1.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	100%

Statistical Information...

15th Percentile Speed  
25.6 mph

85th Percentile Speed  
34.7 mph

Median Speed  
30.7 mph

Average Speed  
30.4 mph

10 MPH Pace Speed  
25 mph to 35 mph  
693 vehicles in pace  
Representing 76.8% of the total vehicles

Vehicles > 30 MPH  
502  
55.7%

<hr/>															
GRAND TOTAL	11	55	1790	503	9	4	5	31	4899						
PERCENTS	0.3%	0.3%	1.2%	10.6%	36.6%	38.9%	10.2%	1.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.6%	100%

Peggy Malone & Associates  
SPEED SUMMARY  
Wed 11/5/2014

Page: 13

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
14:15	0	0	0	6	22	21	11	4	0	0	0	0	0	0	64
14:30	0	0	2	3	21	19	20	2	0	1	0	0	0	0	68
14:45	0	0	0	1	24	31	14	2	0	0	0	0	0	0	72
15:00	0	0	1	4	17	21	9	3	0	0	0	0	0	0	55
Hour Total	0	0	3	14	84	92	54	11	0	1	0	0	0	0	259
<hr/>															
15:15	0	0	1	2	22	24	11	1	0	0	0	0	0	0	61
15:30	0	0	0	0	11	34	17	1	0	0	0	0	0	0	63
15:45	0	0	0	1	23	31	13	3	0	0	0	0	1	1	73
16:00	0	0	0	1	20	39	19	1	0	0	0	0	0	0	80
Hour Total	0	0	1	4	76	128	60	6	0	0	0	0	1	1	277
<hr/>															
16:15	0	0	0	2	14	49	14	0	1	0	0	0	0	0	80
16:30	0	0	0	3	14	26	12	2	1	0	0	0	0	0	58
16:45	0	1	0	3	11	37	17	3	0	0	0	0	0	0	72
17:00	4	2	0	2	21	27	19	1	0	0	0	0	0	0	76
Hour Total	4	3	0	10	60	139	62	6	2	0	0	0	0	0	286
<hr/>															
17:15	45	15	5	10	8	9	3	0	0	0	0	0	0	0	95
17:30	57	10	3	1	6	1	0	0	0	0	0	0	0	0	78
17:45	14	4	6	6	28	17	8	0	0	0	0	0	0	0	83
18:00	3	15	9	7	10	31	4	2	0	0	0	0	0	0	81
Hour Total	119	44	23	24	52	58	15	2	0	0	0	0	0	0	337
<hr/>															
18:15	0	0	0	1	21	33	19	2	0	0	0	0	0	0	76
18:30	0	0	0	0	13	35	15	0	0	0	0	0	0	0	63
18:45	0	0	0	2	5	34	11	3	0	0	0	0	0	0	55
19:00	0	0	0	0	13	28	16	2	1	0	0	0	0	0	60
Hour Total	0	0	0	3	52	130	61	7	1	0	0	0	0	0	254
<hr/>															
19:15	0	0	0	2	13	31	11	1	0	0	0	0	0	0	58
19:30	0	0	0	2	14	37	16	2	0	1	0	0	0	0	72
19:45	0	0	0	3	8	21	9	2	0	0	0	0	0	0	43
20:00	0	0	0	1	7	29	14	5	0	0	0	0	0	0	56
Hour Total	0	0	0	8	42	118	50	10	0	1	0	0	0	0	229
<hr/>															
20:15	0	0	0	1	5	17	7	4	0	0	1	0	0	0	35
20:30	0	0	1	0	7	26	15	2	0	0	0	0	0	0	51
20:45	0	0	0	1	14	18	13	1	0	0	0	0	0	0	47
21:00	0	0	0	0	11	19	8	1	0	0	0	0	0	0	39
Hour Total	0	0	1	2	37	80	43	8	0	0	1	0	0	0	172
<hr/>															
21:15	0	0	0	0	6	23	13	2	0	0	0	0	0	0	44
21:30	0	0	0	1	3	16	12	1	0	0	0	0	0	0	33
21:45	0	0	1	0	7	13	8	1	0	0	0	0	0	0	30
22:00	0	0	0	2	4	15	8	3	0	0	0	0	0	0	32
Hour Total	0	0	1	3	20	67	41	7	0	0	0	0	0	0	139
<hr/>															
22:15	0	0	0	0	3	15	11	0	0	0	0	0	0	0	29
22:30	0	0	0	0	2	7	8	0	0	0	0	0	0	0	17
22:45	0	0	0	0	0	11	14	1	0	0	0	0	0	0	26
23:00	0	0	0	0	2	19	7	1	0	0	0	0	0	0	29

Peggy Malone & Associates  
SPEED SUMMARY  
Wed 11/5/2014

Page: 14

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
Hour Total	0	0	0	0	7	52	40	2	0	0	0	0	0	0	101
23:15	0	0	0	0	1	10	10	3	0	0	0	0	0	0	24
23:30	0	0	0	0	1	7	6	0	0	0	0	0	0	0	14
23:45	0	0	0	1	1	4	7	1	1	0	0	0	0	0	15
24:00	0	0	1	0	9	9	3	1	0	0	0	0	0	0	23
Hour Total	0	0	1	1	12	30	26	5	1	0	0	0	0	0	76
DAY TOTAL	123	47	30	69	442	894	452	64	4	2	1	0	1	1	2130
PERCENTS	5.8%	2.3%	1.5%	3.3%	20.8%	42.0%	21.2%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed  
25.6 mph

85th Percentile Speed  
37.3 mph

Median Speed  
32.0 mph

Average Speed  
30.3 mph

10 MPH Pace Speed  
30 mph to 40 mph  
1346 vehicles in pace  
Representing 63.1% of the total vehicles

Vehicles > 30 MPH  
1419  
66.6%



Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 15

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
00:15	0	0	0	0	3	11	4	0	0	0	0	0	0	0	18
00:30	0	0	0	2	3	3	4	1	0	0	0	0	0	0	13
00:45	0	0	0	1	3	3	4	1	0	0	0	0	0	0	12
01:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Hour Total	0	0	0	3	10	18	14	2	0	0	0	0	0	0	47
<hr/>															
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	2	3	2	2	0	0	0	0	0	0	9
01:45	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	2	7	4	2	0	0	0	0	0	0	15
<hr/>															
02:15	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	3	2	3	0	0	0	0	0	0	0	8
<hr/>															
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	1	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
Hour Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
<hr/>															
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	3	2	2	0	0	0	0	0	0	7
Hour Total	0	0	0	0	2	4	3	2	0	0	0	0	0	0	11
<hr/>															
05:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
05:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Hour Total	0	0	0	0	1	4	3	1	1	0	0	0	0	0	10
<hr/>															
06:15	0	0	0	0	1	5	1	0	0	0	0	0	0	0	7
06:30	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8
06:45	0	0	0	0	0	7	3	1	0	0	0	0	0	0	11
07:00	0	0	0	0	4	7	3	0	0	0	0	0	0	0	14
Hour Total	0	0	0	1	7	23	8	1	0	0	0	0	0	0	40
<hr/>															
07:15	0	0	0	1	1	6	7	1	1	0	0	0	0	0	17
07:30	0	0	0	0	4	13	11	2	0	0	0	0	0	0	30
07:45	0	0	0	1	8	24	14	3	0	0	0	0	0	0	50
08:00	0	1	0	1	9	25	17	3	0	0	0	0	0	0	56
Hour Total	0	1	0	3	22	68	49	9	1	0	0	0	0	0	153
<hr/>															
08:15	0	0	0	1	9	12	12	2	0	0	0	0	0	0	36
08:30	0	0	0	0	10	20	6	2	0	0	0	0	0	0	38
08:45	0	0	0	1	9	27	11	0	0	0	0	0	0	0	48
09:00	0	0	0	5	14	30	9	0	0	0	0	0	0	0	58

Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 16

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
<hr/>															
Hour Total	0	0	0	7	42	89	38	4	0	0	0	0	0	0	180
09:15	0	0	0	1	4	21	17	5	1	0	0	0	0	0	49
09:30	0	0	0	0	10	21	12	4	1	0	0	0	0	0	48
09:45	0	0	0	1	4	8	8	1	0	0	0	0	0	1	23
10:00	0	0	0	2	13	20	8	0	0	0	0	0	0	0	43
<hr/>															
Hour Total	0	0	0	4	31	70	45	10	2	0	0	0	0	1	163
10:15	0	0	0	2	4	19	7	0	0	0	0	0	0	0	32
10:30	0	0	0	1	8	23	10	1	0	0	0	0	0	0	43
10:45	0	0	0	0	12	24	18	5	0	1	0	0	0	2	62
11:00	0	0	0	0	7	33	15	5	0	0	0	0	0	0	60
<hr/>															
Hour Total	0	0	0	3	31	99	50	11	0	1	0	0	0	2	197
11:15	0	0	0	2	7	21	9	4	0	0	0	0	0	0	43
11:30	0	0	0	1	12	17	9	0	1	0	0	0	0	0	40
11:45	0	0	0	0	11	24	9	0	0	0	0	0	0	0	44
12:00	0	0	0	0	6	37	19	2	1	0	0	0	0	0	65
<hr/>															
Hour Total	0	0	0	3	36	99	46	6	2	0	0	0	0	0	192
12:15	0	0	0	0	15	27	29	1	0	0	0	0	0	0	72
12:30	0	0	0	0	15	40	15	2	1	0	0	0	0	0	73
12:45	0	0	0	1	17	33	29	3	0	0	0	0	0	0	83
13:00	1	0	0	4	8	25	17	6	0	1	0	0	0	0	62
<hr/>															
Hour Total	1	0	0	5	55	125	90	12	1	1	0	0	0	0	290
13:15	0	0	0	2	8	34	17	0	0	0	0	0	0	0	61
13:30	0	0	0	2	6	30	14	2	0	0	0	0	0	0	54
13:45	0	0	0	2	23	30	20	1	0	0	0	0	0	0	76
14:00	0	0	0	1	6	32	29	5	0	0	0	0	0	0	73
<hr/>															
Hour Total	0	0	0	7	43	126	80	8	0	0	0	0	0	0	264
14:15	0	0	0	0	15	28	20	3	1	0	1	0	0	0	68
14:30	0	1	0	0	13	22	13	2	1	0	0	0	0	0	52
14:45	0	0	0	0	6	26	17	3	0	0	0	0	0	0	52
15:00	0	0	0	1	12	32	12	4	0	0	0	0	0	1	62
<hr/>															
Hour Total	0	1	0	1	46	108	62	12	2	0	1	0	0	1	234
15:15	0	0	0	2	13	28	14	3	0	0	0	0	0	1	61
15:30	0	1	1	1	17	24	16	4	0	0	0	0	0	0	64
15:45	0	0	0	3	15	41	13	3	0	0	0	0	0	0	75
16:00	0	0	0	0	26	46	8	1	0	0	0	0	0	0	81
<hr/>															
Hour Total	0	1	1	6	71	139	51	11	0	0	0	0	0	1	281
16:15	0	1	6	2	29	22	9	2	0	0	0	0	0	0	71
16:30	0	0	0	0	14	32	16	3	0	0	0	0	0	0	65
16:45	1	0	0	0	12	22	23	2	0	0	0	0	0	0	60
17:00	14	8	4	1	14	25	14	0	0	0	0	0	0	0	80
<hr/>															
Hour Total	15	9	10	3	69	101	62	7	0	0	0	0	0	0	276

Peggy Malone & Associates  
SPEED SUMMARY  
Thu 11/6/2014

Page: 17

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
17:15	24	1	1	6	11	14	8	0	0	0	0	0	0	0	65
17:30	39	4	4	4	14	23	5	0	0	0	0	0	0	0	93
17:45	0	0	0	7	20	40	14	2	0	0	0	0	0	0	83
18:00	0	0	0	3	22	45	4	0	0	0	0	0	0	0	74
Hour Total	63	5	5	20	67	122	31	2	0	0	0	0	0	0	315
<hr/>															
18:15	0	0	1	1	11	38	11	2	0	0	0	0	0	0	64
18:30	0	0	0	2	15	26	10	0	0	0	0	0	1	0	54
18:45	0	0	0	5	14	47	16	2	0	0	1	0	0	0	85
19:00	0	0	0	0	13	32	12	0	0	0	0	0	0	0	57
Hour Total	0	0	1	8	53	143	49	4	0	0	1	0	1	0	260
<hr/>															
19:15	0	0	0	0	10	39	11	1	0	0	0	0	0	0	61
19:30	0	0	0	1	10	27	19	2	0	0	0	0	0	0	59
19:45	0	0	1	1	10	19	12	2	0	0	0	0	0	0	45
20:00	0	0	0	1	17	23	13	2	0	0	0	0	0	0	56
Hour Total	0	0	1	3	47	108	55	7	0	0	0	0	0	0	221
<hr/>															
20:15	0	0	0	0	9	24	7	2	0	0	0	0	0	0	42
20:30	0	0	0	0	9	16	13	2	0	0	0	0	0	0	40
20:45	0	0	0	4	9	11	5	2	0	0	0	0	0	0	31
21:00	0	0	0	0	7	20	9	0	0	0	0	0	0	0	36
Hour Total	0	0	0	4	34	71	34	6	0	0	0	0	0	0	149
<hr/>															
21:15	0	0	0	0	16	19	10	3	0	0	0	0	0	0	48
21:30	0	0	0	0	7	27	11	4	0	0	0	0	0	0	49
21:45	0	0	0	2	2	17	11	0	0	0	0	0	0	0	32
22:00	0	0	0	0	10	10	11	1	0	0	0	0	0	0	32
Hour Total	0	0	0	2	35	73	43	8	0	0	0	0	0	0	161
<hr/>															
22:15	0	0	0	0	9	22	5	1	0	0	0	0	0	0	37
22:30	0	0	0	1	3	11	9	1	0	0	0	0	0	0	25
22:45	0	0	0	0	3	8	7	0	0	0	0	0	0	0	18
23:00	0	0	0	1	0	6	10	0	1	0	0	0	0	0	18
Hour Total	0	0	0	2	15	47	31	2	1	0	0	0	0	0	98
<hr/>															
23:15	0	0	0	0	3	5	4	3	0	0	0	0	0	0	15
23:30	0	0	0	0	6	14	10	1	0	0	0	0	0	0	31
23:45	0	0	0	0	3	10	6	0	1	0	0	0	0	0	20
24:00	0	0	0	0	1	7	7	2	0	0	0	0	0	0	17
Hour Total	0	0	0	0	13	36	27	6	1	0	0	0	0	0	83
<hr/>															
DAY TOTAL	79	17	18	85	736	1683	878	133	11	2	2	0	1	5	3650
PERCENTS	2.2%	0.5%	0.5%	2.4%	20.2%	46.2%	24.0%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	100%

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
------	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-------

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Statistical Information...

15th Percentile Speed  
27.4 mph

85th Percentile Speed  
37.8 mph

Median Speed  
32.7 mph

Average Speed  
32.2 mph

10 MPH Pace Speed  
30 mph to 40 mph  
2561 vehicles in pace  
Representing 70.1% of the total vehicles

Vehicles > 30 MPH  
2715  
74.4%



Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 19

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
00:15	0	0	0	0	4	7	2	0	0	0	0	0	0	0	13
00:30	0	0	0	0	2	3	3	0	0	0	0	0	0	0	8
00:45	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	3	2	4	0	0	0	0	0	0	0	9
Hour Total	0	0	0	0	12	15	9	0	0	0	0	0	0	0	36
<hr/>															
01:15	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
01:30	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
01:45	0	0	0	0	1	2	0	0	1	0	0	0	0	0	4
02:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6
Hour Total	0	0	0	0	5	9	5	0	1	0	0	0	0	0	20
<hr/>															
02:15	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
02:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	2	6	2	0	0	0	0	0	0	0	10
<hr/>															
03:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
03:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	2	3	1	2	1	0	0	0	0	0	9
<hr/>															
04:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
Hour Total	0	0	0	0	2	6	3	0	0	0	0	0	0	0	11
<hr/>															
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
Hour Total	0	0	0	1	1	1	4	2	0	0	0	0	0	0	9
<hr/>															
06:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
06:30	0	0	0	1	0	3	1	1	0	0	0	0	0	0	6
06:45	0	0	0	0	1	2	5	0	0	0	0	0	0	0	8
07:00	0	0	0	1	3	2	3	1	0	0	0	0	0	0	10
Hour Total	0	0	0	2	4	9	9	2	0	0	0	0	0	0	26
<hr/>															
07:15	0	0	0	0	0	11	6	1	0	0	0	0	0	0	18
07:30	0	0	0	1	6	20	17	0	0	0	0	0	0	0	44
07:45	0	0	0	0	6	22	17	3	0	0	0	0	0	0	48
08:00	0	0	0	1	3	24	16	4	0	0	0	0	0	0	48
Hour Total	0	0	0	2	15	77	56	8	0	0	0	0	0	0	158
<hr/>															
08:15	0	0	0	1	2	25	11	2	0	0	0	0	0	0	41
08:30	0	0	0	0	8	26	15	2	0	0	0	0	0	0	51
08:45	0	0	0	0	3	28	11	5	0	0	0	0	0	0	47
09:00	0	0	0	1	6	24	16	7	1	0	0	0	0	0	55

Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 20

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
-----															
-----															
Hour Total	0	0	0	2	19	103	53	16	1	0	0	0	0	0	194
09:15	0	0	0	0	6	17	13	2	0	0	0	0	0	0	38
09:30	0	0	0	1	11	19	13	2	0	0	0	0	0	0	46
09:45	0	0	0	0	4	22	11	3	0	1	0	0	0	0	41
10:00	0	0	0	1	15	27	19	1	0	0	0	0	0	0	63
-----															
Hour Total	0	0	0	2	36	85	56	8	0	1	0	0	0	0	188
10:15	0	0	0	0	6	21	20	1	2	0	0	0	0	0	50
10:30	0	1	0	4	13	26	15	0	0	0	0	0	0	0	59
10:45	0	0	0	0	18	21	13	1	0	0	0	0	0	0	53
11:00	0	0	1	1	16	21	18	1	1	0	0	0	0	0	59
-----															
Hour Total	0	1	1	5	53	89	66	3	3	0	0	0	0	0	221
11:15	0	0	0	0	7	22	7	1	0	0	0	0	0	1	38
11:30	0	0	0	0	19	29	12	2	1	0	0	0	0	0	63
11:45	0	0	0	2	7	31	17	2	0	0	0	0	0	0	59
12:00	0	0	0	0	6	39	14	3	0	0	0	0	0	0	62
-----															
Hour Total	0	0	0	2	39	121	50	8	1	0	0	0	0	1	222
12:15	0	0	0	0	9	23	21	2	0	0	0	0	0	1	56
12:30	0	0	0	0	20	45	19	3	0	0	0	0	0	0	87
12:45	0	0	0	0	11	37	17	2	0	0	0	0	0	0	67
13:00	0	0	1	3	21	20	22	1	0	0	0	0	0	0	68
-----															
Hour Total	0	0	1	3	61	125	79	8	0	0	0	0	0	1	278
13:15	0	0	0	1	4	24	20	4	0	0	0	0	1	0	54
13:30	0	0	0	0	9	32	30	7	0	0	0	0	0	0	78
13:45	0	0	0	0	9	32	29	4	0	0	0	0	0	0	74
14:00	0	0	0	0	18	29	24	3	0	0	0	0	0	1	75
-----															
Hour Total	0	0	0	1	40	117	103	18	0	0	0	0	1	1	281
14:15	0	0	0	1	14	29	19	1	0	0	0	0	0	0	64
14:30	0	0	0	0	20	32	19	1	0	1	0	0	0	0	73
14:45	0	0	0	5	15	24	21	4	0	0	0	0	0	0	69
15:00	0	0	0	1	11	29	24	3	1	0	0	0	0	0	69
-----															
Hour Total	0	0	0	7	60	114	83	9	1	1	0	0	0	0	275
15:15	0	0	0	0	7	45	19	6	1	0	0	0	0	0	78
15:30	0	0	0	0	11	27	17	3	0	0	0	0	0	0	58
15:45	0	0	1	1	13	36	21	2	0	0	0	0	0	0	74
16:00	0	0	0	2	17	46	19	4	0	0	1	0	0	0	89
-----															
Hour Total	0	0	1	3	48	154	76	15	1	0	1	0	0	0	299
16:15	0	0	0	0	8	38	15	3	0	0	0	0	0	0	64
16:30	0	0	0	3	20	48	18	2	1	0	0	0	0	0	92
16:45	0	0	0	3	23	24	18	5	0	0	0	0	0	0	73
17:00	0	0	2	5	14	31	19	4	0	0	0	0	0	0	75
-----															
Hour Total	0	0	2	11	65	141	70	14	1	0	0	0	0	0	304

Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 21

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
17:15	0	0	0	1	25	40	22	3	0	0	0	0	0	0	91
17:30	0	0	0	10	15	40	14	2	1	0	0	0	0	0	82
17:45	13	3	4	12	22	16	8	4	2	0	0	0	0	0	84
18:00	2	2	23	12	13	12	11	0	0	1	0	0	0	0	76
Hour Total	15	5	27	35	75	108	55	9	3	1	0	0	0	0	333
<hr/>															
18:15	1	0	0	3	23	31	10	0	0	0	0	0	0	0	68
18:30	0	0	0	0	24	25	18	3	0	0	0	0	0	0	70
18:45	0	0	0	1	16	31	14	3	0	0	0	0	0	0	65
19:00	0	0	0	5	15	38	11	0	0	0	0	0	0	0	69
Hour Total	1	0	0	9	78	125	53	6	0	0	0	0	0	0	272
<hr/>															
19:15	0	0	0	3	19	27	10	4	0	0	0	0	0	0	63
19:30	0	0	1	1	15	28	15	3	0	0	0	0	0	0	63
19:45	0	0	0	1	18	40	15	0	0	0	0	0	0	0	74
20:00	0	0	0	1	20	28	5	3	1	0	0	0	0	1	59
Hour Total	0	0	1	6	72	123	45	10	1	0	0	0	0	1	259
<hr/>															
20:15	2	0	0	0	21	27	12	0	0	0	0	0	0	0	62
20:30	0	0	0	0	8	20	9	3	0	0	0	0	0	0	40
20:45	0	0	0	0	10	22	10	0	0	0	0	0	0	0	42
21:00	0	0	2	5	10	30	8	1	0	0	0	0	0	0	56
Hour Total	2	0	2	5	49	99	39	4	0	0	0	0	0	0	200
<hr/>															
21:15	0	0	0	1	12	21	20	2	0	0	0	0	0	0	56
21:30	0	0	0	2	8	22	9	2	1	0	0	0	0	0	44
21:45	0	0	0	1	13	26	9	5	0	0	0	0	0	0	54
22:00	0	0	1	1	7	19	14	3	0	0	0	0	0	0	45
Hour Total	0	0	1	5	40	88	52	12	1	0	0	0	0	0	199
<hr/>															
22:15	0	0	0	0	4	13	12	1	0	0	0	0	0	0	30
22:30	0	0	0	0	12	18	9	2	0	0	0	0	0	0	41
22:45	0	0	0	1	1	20	7	2	1	0	0	0	0	0	32
23:00	0	0	0	1	2	15	5	2	0	0	0	0	0	0	25
Hour Total	0	0	0	2	19	66	33	7	1	0	0	0	0	0	128
<hr/>															
23:15	0	0	0	1	2	9	11	3	0	0	0	0	0	0	26
23:30	0	0	0	0	5	15	6	1	0	0	0	0	0	0	27
23:45	0	0	0	0	4	10	4	1	1	0	0	0	0	0	20
24:00	0	0	0	0	5	9	4	2	0	0	0	0	0	0	20
Hour Total	0	0	0	1	16	43	25	7	1	0	0	0	0	0	93
<hr/>															
DAY TOTAL	18	6	36	104	813	1827	1027	168	17	3	1	0	1	4	4025
PERCENTS	0.5%	0.2%	0.9%	2.6%	20.2%	45.4%	25.6%	4.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates  
SPEED SUMMARY  
Fri 11/7/2014

Page: 22

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
------	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-------

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Statistical Information...

15th Percentile Speed  
27.7 mph

85th Percentile Speed  
38.0 mph

Median Speed  
32.8 mph

Average Speed  
32.7 mph

10 MPH Pace Speed  
30 mph to 40 mph  
2854 vehicles in pace  
Representing 70.9% of the total vehicles

Vehicles > 30 MPH  
3048  
75.7%



Peggy Malone & Associates  
SPEED SUMMARY  
Sat 11/8/2014

Page: 23

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
<hr/>															
00:15	0	0	0	0	1	7	6	3	0	0	0	0	0	0	17
00:30	0	0	0	0	2	6	3	2	0	0	0	0	0	0	13
00:45	0	0	0	1	3	5	6	0	1	0	0	0	0	0	16
01:00	0	0	0	1	1	5	3	2	0	0	0	0	0	0	12
Hour Total	0	0	0	2	7	23	18	7	1	0	0	0	0	0	58
<hr/>															
01:15	0	0	0	0	2	2	5	1	0	0	0	0	0	0	10
01:30	0	0	0	0	2	5	4	2	0	0	0	0	0	0	13
01:45	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7
02:00	0	0	0	1	0	1	4	1	0	0	0	0	0	0	7
Hour Total	0	0	0	1	4	11	17	4	0	0	0	0	0	0	37
<hr/>															
02:15	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
02:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	3	5	2	2	0	0	0	0	0	0	12
<hr/>															
03:15	0	0	0	1	2	6	2	0	0	0	0	0	0	0	11
03:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Hour Total	0	0	0	1	5	8	4	0	0	0	0	0	0	0	18
<hr/>															
04:15	0	0	0	0	0	2	3	1	0	0	0	0	0	0	6
04:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
Hour Total	0	0	0	1	2	7	4	1	0	0	0	0	0	0	15
<hr/>															
05:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Hour Total	0	0	0	1	0	2	3	0	0	0	0	0	0	0	6
<hr/>															
06:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:30	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4
06:45	0	0	0	0	2	1	3	0	0	1	0	0	0	0	7
07:00	0	0	0	1	0	1	3	0	0	0	0	0	0	0	5
Hour Total	0	0	0	2	3	3	8	1	0	1	0	0	0	0	18
<hr/>															
07:15	0	0	0	0	2	5	3	1	0	0	0	0	0	0	11
07:30	0	0	0	1	0	2	2	0	0	0	0	0	0	0	5
07:45	0	0	0	0	3	5	2	3	0	0	0	0	0	0	13
08:00	0	0	0	0	3	4	5	1	0	0	0	0	0	0	13
Hour Total	0	0	0	1	8	16	12	5	0	0	0	0	0	0	42
<hr/>															
08:15	0	0	0	1	5	4	6	0	0	0	0	0	0	0	16
08:30	0	0	0	0	2	9	5	0	0	0	0	0	0	0	16
08:45	0	0	0	0	5	8	9	2	0	0	0	0	0	0	24
09:00	0	0	0	0	10	8	16	6	0	0	0	0	0	0	40

Peggy Malone & Associates  
SPEED SUMMARY  
Sat 11/8/2014

Page: 24

Station #: 000000020181  
Site ID: 000000020181  
Location: Atlanta Ave., w/o Church of Brethren  
Direction: WEST  
Lane: 2

