

Existing Site Details

Location (County)	City of Harrisonburg	Functional Classification²	Minor Arterial ³
Roadway/Corridor	Gay Street	Typical Section (lanes)	4-lane, Undivided
From Intersection	Liberty Street	One-way/Two-way	Two-way
To Intersection	Broad Street	Typical Section (width, ft)	38 ft ⁴
Distance¹	1,715 ft (0.32 mi)	Posted Speed Limit	25 MPH
Freight Status	N/A	Urban/Rural	Urban
		VDOT Pavement Quality	<i>Unknown</i>

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

²Per VDOT 2014 Approved Functional Classification Map

³Gay Street is a minor collector east of Mason Street

⁴Typical section is 45' east of Main Street NB and 30' west of Main Street NB

Existing Conditions Analysis

Volumes/Segment Operations

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

Segment Tube Count Date(s)	November 4, 2021 (Thursday) to November 18, 2021 (Thursday) ¹ December 9, 2021 (Tuesday) ² September 29, 2021 (Wednesday) ¹
Intersection TMC Date(s)	December 8, 2021 (Wednesday) ²
AM Peak Hour	7:30 AM -8:30 AM
PM Peak Hour	4:00 PM-5:00 PM

¹Previous data collected and provided by City of Harrisonburg.

²Data collected specifically for this task by Quality Counts.

Table 1 – Existing 2022 Segment Counts/Averages/Capacity

Direction	Average Daily Count			ADT ¹	ADT for 4-3 Lane Conversion	Candidate for Road Reconfiguration?
	Weekday	Weekend	7-Day			
Between Mason Street and Broad Street						
Eastbound	1,571	1,404	1,517	1,500	16,000²	Yes
Westbound	1,351	1,152	1,285	1,300		
TOTAL	2,922	2,556	2,802	2,800		
Between Main Street and Mason Street						
Eastbound	2,127	--	--	2,100	16,000²	Yes
Westbound	2,194	--	--	2,200		
TOTAL	4,321	--	--	4,300		

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

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

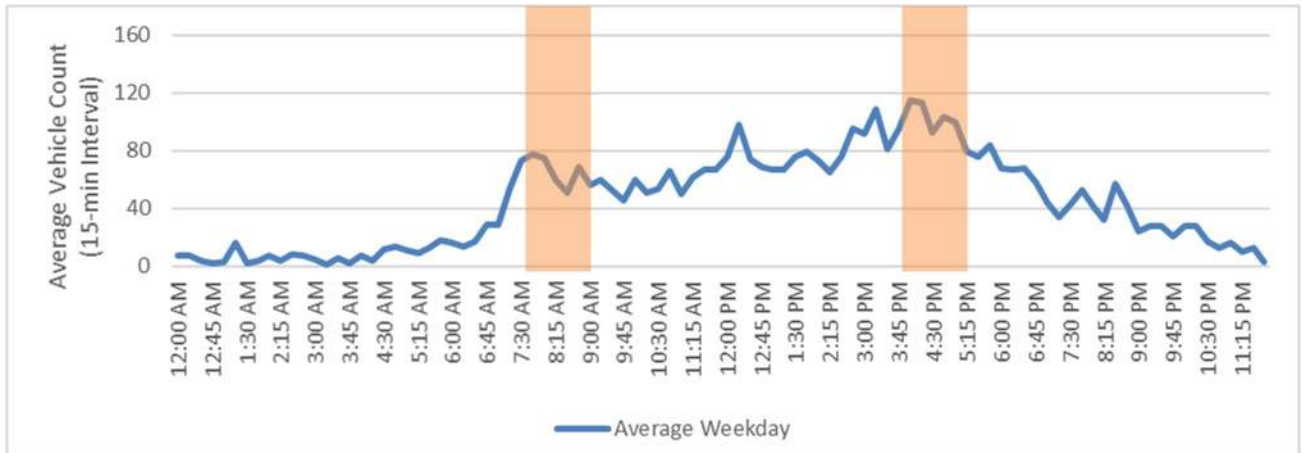


Figure 1 Total Average Weekday Traffic Profile, Between Main St and Mason St

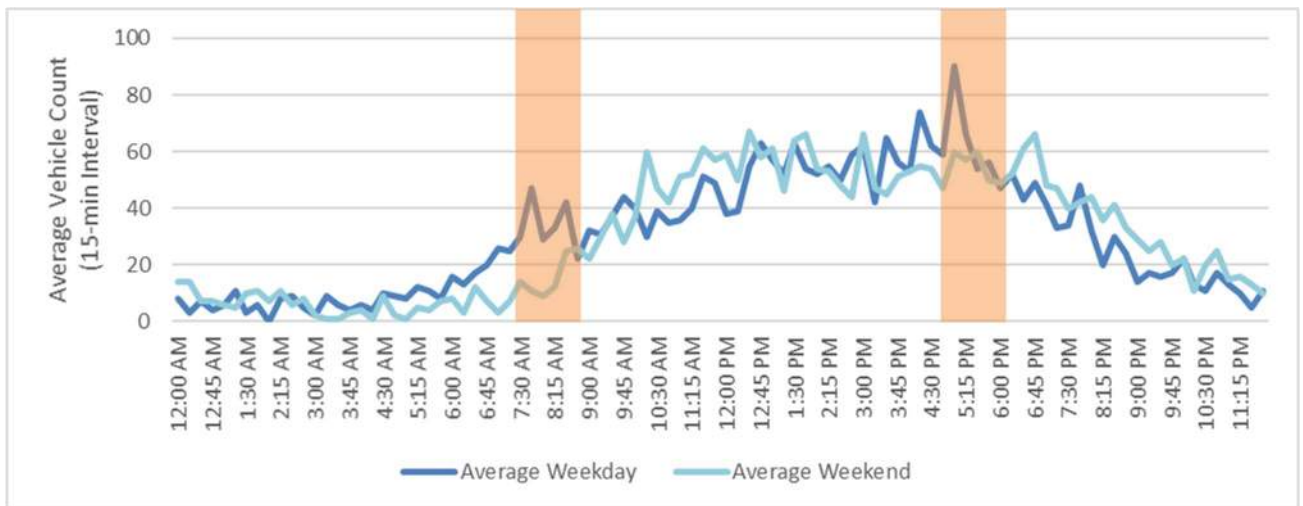


Figure 2 Total Average Weekday/Weekend Traffic Profile, Between Mason St and Broad St

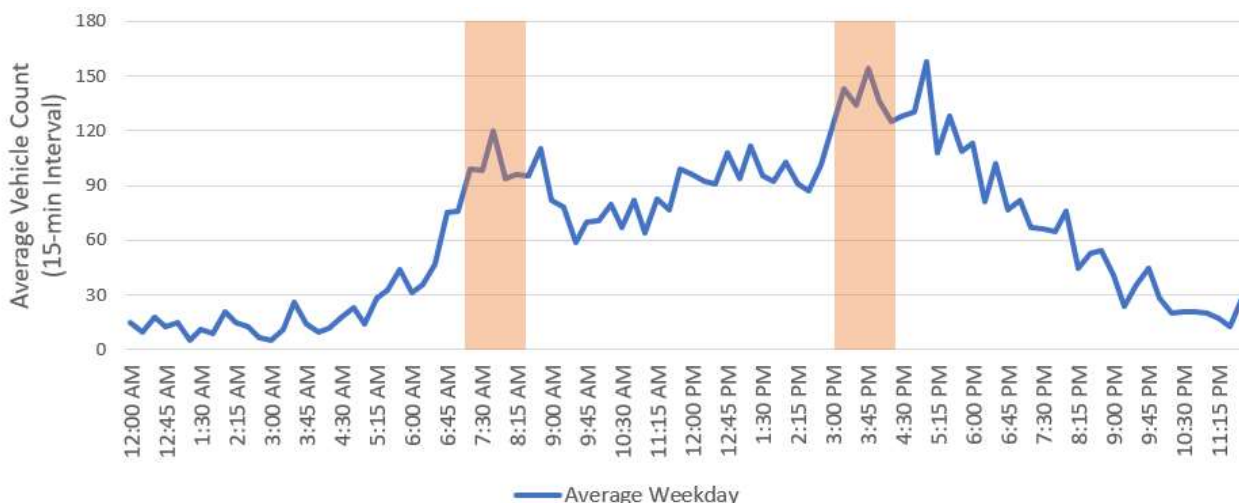


Figure 3 Total Average Weekday Traffic Profile, Between Collicello St and Liberty St

Existing Speed Conditions

Table 2 summarizes the existing speeds for the Gay Street corridor.

Table 2 - Existing Segment Traffic Volumes and Speeds

Segment	Direction	Traffic Volume (veh)		Speed (mph)	
		Approach	Segment	Average	85 th Percentile
Between Mason St and Main St	Eastbound	2,127	4,321	23.0	29.0
	Westbound	2,914		23.0	29.0
Between Mason St and Broad St	Eastbound	1,546	2,938	25.7	31.1
	Westbound	1,392		25.9	29.9

Note: Speed and associated volume data collected December 9, 2021, and November 4, 2021, respectively.