File: D1105001.prn  
City: 14-216 RS Min  
County: 37.34984, -79.19002

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
-----															
-----															
Hour Total	0	0	0	1	22	29	36	8	0	0	0	0	0	0	96
09:15	0	0	0	2	4	9	5	0	0	0	0	0	0	0	20
09:30	0	0	0	0	4	11	7	0	0	0	0	0	0	0	22
09:45	0	0	0	1	4	22	6	1	0	0	0	0	0	0	34
10:00	0	0	0	2	6	20	7	0	0	0	0	0	0	0	35
-----															
Hour Total	0	0	0	5	18	62	25	1	0	0	0	0	0	0	111
10:15	0	0	0	4	8	28	9	1	1	0	0	0	0	0	51
10:30	0	0	0	1	12	10	4	1	0	0	0	0	0	0	28
10:45	0	0	0	1	11	25	8	0	0	0	1	0	0	0	46
11:00	0	0	0	7	9	28	8	0	0	0	0	0	0	0	52
-----															
Hour Total	0	0	0	13	40	91	29	2	1	0	1	0	0	0	177
11:15	0	0	0	1	9	29	7	0	0	0	0	0	0	0	46
11:30	0	0	0	3	6	20	11	1	0	0	0	0	0	1	42
11:45	0	0	0	1	16	28	10	0	0	0	0	0	0	0	55
12:00	0	0	1	7	24	20	7	1	0	0	0	0	0	0	60
-----															
Hour Total	0	0	1	12	55	97	35	2	0	0	0	0	0	1	203
12:15	0	0	0	3	10	26	17	0	0	0	0	1	0	0	57
12:30	0	0	0	3	17	31	12	1	0	0	0	0	0	0	64
12:45	0	0	0	3	24	28	7	1	0	0	0	0	0	0	63
13:00	0	0	0	2	13	33	13	1	0	0	0	0	0	1	63
-----															
Hour Total	0	0	0	11	64	118	49	3	0	0	0	1	0	1	247
13:15	0	0	0	2	11	35	17	0	2	0	0	2	0	0	69
13:30	0	0	0	1	14	34	10	0	0	0	0	0	0	0	59
13:45	0	0	0	3	9	39	14	1	0	0	0	0	0	0	66
14:00	0	3	0	0	7	21	17	3	0	0	0	0	0	0	51
-----															
Hour Total	0	3	0	6	41	129	58	4	2	0	0	2	0	0	245
-----															
DAY TOTAL	0	3	1	57	272	601	300	40	4	1	1	3	0	2	1285
PERCENTS	0.0%	0.3%	0.1%	4.5%	21.2%	46.8%	23.4%	3.1%	0.3%	0.0%	0.0%	0.2%	0.0%	0.1%	100%

Statistical Information...

15th Percentile Speed  
27.4 mph

85th Percentile Speed  
37.6 mph

Median Speed  
32.6 mph

Average Speed  
32.6 mph

10 MPH Pace Speed  
30 mph to 40 mph  
901 vehicles in pace  
Representing 70.1% of the total vehicles

Vehicles > 30 MPH  
952  
74.1%

=====															
GRAND TOTAL	220		85		2263		2657		36		5		3		
	73		315		5005		405		8		3		12		11090
PERCENTS	2.0%	0.7%	0.8%	2.9%	20.5%	45.2%	23.9%	3.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	100%

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. SAT  
 Site Code : 00003398  
 Start Date : 11/8/2014  
 Page No : 1

Groups Printed- Car

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Int. Total
11:00 AM	16	16	3	0	35	15	19	64	3	101	45	28	10	1	84	13	14	10	0	37	257
11:15 AM	17	24	5	0	46	20	29	91	0	140	41	21	4	0	66	12	9	23	1	45	297
11:30 AM	27	23	10	0	60	27	34	88	4	153	35	20	6	0	61	14	12	20	0	46	320
11:45 AM	29	16	8	0	53	14	26	61	0	101	42	24	7	0	73	14	7	7	2	30	257
Total	89	79	26	0	194	76	108	304	7	495	163	93	27	1	284	53	42	60	3	158	1131
12:00 PM	24	26	8	2	60	13	20	83	0	116	46	29	9	0	84	10	12	16	4	42	302
12:15 PM	33	26	16	2	77	22	28	77	3	130	46	24	8	0	78	15	9	23	1	48	333
12:30 PM	34	20	4	0	58	19	24	84	0	127	42	28	11	0	81	18	12	18	0	48	314
12:45 PM	22	26	5	0	53	19	27	78	2	126	36	39	8	0	83	24	8	23	2	57	319
Total	113	98	33	4	248	73	99	322	5	499	170	120	36	0	326	67	41	80	7	195	1268
01:00 PM	31	31	6	1	69	18	31	96	11	156	43	26	8	0	77	13	11	17	3	44	346
01:15 PM	25	42	12	0	79	21	23	96	0	140	44	22	11	0	77	18	18	16	0	52	348
01:30 PM	29	38	5	0	72	18	25	101	0	144	46	31	11	0	88	16	11	21	1	49	353
01:45 PM	20	33	9	0	62	14	23	98	4	139	56	22	10	0	88	19	13	11	0	43	332
Total	105	144	32	1	282	71	102	391	15	579	189	101	40	0	330	66	53	65	4	188	1379
Grand Total	307	321	91	5	724	220	309	1017	27	1573	522	314	103	1	940	186	136	205	14	541	3778
Apprch %	42.4	44.3	12.6	0.7		14	19.6	64.7	1.7		55.5	33.4	11	0.1		34.4	25.1	37.9	2.6		
Total %	8.1	8.5	2.4	0.1	19.2	5.8	8.2	26.9	0.7	41.6	13.8	8.3	2.7	0	24.9	4.9	3.6	5.4	0.4	14.3	

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	<b>31</b>	31	6	68		18	<b>31</b>	96	<b>145</b>		43	26	8	77		13	11	17	41		331
01:15 PM	25	<b>42</b>	<b>12</b>	<b>79</b>		<b>21</b>	23	96	140		44	22	<b>11</b>	77		18	<b>18</b>	16	<b>52</b>		348
01:30 PM	29	38	5	72		18	25	<b>101</b>	144		46	<b>31</b>	11	<b>88</b>		16	11	<b>21</b>	48		<b>352</b>
01:45 PM	20	33	9	62		14	23	98	135		<b>56</b>	22	10	88		<b>19</b>	13	11	43		328
Total Volume	105	144	32	281		71	102	391	564		189	101	40	330		66	53	65	184		1359
% App. Total	37.4	51.2	11.4			12.6	18.1	69.3			57.3	30.6	12.1			35.9	28.8	35.3			
PHF	.847	.857	.667	.889		.845	.823	.968	.972		.844	.815	.909	.938		.868	.736	.774	.885		.965

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. SAT  
 Site Code : 00003398  
 Start Date : 11/8/2014  
 Page No : 1

Groups Printed- Truck

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	3
11:45 AM	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	2	0	3	2	0	2	0	4	0	1	0	0	1	1	0	0	0	1	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	6
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	2	0	3	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0	8
Grand Total	1	3	4	0	8	4	1	7	0	12	0	1	1	0	2	1	0	0	0	1	23
Apprch %	12.5	37.5	50	0		33.3	8.3	58.3	0		0	50	50	0		100	0	0	0		
Total %	4.3	13	17.4	0	34.8	17.4	4.3	30.4	0	52.2	0	4.3	4.3	0	8.7	4.3	0	0	0	4.3	

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	1	1		0	0	1	1		0	0	0	0		1	0	0	1		3
11:45 AM	0	0	1	1		2	0	1	3		0	0	0	0		0	0	0	0		4
12:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
12:15 PM	1	1	0	2		1	0	0	1		0	0	0	0		0	0	0	0		3
Total Volume	1	1	2	4		3	0	2	5		0	0	0	0		1	0	0	1		10
% App. Total	25	25	50			60	0	40			0	0	0			100	0	0			
PHF	.250	.250	.500	.500		.375	.000	.500	.417		.000	.000	.000	.000		.250	.000	.000	.250		.625



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. SAT  
 Site Code : 00003398  
 Start Date : 11/8/2014  
 Page No : 1

### Groups Printed- Bicycles on Roadway

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
Total Volume	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0
% App. Total	0	0	0			0	0	0			0	0	0			0	0	0			
PHF	.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. SAT  
 Site Code : 00003398  
 Start Date : 11/8/2014  
 Page No : 1

Groups Printed- Combined

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Right	Thru	Left	Peds/Bikes on Crosswalk	App. Total	Int. Total
11:00 AM	16	17	3	0	36	15	19	64	3	101	45	28	10	1	84	13	14	10	0	37	258
11:15 AM	17	24	5	0	46	20	29	91	0	140	41	22	4	0	67	12	9	23	1	45	298
11:30 AM	27	23	11	0	61	27	34	89	4	154	35	20	6	0	61	15	12	20	0	47	323
11:45 AM	29	16	9	0	54	16	26	62	0	104	42	24	7	0	73	14	7	7	2	30	261
Total	89	80	28	0	197	78	108	306	7	499	163	94	27	1	285	54	42	60	3	159	1140
12:00 PM	24	26	8	2	60	13	20	83	0	116	46	29	9	0	84	10	12	16	4	42	302
12:15 PM	34	27	16	2	79	23	28	77	3	131	46	24	8	0	78	15	9	23	1	48	336
12:30 PM	34	20	4	0	58	19	24	85	0	128	42	28	12	0	82	18	12	18	0	48	316
12:45 PM	22	26	5	0	53	19	27	79	2	127	36	39	8	0	83	24	8	23	2	57	320
Total	114	99	33	4	250	74	99	324	5	502	170	120	37	0	327	67	41	80	7	195	1274
01:00 PM	31	31	6	1	69	19	31	96	11	157	43	26	8	0	77	13	11	17	3	44	347
01:15 PM	25	42	12	0	79	21	23	97	0	141	44	22	11	0	77	18	18	16	0	52	349
01:30 PM	29	39	5	0	73	18	25	102	0	145	46	31	11	0	88	16	11	21	1	49	355
01:45 PM	20	33	11	0	64	14	24	99	4	141	56	22	10	0	88	19	13	11	0	43	336
Total	105	145	34	1	285	72	103	394	15	584	189	101	40	0	330	66	53	65	4	188	1387
Grand Total	308	324	95	5	732	224	310	1024	27	1585	522	315	104	1	942	187	136	205	14	542	3801
Apprch %	42.1	44.3	13	0.7		14.1	19.6	64.6	1.7		55.4	33.4	11	0.1		34.5	25.1	37.8	2.6		
Total %	8.1	8.5	2.5	0.1	19.3	5.9	8.2	26.9	0.7	41.7	13.7	8.3	2.7	0	24.8	4.9	3.6	5.4	0.4	14.3	

	Southbound					Westbound					Northbound					Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	<b>31</b>	31	6	68		19	<b>31</b>	96	<b>146</b>		43	26	8	77		13	11	17	41		332
01:15 PM	25	<b>42</b>	<b>12</b>	<b>79</b>		<b>21</b>	23	97	141		44	22	<b>11</b>	77		18	<b>18</b>	16	<b>52</b>		349
01:30 PM	29	39	5	73		18	25	<b>102</b>	145		46	<b>31</b>	11	<b>88</b>		16	11	<b>21</b>	48		<b>354</b>
01:45 PM	20	33	11	64		14	24	99	137		<b>56</b>	22	10	88		<b>19</b>	13	11	43		332
Total Volume	105	145	34	284		72	103	394	569		189	101	40	330		66	53	65	184		1367
% App. Total	37	51.1	12			12.7	18.1	69.2			57.3	30.6	12.1			35.9	28.8	35.3			
PHF	.847	.863	.708	.899		.857	.831	.966	.974		.844	.815	.909	.938		.868	.736	.774	.885		.965

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. AM

Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Car

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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	1	0	0	1	1	16	3	0	20	1	4	0	0	5	0	1	2	0	3	29
07:15 AM	3	2	0	0	5	1	22	3	0	26	1	6	2	0	9	0	15	4	0	19	59
07:30 AM	2	1	1	0	4	1	47	2	0	50	5	2	0	0	7	2	12	2	0	16	77
07:45 AM	4	1	0	0	5	2	49	11	0	62	3	3	0	0	6	3	7	2	0	12	85
Total	9	5	1	0	15	5	134	19	0	158	10	15	2	0	27	5	35	10	0	50	250
08:00 AM	3	3	0	0	6	1	38	8	0	47	6	4	4	1	15	3	10	5	0	18	86
08:15 AM	6	2	0	0	8	4	25	7	0	36	4	9	2	0	15	1	12	5	0	18	77
08:30 AM	7	3	0	0	10	0	43	15	0	58	6	9	1	0	16	4	12	3	0	19	103
08:45 AM	6	4	2	0	12	1	49	19	0	69	5	5	5	0	15	6	12	5	0	23	119
Total	22	12	2	0	36	6	155	49	0	210	21	27	12	1	61	14	46	18	0	78	385
Grand Total	31	17	3	0	51	11	289	68	0	368	31	42	14	1	88	19	81	28	0	128	635
Apprch %	60.8	33.3	5.9	0		3	78.5	18.5	0		35.2	47.7	15.9	1.1		14.8	63.3	21.9	0		
Total %	4.9	2.7	0.5	0	8	1.7	45.5	10.7	0	58	4.9	6.6	2.2	0.2	13.9	3	12.8	4.4	0	20.2	

	Badcock Place Southbound				Atlanta Ave. Westbound				Badcock Place Northbound				Atlanta Ave. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	3	0	6	1	38	8	47	6	4	4	14	3	10	5	18	85
08:15 AM	6	2	0	8	4	25	7	36	4	9	2	15	1	12	5	18	77
08:30 AM	7	3	0	10	0	43	15	58	6	9	1	16	4	12	3	19	103
08:45 AM	6	4	2	12	1	49	19	69	5	5	5	15	6	12	5	23	119
Total Volume	22	12	2	36	6	155	49	210	21	27	12	60	14	46	18	78	384
% App. Total	61.1	33.3	5.6		2.9	73.8	23.3		35	45	20		17.9	59	23.1		
PHF	.786	.750	.250	.750	.375	.791	.645	.761	.875	.750	.600	.938	.583	.958	.900	.848	.807

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. AM

Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Truck

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	5	0	8	1	0	0	0	1	0	1	0	0	1	10
Grand Total	0	1	0	0	1	0	3	7	0	10	2	0	0	0	2	0	1	0	0	1	14
Apprch %	0	100	0	0		0	30	70	0		100	0	0	0		0	100	0	0		
Total %	0	7.1	0	0	7.1	0	21.4	50	0	71.4	14.3	0	0	0	14.3	0	7.1	0	0	7.1	

	Badcock Place Southbound				Atlanta Ave. Westbound				Badcock Place Northbound				Atlanta Ave. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
Total Volume	0	1	0	1	0	3	3	6	2	0	0	2	0	1	0	1	10
% App. Total	0	100	0		0	50	50		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.375	.750	.500	.500	.000	.000	.500	.000	.250	.000	.250	.625

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

File Name : Badcock Place and Atlanta Ave. AM

Site Code :

Start Date : 11/6/2014

Page No : 1

### Groups Printed- Bicycles on Road

[illegible][illegible]



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. AM

Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Car + Truck

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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	1	0	0	1	1	16	4	0	21	1	4	0	0	5	0	1	2	0	3	30
07:15 AM	3	2	0	0	5	1	22	3	0	26	1	6	2	0	9	0	15	4	0	19	59
07:30 AM	2	2	1	0	5	1	47	3	0	51	5	2	0	0	7	2	12	2	0	16	79
07:45 AM	4	1	0	0	5	2	49	11	0	62	4	3	0	0	7	3	7	2	0	12	86
Total	9	6	1	0	16	5	134	21	0	160	11	15	2	0	28	5	35	10	0	50	254
08:00 AM	3	3	0	0	6	1	40	9	0	50	6	4	4	1	15	3	10	5	0	18	89
08:15 AM	6	2	0	0	8	4	26	8	0	38	5	9	2	0	16	1	13	5	0	19	81
08:30 AM	7	3	0	0	10	0	43	16	0	59	6	9	1	0	16	4	12	3	0	19	104
08:45 AM	6	4	2	0	12	1	49	21	0	71	5	5	5	0	15	6	12	5	0	23	121
Total	22	12	2	0	36	6	158	54	0	218	22	27	12	1	62	14	47	18	0	79	395
Grand Total	31	18	3	0	52	11	292	75	0	378	33	42	14	1	90	19	82	28	0	129	649
Apprch %	59.6	34.6	5.8	0		2.9	77.2	19.8	0		36.7	46.7	15.6	1.1		14.7	63.6	21.7	0		
Total %	4.8	2.8	0.5	0	8	1.7	45	11.6	0	58.2	5.1	6.5	2.2	0.2	13.9	2.9	12.6	4.3	0	19.9	

	Badcock Place Southbound				Atlanta Ave. Westbound				Badcock Place Northbound				Atlanta Ave. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	3	0	6	1	40	9	50	6	4	4	14	3	10	5	18	88
08:15 AM	6	2	0	8	4	26	8	38	5	9	2	16	1	13	5	19	81
08:30 AM	7	3	0	10	0	43	16	59	6	9	1	16	4	12	3	19	104
08:45 AM	6	4	2	12	1	49	21	71	5	5	5	15	6	12	5	23	121
Total Volume	22	12	2	36	6	158	54	218	22	27	12	61	14	47	18	79	394
% App. Total	61.1	33.3	5.6		2.8	72.5	24.8		36.1	44.3	19.7		17.7	59.5	22.8		
PHF	.786	.750	.250	.750	.375	.806	.643	.768	.917	.750	.600	.953	.583	.904	.900	.859	.814

# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. PM

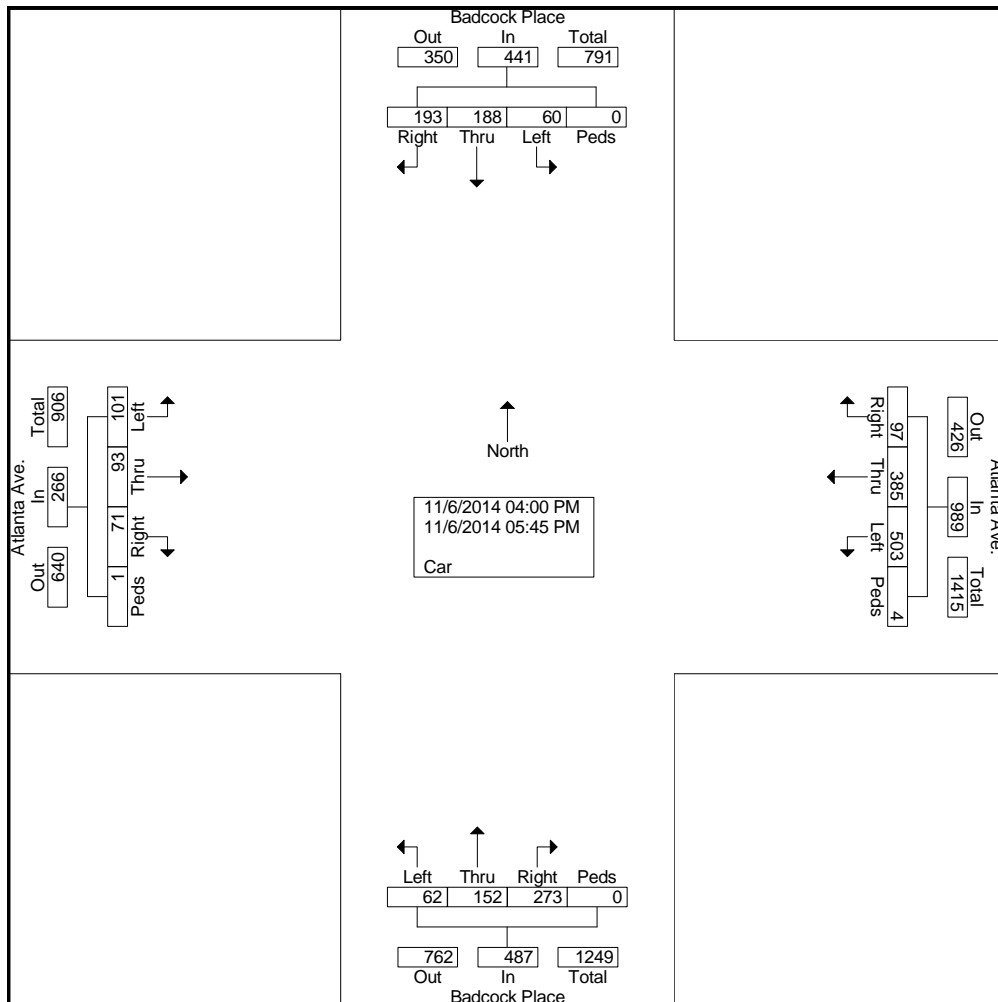
Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Car

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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
04:00 PM	22	17	10	0	49	11	42	57	1	111	37	25	9	0	71	5	7	10	0	22	253
04:15 PM	19	21	7	0	47	19	43	53	1	116	35	19	5	0	59	8	8	14	0	30	252
04:30 PM	23	27	6	0	56	13	39	79	0	131	43	22	4	0	69	7	14	12	0	33	289
04:45 PM	27	23	4	0	54	9	53	78	0	140	37	20	6	0	63	11	9	8	0	28	285
Total	91	88	27	0	206	52	177	267	2	498	152	86	24	0	262	31	38	44	0	113	1079
05:00 PM	30	20	4	0	54	11	53	75	2	141	35	23	11	0	69	9	13	14	1	37	301
05:15 PM	28	22	9	0	59	10	56	57	0	123	38	14	10	0	62	18	15	16	0	49	293
05:30 PM	21	33	7	0	61	11	52	54	0	117	26	14	10	0	50	3	16	17	0	36	264
05:45 PM	23	25	13	0	61	13	47	50	0	110	22	15	7	0	44	10	11	10	0	31	246
Total	102	100	33	0	235	45	208	236	2	491	121	66	38	0	225	40	55	57	1	153	1104
Grand Total	193	188	60	0	441	97	385	503	4	989	273	152	62	0	487	71	93	101	1	266	2183
Apprch %	43.8	42.6	13.6	0		9.8	38.9	50.9	0.4		56.1	31.2	12.7	0		26.7	35	38	0.4		
Total %	8.8	8.6	2.7	0	20.2	4.4	17.6	23	0.2	45.3	12.5	7	2.8	0	22.3	3.3	4.3	4.6	0	12.2	



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. PM

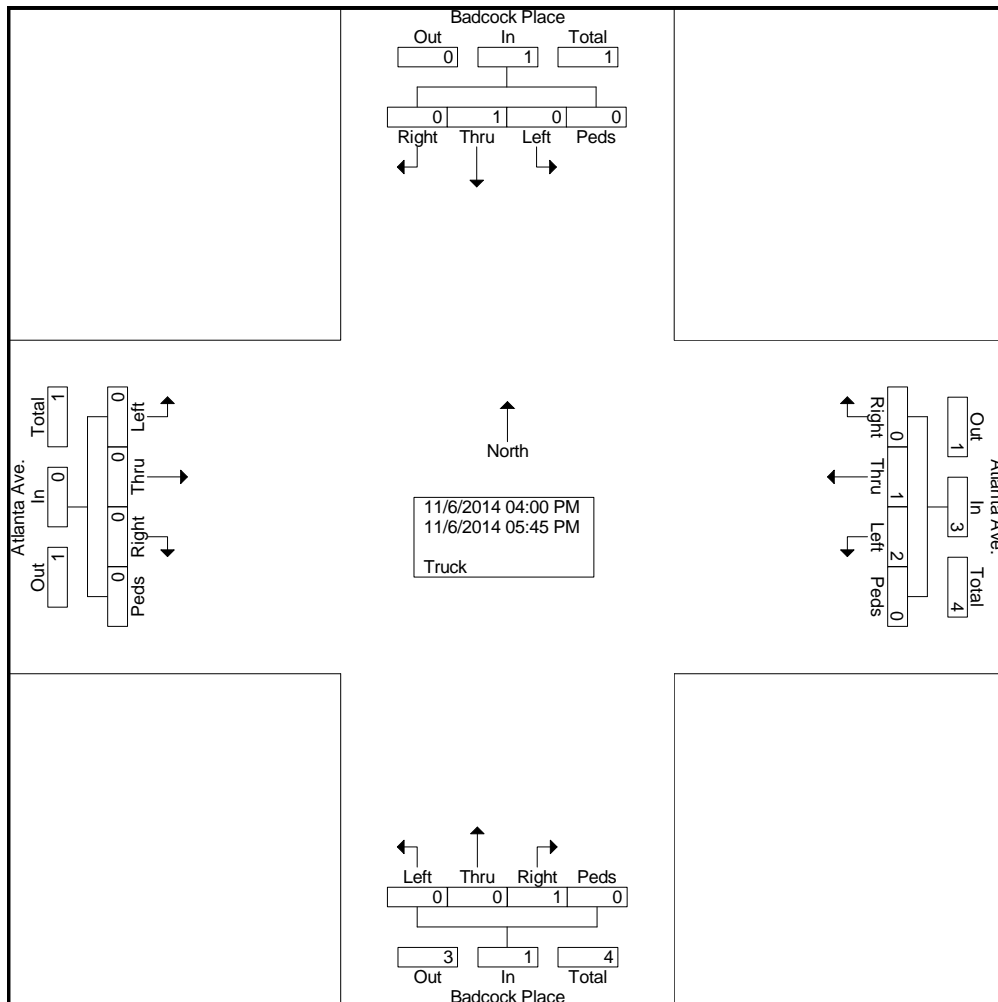
Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Truck

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	1	0	0	1	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	5
Apprch %	0	100	0	0		0	33.3	66.7	0		100	0	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	20	40	0	60	20	0	0	0	20	0	0	0	0	0	



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. PM

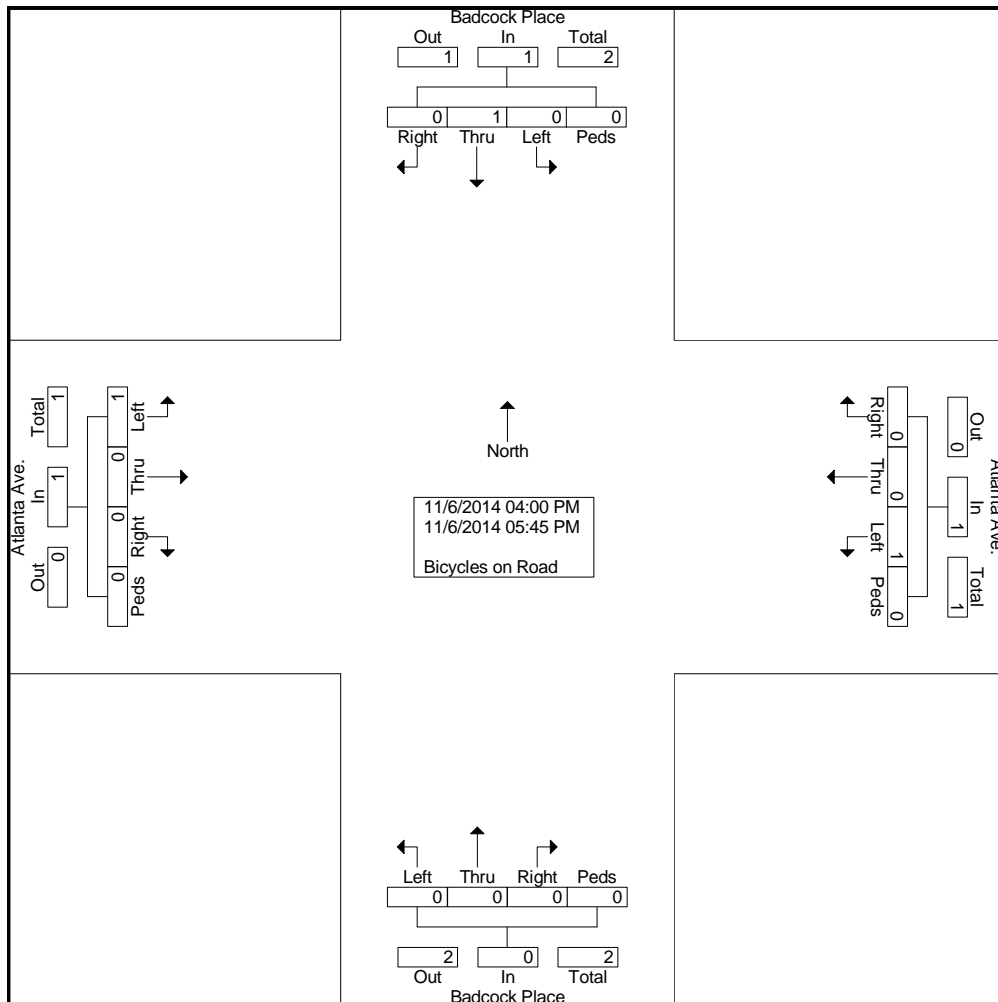
Site Code :