Average speeds fall close to or under the posted 25 MPH speed limit. However, the 85th percentile speeds were measured to be between 29 and 31 MPH. The higher 85th percentile speeds suggest there may be reconfiguration options worth exploring to reduce speeds.

Existing Intersection Operations Analysis Results

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

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

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
Gay Street/Liberty Street								
EB	EBLTR	--	0.06	7.8 [A]	0	0.06	7.9 [A]	0
	Approach		0.06	1.7 [A]	0	0.06	1.8 [A]	0
WB	WBLTR	--	0.01	7.8 [A]	0	0.01	7.8 [A]	0
	Approach		0.01	0.5 [A]	0	0.01	0.2 [A]	0
SB	SBLTR	--	0.29	13.3 [B]	25	0.32	14.2 [B]	25
	Approach		0.29	13.3 [B]	25	0.32	14.2 [B]	25
Overall Intersection			--	4.3 [A]	--	--	4.2 [A]	--
Gay Street/Noll Drive								
EB	EBT	--	0.34	13.0 [B]	--	0.28	13.3 [B]	--
	EBTR	--			--			--
	Approach			0.34	13.0 [B]	25	0.28	13.0 [B]
WB	WBLTR	--	0.29	23.5 [C]	75	0.46	21.5 [C]	150
	Approach		0.29	23.5 [C]	75	0.46	21.5 [C]	150
SB	SBLT	--	0.17	5.6 [A]	--	0.21	7.2 [A]	--
	SBTR	--			--			--
	Approach			0.17	5.6 [A]	50	0.21	7.2 [A]
Overall Intersection			0.22	10.8 [B]	--	0.30	12.6 [B]	--
Gay Street/Main Street								
EB	EBLT	--	0.53	22.1 [C]	--	0.62	34.9 [C]	--
	EBTR	--			--			--
	Approach			0.53	22.1 [C]	50	0.62	34.9 [C]
WB	WBT	--	0.24	26.6 [C]	50	0.44	33.4 [C]	125
	WBR	--	0.03	25.2 [C]	25	0.05	30.3 [C]	25
	Approach			--	26.1 [C]	--	--	32.3 [C]
NB	NBLT	--	0.09	4.1 [A]	--	0.20	5.0 [A]	--
	NBTR	--			--			--
	Approach			0.09	4.1 [A]	25	0.20	5.0 [A]
Overall Intersection			0.18	16.7 [B]	--	0.29	20.2 [C]	--
Gay Street/Mason Street								
EB	EBL	--	0.00	24.7 [C]	0	0.05	25.1 [C]	25
	EBTR	--	0.33	34.9 [C]	100	0.51	38.8 [D]	175
	Approach			--	34.8 [C]	--	--	37.7 [D]
WB	WBL	--	0.06	25.3 [C]	25	0.09	25.7 [C]	25
	WBTR	--	0.27	33.8 [C]	100	0.30	34.2 [C]	125
	Approach			--	32.5 [C]	--	--	32.7 [C]
NB	NBL	75	0.16	20.8 [C]	50	0.19	21.2 [C]	75
	NBT	--	0.10	26.1 [C]	--	0.18	26.9 [C]	--
	NBTR	--			50			75
	Approach			--	23.7 [C]	--	--	24.9 [C]

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
SB	SBL	75	0.02	13.8 [B]	25	0.05	14.1 [B]	25
	SBT	--	0.09	22.6 [C]	--	0.10	22.7 [C]	--
	SBTR	--			50			50
	Approach		--	21.7 [C]	--	--	21.0 [C]	--
Overall Intersection			0.19	28.3 [C]	--	0.27	29.4 [C]	--
Gay Street/Broad Street								
EB	EBLT	--	0.01	7.6 [A]	0	0.01	7.5 [A]	0
	EBR	--	--	0.0 [A]	--	--	0.0 [A]	--
	Approach		--	0.7 [A]	--	--	0.7 [A]	--
WB	WBLTR	--	0.00	7.9 [A]	0	0.00	7.5 [A]	0
	Approach		--	0.2 [A]	0	--	0.2 [A]	0
NB	NBLTR	--	0.02	9.8 [A]	0	0.06	11.1 [B]	0
	Approach		--	9.8 [A]	0	--	11.1 [B]	0
SB	SBLTR	--	0.03	9.6 [A]	0	0.06	10.2 [B]	0
	Approach		--	9.6 [A]	0	--	10.2 [B]	0
Overall Intersection			--	2.2 [A]	--	--	2.8 [A]	--

Note: Analysis used HCM 6 capacity methodology for unsignalized intersections and HCM 2000 capacity methodology for signalized intersections due to non-NEMA phasing.

³Rounded up to the nearest 25 feet

2040 No-Build Intersection Operations Analysis Results

Projected 2040 volumes for Gay Street were developed using a 1% linear growth rate, as requested by the City of Harrisonburg during the project kick-off meeting. The projected 2040 volumes, **Table 4**, were compared to the most current ADTs based on the growth rate.

Table 4 – Projected 2040 ADTs/Reconfiguration Consideration

Direction	Average Daily Count			ADT ¹	ADT for 4-3 Lane Conversion	Candidate for Road Reconfiguration?
	Weekday	Weekend	7-Day			
Between Mason Street and Broad Street						
Eastbound	1,869	1,671	1,805	1,800	16,000²	Yes
Westbound	1,608	1,371	1,529	1,500		
TOTAL	3,477	3,042	3,334	3,300		
Between Main Street and Mason Street						
Eastbound	2,531	--	--	2,500	16,000²	Yes
Westbound	2,611	--	--	2,600		
TOTAL	5,142	--	--	5,100		

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

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

Table 5 summarizes the anticipated 2040 no-build intersection operations for the Gay Street corridor. *Approaches highlighted in orange indicate segments considered for road reconfiguration modifications. Synchro analysis worksheets can be found in Attachment B.*

Table 5 – 2040 No-Build AM/PM HCM 6th Edition Results

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
Gay Street/Liberty Street								
EB	EBLTR	--	0.06	7.8 [A]	0	0.07	8.0 [A]	0
	Approach		0.06	1.8 [A]	0	0.07	1.8 [A]	0
WB	WBLTR	--	0.01	0.6 [A]	0	0.01	7.9 [A]	0
	Approach		0.01	0.6 [A]	0	0.01	0.2 [A]	0
SB	SBLTR	--	0.30	13.5 [B]	25	0.40	16.7 [C]	50
	Approach		0.30	13.5 [B]	25	0.40	16.7 [C]	50
Overall Intersection			--	4.4 [A]	--	--	4.8 [A]	--
Gay Street/Noll Drive								
EB	EBT	--	0.38	13.0 [B]	--	0.32	13.0 [B]	--
	EBTR	--			--			--
	Approach			0.38	13.0 [C]	50	0.32	13.0 [B]
WB	WBLTR	--	0.33	23.7 [C]	75	0.51	21.4 [C]	175
	Approach		0.33	23.7 [C]	75	0.51	21.4 [C]	175
SB	SBLT	--	0.20	5.8 [A]	--	0.25	7.8 [A]	--
	SBTR	--			--			--
	Approach			0.20	5.8 [A]	50	0.25	7.8 [A]
Overall Intersection			0.26	11.0 [B]	--	0.35	12.8 [B]	--
Gay Street/Main Street								
EB	EBLT	--	0.56	22.3 [C]	--	0.65	35.6 [D]	--
	EBTR	--			--			--
	Approach			0.56	22.3 [C]	75	0.65	35.6 [D]
WB	WBT	--	0.25	26.0 [C]	75	0.44	31.5 [C]	125
	WBR	--	0.03	24.6 [C]	25	0.06	28.3 [C]	25
	Approach			--	25.5 [C]	--	--	30.4 [C]
NB	NBLT	--	0.10	4.5 [A]	--	0.25	6.2 [A]	--
	NBTR	--			--			--
	Approach			0.10	4.5 [A]	25	0.25	6.2 [A]
Overall Intersection			0.20	16.8 [B]	--	0.34	20.6 [C]	--
Gay Street/Mason Street								
EB	EBL	--	0.00	24.7 [C]	0	0.06	25.2 [C]	25
	EBTR	--	0.37	35.6 [D]	125	0.62	42.5 [D]	225
	Approach			--	35.5 [D]	--	--	41.2 [D]
WB	WBL	--	0.06	25.3 [C]	25	0.12	26.2 [C]	25
	WBTR	--	0.30	34.2 [C]	125	0.36	35.4 [D]	150
	Approach			--	32.8 [C]	--	--	33.7 [C]

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
NB	NBL	75	0.17	21.0 [C]	50	0.23	21.6 [C]	75
	NBT	--	0.10	26.2 [C]	--	0.21	27.3 [C]	--
	NBTR	--			50			75
	Approach		--	23.8 [C]	--	--	25.3 [C]	--
SB	SBL		0.02	13.8 [B]	25	0.06	14.2 [B]	25
	SBT	--	0.10	22.7 [C]	--	0.12	22.9 [C]	--
	SBTR	--			50			50
	Approach		--	21.7 [C]	--	--	21.1 [C]	--
Overall Intersection			0.21	28.7 [C]	--	0.33	30.8 [C]	--
Gay Street/Broad Street								
EB	EBLT	--	0.01	7.6 [A]	0	0.01	7.5 [A]	0
	EBR	--	--	0.0 [A]	--	--	0.0 [A]	--
	Approach		--	0.7 [A]	--	--	0.7 [A]	--
WB	WBLTR	--	0.00	7.9 [A]	0	0.00	7.6 [A]	0
	Approach		--	0.2 [A]	0	--	0.3 [A]	0
NB	NBLTR	--	0.03	9.9 [A]	0	0.07	11.4 [B]	0
	Approach		--	9.9 [A]	0	--	11.4 [B]	0
SB	SBLTR	--	0.04	9.7 [A]	0	0.07	10.5 [B]	0
	Approach		--	9.7 [A]	0	--	10.5 [B]	0
Overall Intersection			--	2.2 [A]	--	--	2.9 [A]	--

Note: Analysis used HCM 6 capacity methodology for unsignalized intersections and HCM 2000 capacity methodology for signalized intersections due to non-NEMA phasing.

³Rounded up to the nearest 25 feet

Intersection Operations Analysis Summary

- Existing 2022 and projected 2040 ADTs for the study area indicate the segments are below capacity and will continue to be below capacity when reconfigured from a four-lane cross section to a two-lane cross section.
- Estimated 95th percentile queues do not exceed storage on proposed road reconfiguration affected approaches during both weekday AM and PM peak hours during existing and no-build 2040 conditions.
- Dedicated turn lanes east of Main Street are below capacity and are configured as trap lanes, forcing vehicles into lane changes to maintain through continuity on Gay Street in both westbound and eastbound directions.
- Gay Street/Liberty Street
 - Eastbound and westbound approaches experience LOS C or better during both weekday AM and PM peak hour conditions indicating spare capacity during existing and 2040 no-build conditions.
- Gay Street/Noll Drive – *Signalized*

- Eastbound and westbound approaches experience LOS C or better during both weekday AM and PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
- **Gay Street/Main Street – *Signalized***
 - Eastbound and westbound approaches experience LOS C or better during weekday AM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
 - Eastbound approach experiences LOS C or better during weekday PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing and 2040 no-build conditions.
 - Westbound approach experiences LOS C or better during weekday PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing conditions.
 - Westbound approach experiences up to LOS D during weekday PM peak hour conditions during no-build 2040 conditions.
- **Gay Street/Mason Street - *Signalized***
 - Eastbound and westbound approaches experience LOS C or better during weekday AM peak hour conditions indicating spare capacity for reduction in lane configuration during existing conditions.
 - Eastbound approach experiences LOS C or better during weekday PM peak hour conditions indicating spare capacity for reduction in lane configuration during existing conditions.
 - Westbound approach experiences up to LOS D during weekday PM peak hour conditions during existing conditions. No changes to intersection capacity are expected with the road reconfiguration at Gay Street/Mason Street.
 - Eastbound and westbound approaches experience up to LOS D during weekday AM and PM peak hour conditions during no-build 2040 conditions. No changes to intersection capacity are expected with the road reconfiguration at Gay Street/Mason Street.
- **Gay Street/Broad Street**
 - Eastbound and westbound approaches experience LOS A during both weekday AM and PM peak hour conditions indicating spare capacity during existing and 2040 no-build conditions.
 - This intersection may be subject to potential gateway treatments without critical impacts to vehicular traffic.

Crash Summary

There were 79 reported crashes along Gay Street from January 2017-January 2022. **Figure 4** shows the distribution of crashes along the segment, revealing that most crashes occur near the signalized intersections. Other details from the crash report are summarized below. An overall breakdown of the crashes can be found in **Table 6**, and a summary of the crash severity can be found in **Table 6**.

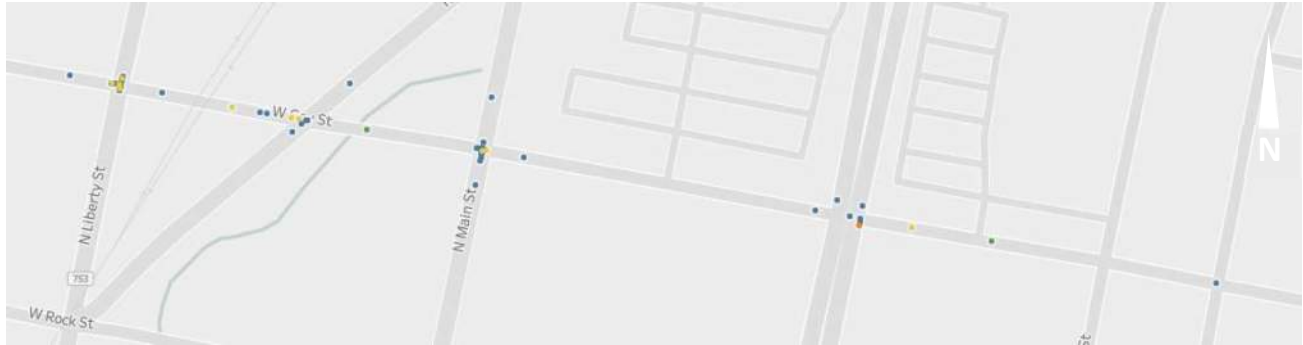


Figure 4 Crash Map – Gay Street (Source: VDOT Tableau Crash Tool)

Table 6 – Gay Street Collision Type Summary (Jan 2017-Jan 2022)

Year	Collision Type								Total
	Rear End	Angle	Head On	Sideswipe	Fixed Object in Road	Fixed Object off Road	Ped	Other	
2017	0	14	0	1	0	3	0	0	18
2018	1	17	1	1	0	1	0	0	21
2019	0	13	1	1	0	0	0	1	16
2020	3	5	0	3	0	0	1	1	13
2021	0	10	0	0	1	0	0	0	11
2022	0	0	0	0	0	0	0	0	0
Total	4	59	2	6	1	4	1	2	79
Percentage	5%	75%	3%	7%	1%	5%	1%	3%	100%

Review of crash types show approximately 75% of crashes are angle crashes. Broken out, 20 of the 25 Gay Street/Main Street intersection crashes are angle crashes, and 25 of the 29 Gay Street/Liberty Street intersection crashes are angle crashes. Angle crashes are commonly associated with intersections.

Table 7 – Gay Street Crash Severity Summary (Jan 2017-Jan 2022)

Year	Crash Severity ¹					Total
	K	A	B	C	O	
2017	0	0	3	0	15	18
2018	0	1	4	2	14	21
2019	0	0	3	0	13	16
2020	0	0	0	1	12	13
2021	0	0	1	1	9	11
2022	0	0	0	0	0	0
Total	0	1	11	4	63	79
Percentage	0%	1%	14%	5%	80%	100%

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

Most crashes (80%) are reported as property damage only (PDO) and no fatalities have been reported in the 5-year crash history. Given the intersection concentration of crashes along the corridor, crash totals by intersection noted in **Table 8**.

Table 8 – Intersection Crash Totals (Jan 2017-Dec 2022)

Year	Gay St at Liberty St	Gay St at Noll Dr	Gay St at Main St	Gay St at Mason St	Gay St at Broad St
2017	10	1	4	3	0
2018	8	5	5	2	1
2019	6	2	8	0	0
2020	1	4	4	4	0
2021	4	0	4	2	1
Total	29	12	25	11	2

In 2021, Liberty Street was reconfigured to a one-way southbound street south of Gay Street. This reconfiguration also includes a southbound bike lane on Liberty Street and parking on both sides. This intersection now has fewer conflict points and should mitigate the previous crash history. **Figure 5** shows a recent photo (December 2021) of the pedestrian improvements implemented at Liberty Street and Gay Street, looking southwest.



Figure 5 Liberty Street Pedestrian Improvements

Two (2) crashes have potential to be mitigated with a road reconfiguration as summarized in **Table 9**. *Crash history data can be found in Attachment C.*

Table 9 - Crashes Potentially Mitigated by Road Reconfiguration Implementation

Crash Doc. No. ¹	Crash Type ¹	Crash Description ¹	Road Reconfiguration Mitigation Potential
202635109	Sideswipe – Same Direction	Improper or unsafe lane change on West Gay Street.	Consolidation of vehicle flow one travel lane with dedicated turn lanes could provide clarity to vehicle movements on/off mainline.
202285006	Rear-End	Following Too Close	Reconfiguration would provide center left-turn lane for left-turning movements.

¹All crash details provided by VDOT Tableau Crash Tool.

Recommendations

Based on the analysis and information above, the following are recommendations for the Gay Street corridor to improve safety, connectivity, and utilization of the existing pavement.