Start Date : 11/6/2014

Page No : 1

### Groups Printed- Bicycles on Road

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	100	0	0		0	0	100	0		0	0	0	0		0	0	100	0		
Total %	0	33.3	0	0	33.3	0	0	33.3	0	33.3	0	0	0	0	0	0	0	33.3	0	33.3	



# Peggy Malone & Associates, Inc.

## (888) 247-8602

File Name : Badcock Place and Atlanta Ave. PM

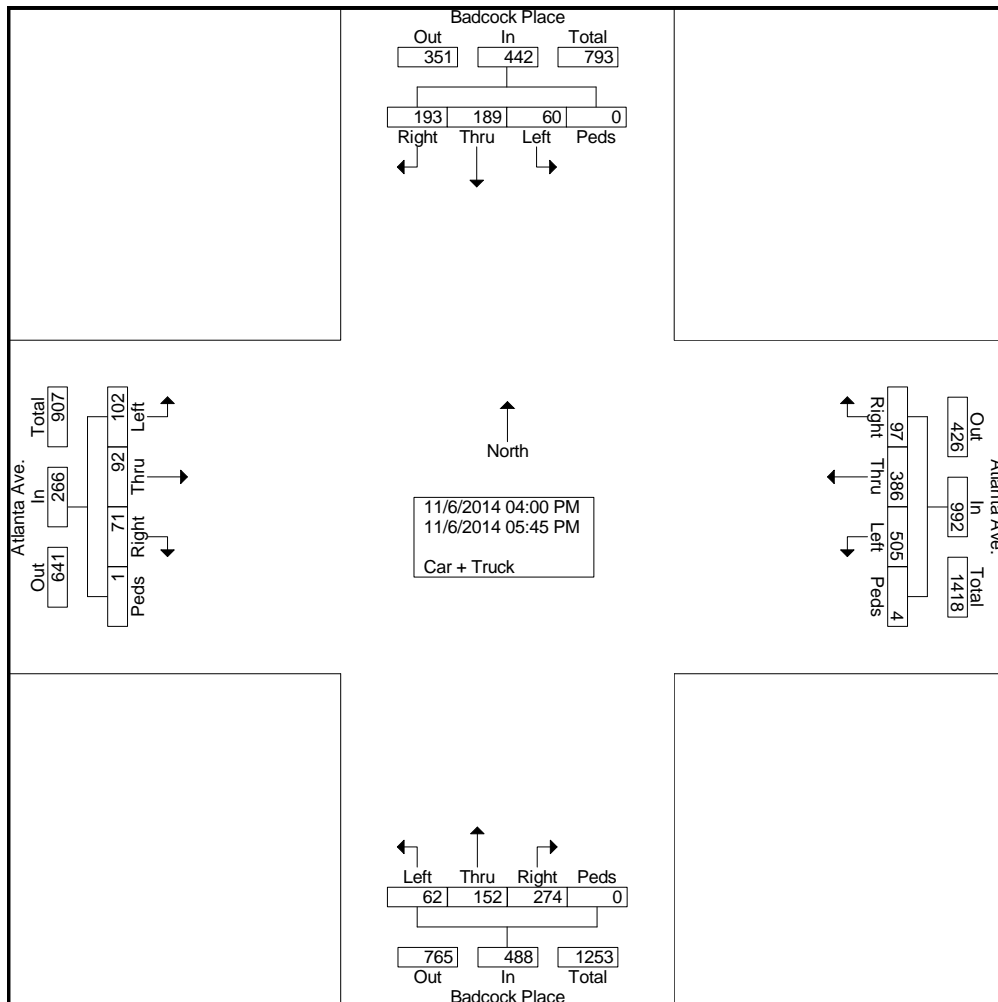
Site Code :

Start Date : 11/6/2014

Page No : 1

Groups Printed- Car + Truck

	Badcock Place Southbound					Atlanta Ave. Westbound					Badcock Place Northbound					Atlanta Ave. Eastbound					
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
04:00 PM	22	17	10	0	49	11	42	57	1	111	37	25	9	0	71	5	7	10	0	22	253
04:15 PM	19	22	7	0	48	19	43	53	1	116	35	19	5	0	59	8	8	14	0	30	253
04:30 PM	23	27	6	0	56	13	39	79	0	131	44	22	4	0	70	7	13	13	0	33	290
04:45 PM	27	23	4	0	54	9	53	78	0	140	37	20	6	0	63	11	9	8	0	28	285
Total	91	89	27	0	207	52	177	267	2	498	153	86	24	0	263	31	37	45	0	113	1081
05:00 PM	30	20	4	0	54	11	53	76	2	142	35	23	11	0	69	9	13	14	1	37	302
05:15 PM	28	22	9	0	59	10	56	57	0	123	38	14	10	0	62	18	15	16	0	49	293
05:30 PM	21	33	7	0	61	11	52	55	0	118	26	14	10	0	50	3	16	17	0	36	265
05:45 PM	23	25	13	0	61	13	48	50	0	111	22	15	7	0	44	10	11	10	0	31	247
Total	102	100	33	0	235	45	209	238	2	494	121	66	38	0	225	40	55	57	1	153	1107
Grand Total	193	189	60	0	442	97	386	505	4	992	274	152	62	0	488	71	92	102	1	266	2188
Apprch %	43.7	42.8	13.6	0		9.8	38.9	50.9	0.4		56.1	31.1	12.7	0		26.7	34.6	38.3	0.4		
Total %	8.8	8.6	2.7	0	20.2	4.4	17.6	23.1	0.2	45.3	12.5	6.9	2.8	0	22.3	3.2	4.2	4.7	0	12.2	





Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	18	47	14	54	158	6	12	27	22	2	12	22
Future Vol, veh/h	18	47	14	54	158	6	12	27	22	2	12	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	80	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	51	15	59	172	7	13	29	24	2	13	24
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	66	0	0	397	394	33	371	397	175
Stage 1	-	-	-	-	-	-	98	98	-	292	292	-
Stage 2	-	-	-	-	-	-	299	296	-	79	105	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1398	-	-	1534	-	-	550	542	1033	573	540	868
Stage 1	-	-	-	-	-	-	898	813	-	715	670	-
Stage 2	-	-	-	-	-	-	709	668	-	921	808	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1534	-	-	503	513	1033	514	511	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	513	-	514	511	-
Stage 1	-	-	-	-	-	-	885	801	-	704	644	-
Stage 2	-	-	-	-	-	-	650	642	-	854	796	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.8			11.2			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	503	663	1398	-	-	1534	-	-	511	868		
HCM Lane V/C Ratio	0.026	0.08	0.014	-	-	0.038	-	-	0.03	0.028		
HCM Control Delay (s)	12.3	10.9	7.6	0	-	7.4	-	-	12.3	9.3		
HCM Lane LOS	B	B	A	A	-	A	-	-	B	A		
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0.1	-	-	0.1	0.1		

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	4	3	7	0	43	3	290	30	33	120	2
Future Vol, veh/h	3	4	3	7	0	43	3	290	30	33	120	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	3	8	0	47	3	315	33	36	130	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	564	557	132	545	542	332	133	0	0	348	0	0
Stage 1	203	203	-	338	338	-	-	-	-	-	-	-
Stage 2	361	354	-	207	204	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	436	439	917	449	447	710	1452	-	-	1211	-	-
Stage 1	799	733	-	676	641	-	-	-	-	-	-	-
Stage 2	657	630	-	795	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	396	424	917	432	431	710	1452	-	-	1211	-	-
Mov Cap-2 Maneuver	396	424	-	432	431	-	-	-	-	-	-	-
Stage 1	797	710	-	674	639	-	-	-	-	-	-	-
Stage 2	612	628	-	762	710	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.5			11			0.1			1.7		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1452	-	-	493	651	1211	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.022	0.083	0.03	-	-				
HCM Control Delay (s)	7.5	0	-	12.5	11	8.1	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-				