Road Reconfiguration

- A **road reconfiguration is recommended** on Gay Street between Main Street and Broad Street by reducing the typical section from four through lanes (both directions) to a single travel lane in each direction and two-way left-turn lane to accommodate turns at driveways and at intersections. This road reconfiguration is anticipated to improve safety and provide multimodal accommodations, minimally affecting traffic operations per the traffic analysis results.
 - Additionally, this recommendation is driven by reducing the weaving need between Main Street (Lee Highway) and Broad Street. Simplifying roadway positions and trajectory of through traffic is anticipated to improve safety by making movements more predictable.
- A different road reconfiguration is recommended on Gay Street between Liberty Street and Main Street by reducing the typical section from three through lanes (one westbound, two eastbound) to a single travel lane in each direction. This road reconfiguration is consistent with the STARS study recommendations and is anticipated to improve safety and provide multimodal accommodations, minimally affecting traffic operations per the traffic analysis results.
- Bike lanes are recommended to be considered to enhance multimodal connectivity and utilize space on the street from lane reduction.
- Existing and potential road reconfigurations are shown in **Figure 6** and **Figure 7**.
- An overall layout of the potential mitigations is shown in **Figure 8**.

Intersections

- Main Street Intersection
 - The reduced cross section west of Main Street and therefore will require further review as to how the lane configurations can transition to the proposed reconfiguration to the east, including bicycle accommodations.
 - The intersection at Main Street should review the following:
 - Eastbound left turn operation whose sight distance is obscured by an existing structure on the north west corner.
 - Westbound right turn movements will need to consider conflicts with bicyclists.
- Main Street and Noll Drive Intersections
 - Explore combined signalization with phased overlaps at these signals, consistent with the STARS study recommendations.
- Broad Street Intersection
 - The intersection at Broad Street is a clear transition in roadway environment and should consider gateway-type treatments to transition from the commercial fronted segments to the west and the residential fronted segments to the east.

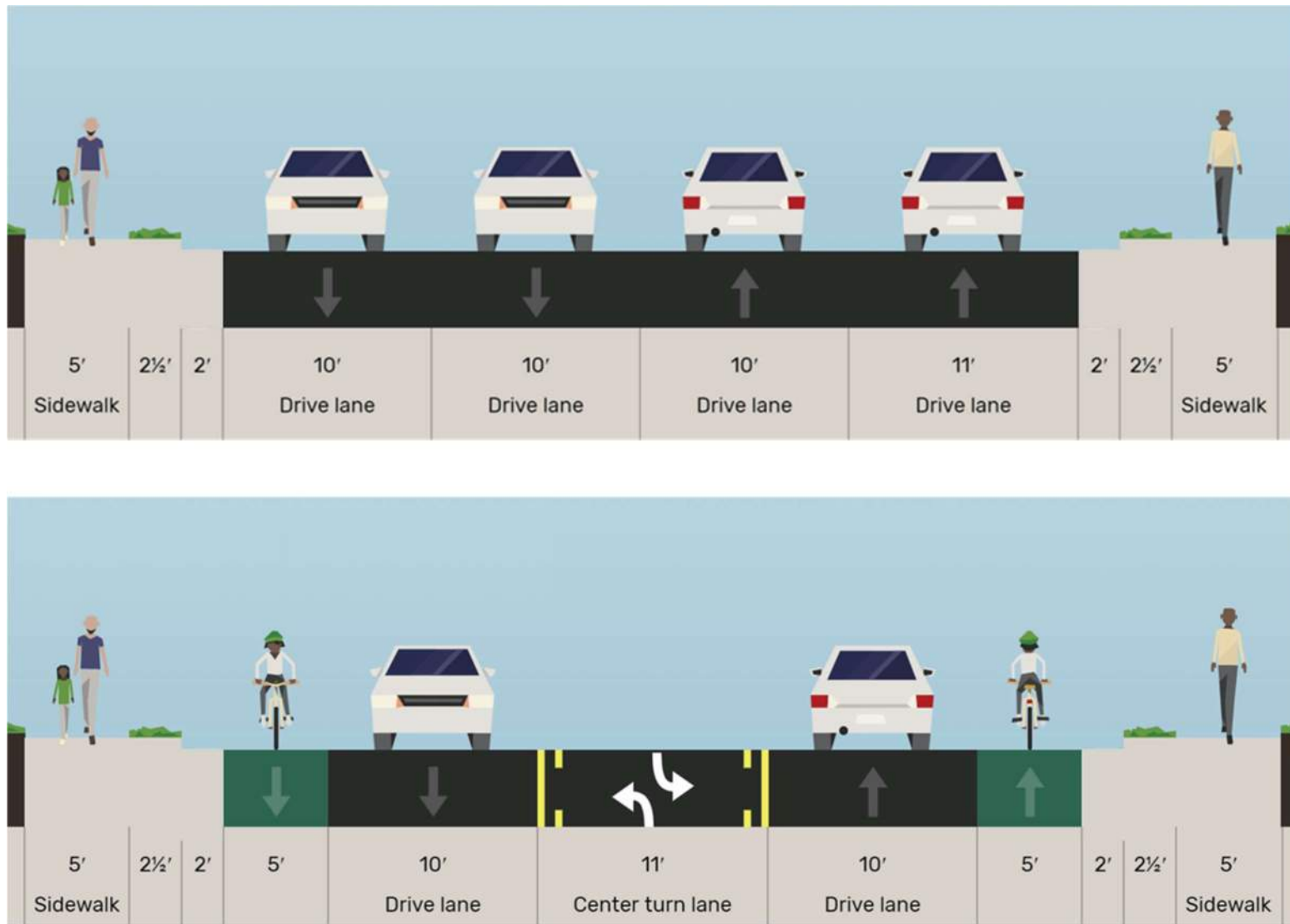


Figure 6 Gay Street, East of Main Street - Existing (Top) and Proposed Road Reconfiguration (Bottom)

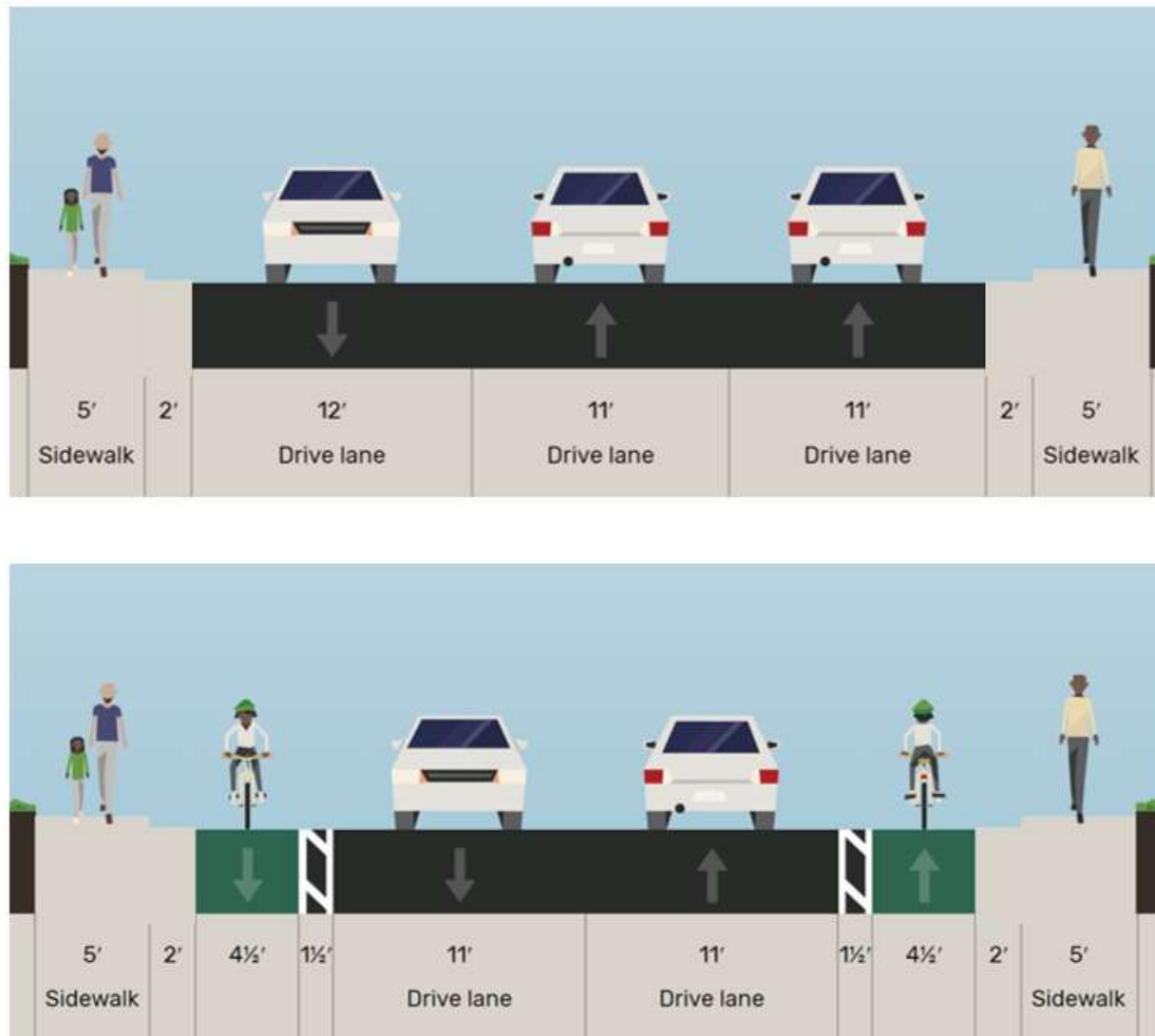


Figure 7 Gay Street, West of Main Street – Existing (Top) and Proposed Road Reconfiguration (Bottom)

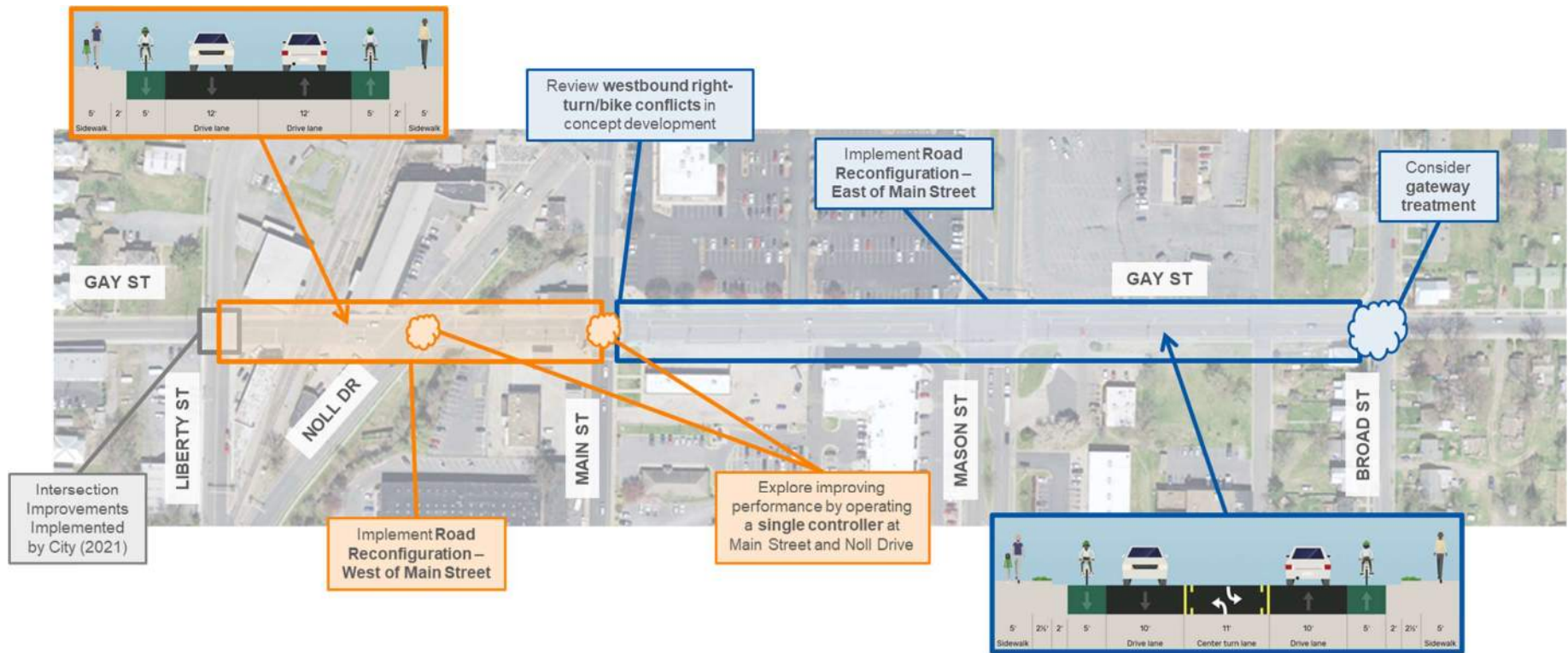


Figure 8 Gay Street - Recommended Improvements Layout

2022 Road Reconfiguration Operations Analysis Results

Table 10 summarizes the intersection operations for the Gay Street corridor under the proposed road reconfiguration under existing traffic conditions. *Approaches highlighted in orange indicate segments that have been affected by road reconfiguration modifications. Synchro analysis worksheets can be found in Attachment B.*

Table 10 - Road Reconfiguration Existing (2022) AM/PM HCM 6th Edition Results

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
Gay Street/Liberty Street								
EB	EBLTR	--	0.06	7.8 [A]	0	0.06	7.9 [A]	0
	Approach		0.06	1.7 [A]	0	0.06	1.8 [A]	0
WB	WBLTR	--	0.01	7.8 [A]	0	0.01	7.8 [A]	0
	Approach		0.01	0.5 [A]	0	0.01	0.2 [A]	0
SB	SBLTR	--	0.29	13.3 [B]	25	0.32	14.2 [B]	25
	Approach		0.29	13.3 [B]	25	0.32	14.2 [B]	25
Overall Intersection			--	4.3 [A]	--	--	4.2 [A]	--
Gay Street/Noll Drive								
	EBTR	--	0.19	5.7 [A]	75	0.32	15.9 [B]	100
	Approach		0.19	5.7 [A]	75	0.32	15.9 [B]	100
WB	WBLT	--	0.08	4.1 [A]	25	0.25	11.6 [B]	75
	Approach		0.08	4.1 [A]	25	0.25	11.6 [B]	75
SB	SBLT	--	0.56	36.8 [D]	--	0.29	21.2 [C]	--
	SBTR	--			--			--
	Approach		0.56	36.8 [D]	100	0.29	21.2 [C]	125
Overall Intersection			0.26	20.9 [C]	--	0.30	17.2 [B]	--
Gay Street/Main Street								
EB	EBLT	--	0.48	29.9 [C]	150	0.37	20.1 [C]	200
	Approach		0.48	29.9 [C]	150	0.37	20.1 [C]	200
WB	WBTR	--	0.14	21.0 [C]	50	0.21	11.6 [B]	75
	Approach		0.14	21.0 [C]	50	0.21	11.6 [B]	75
NB	NBLT	--	0.12	12.8 [B]	--	0.48	28.0 [C]	--
	NBTR	--			--			--
	Approach		0.12	12.8 [B]	50	0.48	28.0 [C]	150
Overall Intersection			0.27	22.2 [C]	--	0.41	21.9 [C]	--
Gay Street/Mason Street								
EB	EBL	75	0.00	24.7 [C]	0	0.04	18.1 [B]	25
	EBTR	--	0.35	35.5 [D]	100	0.35	25.4 [C]	150
	Approach		--	--	35.4 [D]	--	--	24.9 [C]
WB	WBL	75	0.06	25.3 [C]	25	0.07	18.4 [B]	25
	WBTR	--	0.29	34.3 [D]	100	0.20	23.3 [C]	100
	Approach		--	--	32.8 [C]	--	--	22.4 [C]
NB	NBL	75	0.16	20.8 [C]	50	0.23	25.5 [C]	75

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
	NBT	--	0.10	26.1 [C]	--	0.19	28.2 [C]	--
	NBTR	--			50			75
	Approach		--	23.7 [C]	--	--	27.2 [C]	--
SB	SBL	75	0.02	13.8 [B]	25	0.08	23.6 [C]	25
	SBT	--	0.09	22.6 [C]	--	0.12	27.5 [C]	--
	SBTR	--			50			50
	Approach		--	21.7 [C]	--	--	26.7 [C]	--
Overall Intersection			0.20	28.6 [C]	--	0.28	25.5 [C]	--
Gay Street/Broad Street								
EB	EBLTR	--	0.01	7.6 [A]	0	0.01	7.5 [A]	0
	Approach		--	0.7 [A]	0	--	0.7 [A]	0
WB	WBLTR	--	0.00	7.9 [A]	0	0.00	7.5 [A]	0
	Approach		--	0.2 [A]	0	--	0.2 [A]	0
NB	NBLTR	--	0.02	9.9 [A]	0	0.06	11.2 [B]	0
	Approach		--	9.9 [A]	0	--	11.2 [B]	0
SB	SBLTR	--	0.03	9.6 [A]	0	0.06	10.2 [A]	0
	Approach		--	9.6 [A]	0	--	10.2 [A]	0
Overall Intersection			--	2.2 [A]	--	--	2.8 [A]	--

³Analysis used HCM 2000 signal capacity methodology

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

2040 Road Reconfiguration Operations Analysis Results

Table 11 summarizes the anticipated intersection operations for the proposed road reconfiguration of the Gay Street corridor under future 2040 traffic conditions. *Approaches highlighted in orange indicate segments that have been affected by road reconfiguration modifications. Synchro analysis worksheets can be found in Attachment B.*