Intersection												
Int Delay, s/veh	25.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	51	50	45	290	201	43	31	79	154	23	92	108
Future Vol, veh/h	51	50	45	290	201	43	31	79	154	23	92	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	80	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	54	49	315	218	47	34	86	167	25	100	117
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	103	0	0	1112	1086	52	1053	1086	242
Stage 1	-	-	-	-	-	-	190	190	-	872	872	-
Stage 2	-	-	-	-	-	-	922	896	-	181	214	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1299	-	-	1487	-	-	174	216	1005	192	216	796
Stage 1	-	-	-	-	-	-	794	742	-	344	367	-
Stage 2	-	-	-	-	-	-	323	358	-	804	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1299	-	-	1487	-	-	63	163	1005	77	163	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	163	-	77	163	-
Stage 1	-	-	-	-	-	-	758	709	-	329	289	-
Stage 2	-	-	-	-	-	-	142	282	-	562	692	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			4.4			43.8			70.2		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	63	365	1299	-	-	1487	-	-	133	796		
HCM Lane V/C Ratio	0.535	0.694	0.043	-	-	0.212	-	-	0.94	0.147		
HCM Control Delay (s)	114.7	34.4	7.9	0.1	-	8.1	-	-	126.4	10.3		
HCM Lane LOS	F	D	A	A	-	A	-	-	F	B		
HCM 95th %tile Q(veh)	2.2	5	0.1	-	-	0.8	-	-	6.4	0.5		

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	0	9	48	2	174	6	309	24	94	432	5
Future Vol, veh/h	1	0	9	48	2	174	6	309	24	94	432	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	10	52	2	189	7	336	26	102	470	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1135	1052	472	1044	1041	349	475	0	0	362	0	0
Stage 1	677	677	-	362	362	-	-	-	-	-	-	-
Stage 2	458	375	-	682	679	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	179	227	592	207	230	694	1087	-	-	1197	-	-
Stage 1	443	452	-	657	625	-	-	-	-	-	-	-
Stage 2	583	617	-	440	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	117	199	592	184	202	694	1087	-	-	1197	-	-
Mov Cap-2 Maneuver	117	199	-	184	202	-	-	-	-	-	-	-
Stage 1	439	400	-	652	620	-	-	-	-	-	-	-
Stage 2	419	612	-	383	399	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.8			23.7			0.1			1.5		
HCM LOS	B			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1087	-	-	421	430	1197	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.026	0.566	0.085	-	-				
HCM Control Delay (s)	8.3	0	-	13.8	23.7	8.3	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	3.4	0.3	-	-				

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	18	47	14	54	158	6	12	27	22	2	12	22
Future Vol, veh/h	18	47	14	54	158	6	12	27	22	2	12	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	80	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	56	17	65	189	7	14	32	26	2	14	26
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	73	0	0	437	433	36	409	438	193
Stage 1	-	-	-	-	-	-	108	108	-	322	322	-
Stage 2	-	-	-	-	-	-	329	325	-	87	116	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1377	-	-	1525	-	-	516	515	1029	540	512	848
Stage 1	-	-	-	-	-	-	886	805	-	689	650	-
Stage 2	-	-	-	-	-	-	683	648	-	911	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1377	-	-	1525	-	-	467	485	1029	477	482	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	485	-	477	482	-
Stage 1	-	-	-	-	-	-	871	791	-	677	622	-
Stage 2	-	-	-	-	-	-	619	620	-	837	785	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.8			11.6			10.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	467	636	1377	-	-	1525	-	-	481	848		
HCM Lane V/C Ratio	0.031	0.092	0.016	-	-	0.042	-	-	0.035	0.031		
HCM Control Delay (s)	13	11.2	7.7	0	-	7.5	-	-	12.8	9.4		
HCM Lane LOS	B	B	A	A	-	A	-	-	B	A		
HCM 95th %tile Q(veh)	0.1	0.3	0	-	-	0.1	-	-	0.1	0.1		



Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	4	3	7	0	43	3	290	30	33	120	2
Future Vol, veh/h	3	4	3	7	0	43	3	290	30	33	120	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	4	8	0	51	4	347	36	39	143	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	622	614	145	600	597	365	146	0	0	383	0	0
Stage 1	224	224	-	372	372	-	-	-	-	-	-	-
Stage 2	398	390	-	228	225	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	407	902	413	416	680	1436	-	-	1175	-	-
Stage 1	779	718	-	648	619	-	-	-	-	-	-	-
Stage 2	628	608	-	775	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	358	391	902	395	399	680	1436	-	-	1175	-	-
Mov Cap-2 Maneuver	358	391	-	395	399	-	-	-	-	-	-	-
Stage 1	776	692	-	645	617	-	-	-	-	-	-	-
Stage 2	578	606	-	739	692	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.1			11.4			0.1			1.7		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1436	-	-	456	618	1175	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.026	0.097	0.034	-	-				
HCM Control Delay (s)	7.5	0	-	13.1	11.4	8.2	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-				

Intersection												
Int Delay, s/veh	58.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	51	50	45	290	201	43	31	79	154	23	92	108
Future Vol, veh/h	51	50	45	290	201	43	31	79	154	23	92	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	80	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	60	54	347	240	51	37	94	184	28	110	129
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	292	0	0	114	0	0	1224	1194	57	1159	1196	266
Stage 1	-	-	-	-	-	-	209	209	-	960	960	-
Stage 2	-	-	-	-	-	-	1015	985	-	199	236	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1270	-	-	1473	-	-	145	186	998	161	185	772
Stage 1	-	-	-	-	-	-	774	729	-	308	334	-
Stage 2	-	-	-	-	-	-	286	325	-	785	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1270	-	-	1473	-	-	~ 31	135	998	46	134	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 31	135	-	46	134	-
Stage 1	-	-	-	-	-	-	734	691	-	292	255	-
Stage 2	-	-	-	-	-	-	104	248	-	524	672	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			4.5			104.5			168.2		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	31	315	1270	-	-	1473	-	-	97	772		
HCM Lane V/C Ratio	1.196	0.884	0.048	-	-	0.235	-	-	1.418	0.167		
HCM Control Delay (s)	\$ 419	62.7	8	0.1	-	8.2	-	-\$ 316.3	10.6			
HCM Lane LOS	F	F	A	A	-	A	-	-	F	B		
HCM 95th %tile Q(veh)	4.1	8.2	0.2	-	-	0.9	-	-	10.1	0.6		
Notes												
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon												

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	0	9	48	2	174	6	309	24	94	432	5
Future Vol, veh/h	1	0	9	48	2	174	6	309	24	94	432	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	11	57	2	208	7	369	29	112	517	6
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1247	1157	520	1148	1145	384	523	0	0	398	0	0
Stage 1	744	744	-	398	398	-	-	-	-	-	-	-
Stage 2	503	413	-	750	747	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	150	196	556	176	200	664	1043	-	-	1161	-	-
Stage 1	407	421	-	628	603	-	-	-	-	-	-	-
Stage 2	551	594	-	403	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	168	556	154	171	664	1043	-	-	1161	-	-
Mov Cap-2 Maneuver	91	168	-	154	171	-	-	-	-	-	-	-
Stage 1	403	364	-	622	598	-	-	-	-	-	-	-
Stage 2	373	589	-	341	363	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.1			33.5			0.1			1.5		
HCM LOS	C			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1043	-	-	368	383	1161	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.032	0.699	0.097	-	-				
HCM Control Delay (s)	8.5	0	-	15.1	33.5	8.4	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	5.1	0.3	-	-				

Intersection						
Intersection Delay, s/veh	4.9					
Intersection LOS	A					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	95		261		72	
Demand Flow Rate, veh/h	96		266		74	
Vehicles Circulating, veh/h	82		69		81	
Vehicles Exiting, veh/h	234		86		80	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	3.4		5.7		4.2	
Approach LOS	A		A		A	
Lane	Left	Bypass	Left	Bypass	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized	Free		Free			
Lane Util	1.000		1.000		1.000	1.000
Critical Headway, s	5.193		5.193		5.193	5.193
Entry Flow, veh/h	79	17	259	7	74	43
Cap Entry Lane, veh/h	1041	1938	1055	1938	1042	860
Entry HV Adj Factor	0.986	0.980	0.982	0.980	0.978	0.970
Flow Entry, veh/h	78	17	254	7	72	42
Cap Entry, veh/h	1026	1900	1035	1900	1019	835
V/C Ratio	0.076	0.009	0.246	0.004	0.071	0.050
Control Delay, s/veh	4.2	0.0	5.8	0.0	4.2	4.8
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	0	0	0

Intersection						
Intersection Delay, s/veh	10.8					
Intersection LOS	B					
Approach	EB		WB		NB	
Entry Lanes	1		1		1	
Conflicting Circle Lanes	1		1		1	
Adj Approach Flow, veh/h	175		638		315	
Demand Flow Rate, veh/h	178		651		322	
Vehicles Circulating, veh/h	495		196		152	
Vehicles Exiting, veh/h	415		278		466	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	5.1		12.9		7.3	
Approach LOS	A		B		A	
Lane	Left	Bypass	Left	Bypass	Left	Left
Designated Moves	LT	R	LT	R	LTR	LTR
Assumed Moves	LT	R	LT	R	LTR	LTR
RT Channelized	Free		Free			
Lane Util	1.000		1.000		1.000	1.000
Critical Headway, s	5.193		5.193		5.193	5.193
Entry Flow, veh/h	123	55	599	52	322	273
Cap Entry Lane, veh/h	689	1938	929	1938	971	598
Entry HV Adj Factor	0.982	0.980	0.980	0.980	0.979	0.977
Flow Entry, veh/h	121	54	587	51	315	267
Cap Entry, veh/h	676	1900	911	1900	950	584
V/C Ratio	0.179	0.028	0.645	0.027	0.332	0.457
Control Delay, s/veh	7.4	0.0	14.1	0.0	7.3	13.5
LOS	A	A	B	A	A	B
95th %tile Queue, veh	1	0	5	0	1	2