Table 11 - Road Reconfiguration 2040 AM/PM HCM 6th Edition Results

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
Gay Street/Liberty Street								
EB	EBLTR	--	0.06	7.8 [A]	0	0.07	8.0 [A]	0
	Approach		0.06	1.8 [A]	0	0.07	1.8 [A]	0
WB	WBLTR	--	0.01	0.6 [A]	0	0.01	7.9 [A]	0
	Approach		0.01	0.6 [A]	0	0.01	0.2 [A]	0
SB	SBLTR	--	0.30	13.5 [B]	25	0.40	16.7 [B]	50
	Approach		0.30	13.5 [B]	25	0.40	16.7 [B]	50
Overall Intersection			--	4.4 [A]	--	--	4.8 [A]	--
Gay Street/Noll Drive								
	EBTR	--	0.23	6.4 [A]	100	0.36	15.3 [B]	125
	Approach		0.23	6.4 [A]	100	0.36	15.3 [B]	125
WB	WBLT	--	0.09	4.5 [A]	25	0.28	10.9 [B]	75
	Approach		0.09	4.5 [A]	25	0.28	10.9 [B]	75
SB	SBLT	--	0.61	36.7 [D]	--	0.36	23.2 [C]	--
	SBTR	--			--			--
	Approach			0.61	36.7 [D]	125	0.36	23.2 [C]
Overall Intersection			0.30	21.1 [C]	--	0.36	17.7 [B]	--
Gay Street/Main Street								
EB	EBLT	--	0.50	29.0 [C]	200	0.44	20.4 [C]	225
	Approach		0.50	29.0 [C]	200	0.44	20.4 [C]	225
WB	WBTR	--	0.15	19.6 [B]	50	0.25	11.9 [B]	100
	Approach		0.15	19.6 [B]	50	0.25	11.9 [B]	100
NB	NBLT	--	0.14	14.2 [B]	--	0.56	29.5 [C]	--
	NBTR	--			--			--
	Approach			0.14	14.2 [B]	75	0.56	29.5 [C]
Overall Intersection			0.30	22.0 [C]	--	0.48	22.8 [C]	--
Gay Street/Mason Street								
EB	EBL	75	0.00	24.7 [C]	0	0.05	18.2 [B]	25
	EBTR	--	0.39	36.4 [D]	125	0.42	26.9 [C]	175
	Approach			--	36.3 [D]	--	--	26.2 [C]
WB	WBL	75	0.07	25.4 [C]	25	0.09	18.6 [B]	25
	WBTR	--	0.32	34.7 [C]	125	0.25	23.9 [C]	100
	Approach			--	33.3 [C]	--	--	22.9 [C]
NB	NBL	75	0.17	21.0 [C]	50	0.28	26.1 [C]	100
	NBT	--	0.10	26.2 [C]	--	0.22	28.6 [C]	--
	NBTR	--			50			75
	Approach			--	23.8 [C]	--	--	27.7 [C]
SB	SBL	75	0.02	13.8 [B]	25	0.09	23.8 [C]	25
	SBT	--	0.10	22.7 [C]	--	0.15	27.8 [C]	--
	SBTR	--			50			50

Approach	Movement	Existing Storage (ft)	AM Peak Hour			PM Peak Hour		
			V/C	Delay (s) [LOS]	95 % Queue (ft) ³	V/C	Delay (s) [LOS]	95 % Queue (ft) ³
	Approach	--	--	21.7 [C]	--	--	27.0 [C]	--
Overall Intersection			0.22	29.0 [C]	--	0.34	26.3 [C]	--
Gay Street/Broad Street								
EB	EBLTR	--	0.01	7.6 [A]	0	0.01	7.5 [A]	0
	Approach		--	0.7 [A]	0	--	0.7 [A]	0
WB	WBLTR	--	0.00	7.9 [A]	0	0.00	7.6 [A]	0
	Approach		--	0.2 [A]	0	--	0.3 [A]	0
NB	NBLTR	--	0.03	10.0 [B]	0	0.07	11.5 [B]	0
	Approach		--	10.0 [B]	0	--	11.5 [B]	0
SB	SBLTR	--	0.04	9.7 [A]	0	0.07	10.5 [A]	0
	Approach		--	9.7 [A]	0	--	10.5 [A]	0
Overall Intersection			--	2.2 [A]	--	--	2.9 [A]	--

³Analysis used HCM 2000 signal capacity methodology

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

Road Reconfiguration Operations Analysis Summary

- Estimated 95th percentile queues do not exceed storage on proposed road reconfiguration affected approaches during both weekday AM and PM peak hours during 2022 and 2040 conditions, except:
 - During 2040 PM peak hour conditions assuming a single controller, the eastbound approach of Gay Street/Main Street has an estimated 95th percentile queue of 225 feet. The existing storage of this short segment is 200 feet. Given these queues are expected to minimally exceed storage under 2040 PM peak hour conditions, it is recommended that this improvement be implemented and reassessed as is traffic growth is observed.
- Proposed signal timing changes at Gay Street/Noll Drive include a single controller with eastbound/westbound movements phased using overlaps to reduce queuing between the intersections, like a diamond interchange.
- Gay Street/Liberty Street
 - Eastbound and westbound approaches experience LOS D or better during both weekday AM and PM peak hour conditions in 2022 and 2040 conditions.
- Gay Street/Noll Drive – *Signalized (assuming proposed signal timing/phasing changes)*
 - Eastbound and westbound approaches experience LOS D or better during the weekday AM peak hour conditions in 2022 and 2040 conditions.
 - Eastbound and westbound approaches experience LOS C or better during the weekday PM peak hour conditions in 2022 and 2040 conditions.
 - Under the *existing signal configurations*, the road reconfiguration also operates acceptably under 2022 and 2040 operations.
- Gay Street/Main Street – *Signalized (assuming proposed signal timing/phasing changes)*
 - Eastbound and westbound approaches experience LOS C or better during both weekday AM and PM peak hour conditions in 2022 and 2040 conditions.

- Under the *existing signal configurations*, the road reconfiguration also operates acceptably under 2022 and 2040 operations, except:
 - The eastbound Gay Street queue exceeds 200 feet in the 2040 PM conditions.
- Gay Street/Mason Street - *Signalized*
 - Eastbound and westbound approaches experience LOS D or better during the weekday AM peak hour conditions in 2022 and 2040 conditions.
 - Eastbound and westbound approaches experience LOS C or better during the weekday PM peak hour conditions in 2022 and 2040 conditions.
- Gay Street/Broad Street
 - Eastbound and westbound approaches experience LOS B or better during both weekday AM and PM peak hour conditions in 2022 and 2040 conditions.

Attachment A Traffic Count, Speed Data, and
Capacity Analysis

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	11	3	0	20	3	13	0	0	16	0	0	0	0	0	7	21	14	0	42	78
07:15 AM	7	10	4	0	21	2	30	1	0	33	0	0	0	0	0	3	30	12	0	45	99
07:30 AM	5	17	2	0	24	2	31	2	0	35	0	0	0	0	0	1	53	11	0	65	124
07:45 AM	3	32	0	0	35	3	29	4	0	36	0	0	0	0	0	6	65	27	0	98	169
Total	21	70	9	0	100	10	103	7	0	120	0	0	0	0	0	17	169	64	0	250	470
08:00 AM	8	22	2	0	32	3	28	2	0	33	0	0	0	0	0	3	40	11	0	54	119
08:15 AM	6	20	3	0	29	1	31	2	0	34	0	0	0	0	0	5	37	8	0	50	113
08:30 AM	4	22	0	0	26	0	29	4	0	33	0	0	0	0	0	11	30	14	0	55	114
08:45 AM	7	16	1	0	24	0	23	4	0	27	0	0	0	0	0	4	35	6	0	45	96
Total	25	80	6	0	111	4	111	12	0	127	0	0	0	0	0	23	142	39	0	204	442
Grand Total	46	150	15	0	211	14	214	19	0	247	0	0	0	0	0	40	311	103	0	454	912
Apprch %	21.8	71.1	7.1	0		5.7	86.6	7.7	0		0	0	0	0		8.8	68.5	22.7	0		
Total %	5	16.4	1.6	0	23.1	1.5	23.5	2.1	0	27.1	0	0	0	0	0	4.4	34.1	11.3	0	49.8	

Start Time	Liberty Street Southbound				Gay Street Westbound				Liberty Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	17	2	24	2	31	2	35	0	0	0	0	1	53	11	65	124
07:45 AM	3	32	0	35	3	29	4	36	0	0	0	0	6	65	27	98	169
08:00 AM	8	22	2	32	3	28	2	33	0	0	0	0	3	40	11	54	119
08:15 AM	6	20	3	29	1	31	2	34	0	0	0	0	5	37	8	50	113
Total Volume	22	91	7	120	9	119	10	138	0	0	0	0	15	195	57	267	525
% App. Total	18.3	75.8	5.8		6.5	86.2	7.2		0	0	0		5.6	73	21.3		
PHF	.688	.711	.583	.857	.750	.960	.625	.958	.000	.000	.000	.000	.625	.750	.528	.681	.777

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	1	1	0	3	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	8
07:15 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	9
07:30 AM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
07:45 AM	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	8
Total	4	9	4	0	17	1	4	0	0	5	0	0	0	0	0	0	4	5	0	9	31
08:00 AM	0	5	1	0	6	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	14
08:15 AM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
08:30 AM	4	1	1	0	6	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	12
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	16
Total	7	9	3	0	19	1	5	0	0	6	0	0	0	0	0	0	20	3	0	23	48
Grand Total	11	18	7	0	36	2	9	0	0	11	0	0	0	0	0	0	24	8	0	32	79
Apprch %	30.6	50	19.4	0		18.2	81.8	0	0		0	0	0	0		0	75	25	0		
Total %	13.9	22.8	8.9	0	45.6	2.5	11.4	0	0	13.9	0	0	0	0	0	0	30.4	10.1	0	40.5	

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	1	0	6	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	14
08:15 AM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	6
08:30 AM	4	1	1	0	6	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	12
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	16
Total Volume	7	9	3	0	19	1	5	0	0	6	0	0	0	0	0	0	20	3	0	23	48
% App. Total	36.8	47.4	15.8	0		16.7	83.3	0	0		0	0	0	0		0	87	13	0		
PHF	.438	.450	.750	.792		.250	.625	.000	.500		.000	.000	.000	.000		.000	.385	.750	.442		.750

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0
Total	0	0	0	4	4	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
08:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	0	0	0	2	2	7
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	11	11	0	0	0	6	6	19
Grand Total	0	0	0	5	5	0	0	0	3	3	0	0	0	15	15	0	0	0	6	6	29
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	17.2	17.2	0	0	0	10.3	10.3	0	0	0	51.7	51.7	0	0	0	20.7	20.7	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	12	4	0	23	4	16	0	0	20	0	0	0	0	0	7	21	15	0	43	86
07:15 AM	8	14	4	2	28	2	30	1	0	33	0	0	0	2	2	3	33	13	0	49	112
07:30 AM	6	18	3	0	27	2	32	2	0	36	0	0	0	0	0	1	53	13	0	67	130
07:45 AM	4	35	2	2	43	3	29	4	2	38	0	0	0	2	2	6	66	28	0	100	183
Total	25	79	13	4	121	11	107	7	2	127	0	0	0	4	4	17	173	69	0	259	511
08:00 AM	8	27	3	0	38	4	30	2	0	36	0	0	0	2	2	3	44	12	1	60	136
08:15 AM	7	23	3	0	33	1	32	2	0	35	0	0	0	4	4	5	37	9	2	53	125
08:30 AM	8	23	1	0	32	0	31	4	0	35	0	0	0	2	2	11	33	15	1	60	129
08:45 AM	9	16	2	1	28	0	23	4	1	28	0	0	0	3	3	4	48	6	2	60	119
Total	32	89	9	1	131	5	116	12	1	134	0	0	0	11	11	23	162	42	6	233	509
Grand Total	57	168	22	5	252	16	223	19	3	261	0	0	0	15	15	40	335	111	6	492	1020
Apprch %	22.6	66.7	8.7	2		6.1	85.4	7.3	1.1		0	0	0	100		8.1	68.1	22.6	1.2		
Total %	5.6	16.5	2.2	0.5	24.7	1.6	21.9	1.9	0.3	25.6	0	0	0	1.5	1.5	3.9	32.8	10.9	0.6	48.2	

Start Time	Liberty Street Southbound				Gay Street Westbound				Liberty Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	18	3	27	2	32	2	36	0	0	0	0	1	53	13	67	130
07:45 AM	4	35	2	41	3	29	4	36	0	0	0	0	6	66	28	100	177
08:00 AM	8	27	3	38	4	30	2	36	0	0	0	0	3	44	12	59	133
08:15 AM	7	23	3	33	1	32	2	35	0	0	0	0	5	37	9	51	119
Total Volume	25	103	11	139	10	123	10	143	0	0	0	0	15	200	62	277	559
% App. Total	18	74.1	7.9		7	86	7		0	0	0		5.4	72.2	22.4		
PHF	.781	.736	.917	.848	.625	.961	.625	.993	.000	.000	.000	.000	.625	.758	.554	.693	.790

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	22	7	0	46	2	50	4	0	56	0	0	0	0	0	7	68	15	0	90	192
04:15 PM	8	14	5	0	27	3	44	0	0	47	0	0	0	0	0	5	46	27	0	78	152
04:30 PM	9	21	7	0	37	9	48	1	0	58	0	0	0	0	0	4	48	17	0	69	164
04:45 PM	10	27	5	0	42	1	53	1	0	55	0	0	0	0	0	5	50	8	0	63	160
Total	44	84	24	0	152	15	195	6	0	216	0	0	0	0	0	21	212	67	0	300	668
05:00 PM	15	16	6	0	37	5	48	1	0	54	0	0	0	0	0	4	46	22	0	72	163
05:15 PM	11	17	6	0	34	4	47	1	0	52	0	0	0	0	0	4	57	19	0	80	166
05:30 PM	4	12	2	0	18	7	39	3	0	49	0	0	0	0	0	1	53	6	0	60	127
05:45 PM	4	10	7	0	21	2	28	0	0	30	0	0	0	0	0	0	37	5	0	42	93
Total	34	55	21	0	110	18	162	5	0	185	0	0	0	0	0	9	193	52	0	254	549
Grand Total	78	139	45	0	262	33	357	11	0	401	0	0	0	0	0	30	405	119	0	554	1217
Apprch %	29.8	53.1	17.2	0		8.2	89	2.7	0		0	0	0	0		5.4	73.1	21.5	0		
Total %	6.4	11.4	3.7	0	21.5	2.7	29.3	0.9	0	32.9	0	0	0	0	0	2.5	33.3	9.8	0	45.5	

Start Time	Liberty Street Southbound				Gay Street Westbound				Liberty Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	22	7	46	2	50	4	56	0	0	0	0	7	68	15	90	192
04:15 PM	8	14	5	27	3	44	0	47	0	0	0	0	5	46	27	78	152
04:30 PM	9	21	7	37	9	48	1	58	0	0	0	0	4	48	17	69	164
04:45 PM	10	27	5	42	1	53	1	55	0	0	0	0	5	50	8	63	160
Total Volume	44	84	24	152	15	195	6	216	0	0	0	0	21	212	67	300	668
% App. Total	28.9	55.3	15.8		6.9	90.3	2.8		0	0	0		7	70.7	22.3		
PHF	.647	.778	.857	.826	.417	.920	.375	.931	.000	.000	.000	.000	.750	.779	.620	.833	.870

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	1	0	1	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	2	0	0	2	0	2
04:30 PM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	3
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	5	3	0	8	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	15
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	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	1	0	0	1	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3
Grand Total	0	7	3	0	10	0	1	0	0	1	0	0	0	0	0	0	4	3	0	7	0	18
Apprch %	0	70	30	0		0	100	0	0		0	0	0	0		0	57.1	42.9	0		0	
Total %	0	38.9	16.7	0	55.6	0	5.6	0	0	5.6	0	0	0	0	0	0	22.2	16.7	0	38.9	0	

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3
04:30 PM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	7
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
Total Volume	0	5	3	0	8	0	1	0	0	1	0	0	0	0	0	0	3	3	0	6	0	15
% App. Total	0	62.5	37.5	0		0	100	0	0		0	0	0	0		0	50	50	0		0	
PHF	.000	.417	.375	.667		.000	.250	.000	.250		.000	.000	.000	.000		.000	.375	.375	.500		.000	.536

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

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

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	5
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	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	8
Grand Total	0	0	0	8	8	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	13
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	61.5	61.5	0	0	0	0	0	0	0	0	23.1	23.1	0	0	0	15.4	15.4	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 1 Gay St & Liberty St (Rt 753) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	22	8	0	47	2	50	4	0	56	0	0	0	0	0	7	68	15	0	90	193
04:15 PM	8	15	5	0	28	3	44	0	0	47	0	0	0	1	1	5	48	27	0	80	156
04:30 PM	9	22	9	0	40	9	49	1	0	59	0	0	0	0	0	4	49	19	1	73	172
04:45 PM	10	30	5	2	47	1	53	1	0	55	0	0	0	1	1	5	50	9	0	64	167
Total	44	89	27	2	162	15	196	6	0	217	0	0	0	2	2	21	215	70	1	307	688
05:00 PM	15	17	6	0	38	5	48	1	0	54	0	0	0	0	0	4	46	22	0	72	164
05:15 PM	11	17	6	3	37	4	47	1	0	52	0	0	0	0	0	4	58	19	0	81	170
05:30 PM	4	13	2	1	20	7	39	3	0	49	0	0	0	1	1	1	53	6	1	61	131
05:45 PM	4	10	7	2	23	2	28	0	0	30	0	0	0	0	0	0	37	5	0	42	95
Total	34	57	21	6	118	18	162	5	0	185	0	0	0	1	1	9	194	52	1	256	560
Grand Total	78	146	48	8	280	33	358	11	0	402	0	0	0	3	3	30	409	122	2	563	1248
Apprch %	27.9	52.1	17.1	2.9		8.2	89.1	2.7	0		0	0	0	100		5.3	72.6	21.7	0.4		
Total %	6.2	11.7	3.8	0.6	22.4	2.6	28.7	0.9	0	32.2	0	0	0	0.2	0.2	2.4	32.8	9.8	0.2	45.1	

Start Time	Liberty Street Southbound					Gay Street Westbound					Liberty Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	17	22	8		47	2	50	4		56	0	0	0		0	7	68	15		90	193
04:15 PM	8	15	5		28	3	44	0		47	0	0	0		0	5	48	27		80	155
04:30 PM	9	22	9		40	9	49	1		59	0	0	0		0	4	49	19		72	171
04:45 PM	10	30	5		45	1	53	1		55	0	0	0		0	5	50	9		64	164
Total Volume	44	89	27		160	15	196	6		217	0	0	0		0	21	215	70		306	683
% App. Total	27.5	55.6	16.9			6.9	90.3	2.8			0	0	0			6.9	70.3	22.9			
PHF	.647	.742	.750		.851	.417	.925	.375		.919	.000	.000	.000		.000	.750	.790	.648		.850	.885

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	7	34	3	0	44	0	7	0	0	7	0	0	0	0	0	0	22	0	0	22	73
07:15 AM	21	38	4	0	63	0	14	1	0	15	0	0	0	0	0	0	31	0	0	31	109
07:30 AM	18	51	4	0	73	0	17	2	0	19	0	0	0	0	0	0	56	0	0	56	148
07:45 AM	21	51	4	0	76	0	16	2	0	18	0	0	0	0	0	0	63	0	0	63	157
Total	67	174	15	0	256	0	54	5	0	59	0	0	0	0	0	0	172	0	0	172	487
08:00 AM	11	44	3	0	58	0	20	3	0	23	0	0	0	0	0	0	43	0	0	43	124
08:15 AM	13	53	3	0	69	0	20	0	0	20	0	0	0	0	0	0	37	0	0	37	126
08:30 AM	13	50	6	0	69	0	21	7	0	28	0	0	0	0	0	0	29	0	0	29	126
08:45 AM	9	33	2	0	44	0	18	5	0	23	0	0	0	0	0	1	32	0	0	33	100
Total	46	180	14	0	240	0	79	15	0	94	0	0	0	0	0	1	141	0	0	142	476
Grand Total	113	354	29	0	496	0	133	20	0	153	0	0	0	0	0	1	313	0	0	314	963
Apprch %	22.8	71.4	5.8	0		0	86.9	13.1	0		0	0	0	0		0.3	99.7	0	0		
Total %	11.7	36.8	3	0	51.5	0	13.8	2.1	0	15.9	0	0	0	0	0	0.1	32.5	0	0	32.6	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	51	4		73	0	17	2		19	0	0	0		0	56	0		56	148	
07:45 AM	21	51	4		76	0	16	2		18	0	0	0		0	63	0		63	157	
08:00 AM	11	44	3		58	0	20	3		23	0	0	0		0	43	0		43	124	
08:15 AM	13	53	3		69	0	20	0		20	0	0	0		0	37	0		37	126	
Total Volume	63	199	14		276	0	73	7		80	0	0	0		0	199	0		199	555	
% App. Total	22.8	72.1	5.1			0	91.2	8.8			0	0	0		0	100	0				
PHF	.750	.939	.875		.908	.000	.913	.583		.870	.000	.000	.000		.000	.790	.000		.790	.884	

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	2	0	0	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
07:30 AM	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	6
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
Total	2	10	1	0	13	0	3	2	0	5	0	0	0	0	0	0	7	0	0	7	25
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	8
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	14	0	0	15	19
Total	3	9	0	0	12	0	3	1	0	4	0	0	0	0	0	1	22	0	0	23	39
Grand Total	5	19	1	0	25	0	6	3	0	9	0	0	0	0	0	1	29	0	0	30	64
Apprch %	20	76	4	0		0	66.7	33.3	0		0	0	0	0		3.3	96.7	0	0		
Total %	7.8	29.7	1.6	0	39.1	0	9.4	4.7	0	14.1	0	0	0	0	0	1.6	45.3	0	0	46.9	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	8
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	14	0	0	15	19
Total Volume	3	9	0	0	12	0	3	1	0	4	0	0	0	0	0	1	22	0	0	23	39
% App. Total	25	75	0	0		0	75	25	0		0	0	0	0		4.3	95.7	0	0		
PHF	.750	.563	.000	.000	.750	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.250	.393	.000	.000	.383	.513

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	0	0	8	8	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	17	17	0	0	0	7	7	0	0	0	1	1	0	0	0	0	0	25
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
08:30 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
Total	0	0	0	2	2	0	0	0	5	5	0	0	0	2	2	0	0	0	1	1	10
Grand Total	0	0	0	19	19	0	0	0	12	12	0	0	0	3	3	0	0	0	1	1	35
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	54.3	54.3	0	0	0	34.3	34.3	0	0	0	8.6	8.6	0	0	0	2.9	2.9	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	9	36	3	3	51	0	9	0	2	11	0	0	0	0	0	0	23	0	0	23	85
07:15 AM	21	39	5	5	70	0	14	1	0	15	0	0	0	1	1	0	34	0	0	34	120
07:30 AM	18	53	4	8	83	0	18	4	5	27	0	0	0	0	0	0	57	0	0	57	167
07:45 AM	21	56	4	1	82	0	16	2	0	18	0	0	0	0	0	0	65	0	0	65	165
Total	69	184	16	17	286	0	57	7	7	71	0	0	0	1	1	0	179	0	0	179	537
08:00 AM	12	44	3	0	59	0	22	3	0	25	0	0	0	0	0	0	47	0	0	47	131
08:15 AM	14	55	3	0	72	0	20	0	0	20	0	0	0	2	2	0	39	0	0	39	133
08:30 AM	14	53	6	1	74	0	22	8	3	33	0	0	0	0	0	0	31	0	0	31	138
08:45 AM	9	37	2	1	49	0	18	5	2	25	0	0	0	0	0	2	46	0	1	49	123
Total	49	189	14	2	254	0	82	16	5	103	0	0	0	2	2	2	163	0	1	166	525
Grand Total	118	373	30	19	540	0	139	23	12	174	0	0	0	3	3	2	342	0	1	345	1062
Apprch %	21.9	69.1	5.6	3.5		0	79.9	13.2	6.9		0	0	0	100		0.6	99.1	0	0.3		
Total %	11.1	35.1	2.8	1.8	50.8	0	13.1	2.2	1.1	16.4	0	0	0	0.3	0.3	0.2	32.2	0	0.1	32.5	

Start Time	Lee Highway Southbound				Gay Street Westbound				Lee Highway Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	53	4	75	0	18	4	22	0	0	0	0	0	57	0	57	154
07:45 AM	21	56	4	81	0	16	2	18	0	0	0	0	0	65	0	65	164
08:00 AM	12	44	3	59	0	22	3	25	0	0	0	0	0	47	0	47	131
08:15 AM	14	55	3	72	0	20	0	20	0	0	0	0	0	39	0	39	131
Total Volume	65	208	14	287	0	76	9	85	0	0	0	0	0	208	0	208	580
% App. Total	22.6	72.5	4.9		0	89.4	10.6		0	0	0	0	0	100	0		
PHF	.774	.929	.875	.886	.000	.864	.563	.850	.000	.000	.000	.000	.000	.800	.000	.800	.884

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	60	10	0	86	0	41	4	0	45	0	0	0	0	0	1	76	0	0	77	208
04:15 PM	15	55	8	0	78	0	31	13	0	44	0	0	0	0	0	0	49	0	0	49	171
04:30 PM	9	62	12	0	83	0	48	6	0	54	0	0	0	0	0	1	50	0	0	51	188
04:45 PM	18	48	13	0	79	0	39	4	0	43	0	0	0	0	0	0	58	0	0	58	180
Total	58	225	43	0	326	0	159	27	0	186	0	0	0	0	0	2	233	0	0	235	747
05:00 PM	14	52	10	0	76	0	40	5	0	45	0	0	0	0	0	0	55	0	0	55	176
05:15 PM	21	40	9	0	70	0	32	5	0	37	0	0	0	0	0	1	64	0	0	65	172
05:30 PM	17	50	10	0	77	0	32	3	0	35	0	0	0	0	0	0	51	0	0	51	163
05:45 PM	8	45	4	0	57	1	25	4	0	30	0	0	0	0	0	1	42	0	0	43	130
Total	60	187	33	0	280	1	129	17	0	147	0	0	0	0	0	2	212	0	0	214	641
Grand Total	118	412	76	0	606	1	288	44	0	333	0	0	0	0	0	4	445	0	0	449	1388
Apprch %	19.5	68	12.5	0		0.3	86.5	13.2	0		0	0	0	0		0.9	99.1	0	0		
Total %	8.5	29.7	5.5	0	43.7	0.1	20.7	3.2	0	24	0	0	0	0	0	0.3	32.1	0	0	32.3	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	60	10		86	0	41	4		45	0	0	0		0	1	76	0		77	208
04:15 PM	15	55	8		78	0	31	13		44	0	0	0		0	0	49	0		49	171
04:30 PM	9	62	12		83	0	48	6		54	0	0	0		0	1	50	0		51	188
04:45 PM	18	48	13		79	0	39	4		43	0	0	0		0	0	58	0		58	180
Total Volume	58	225	43		326	0	159	27		186	0	0	0		0	2	233	0		235	747
% App. Total	17.8	69	13.2			0	85.5	14.5			0	0	0			0.9	99.1	0			
PHF	.806	.907	.827		.948	.000	.828	.519		.861	.000	.000	.000		.000	.500	.766	.000		.763	.898

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0
04:30 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	8	0	0	9	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	16
05:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	0	4	2	0	6	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	10
Grand Total	1	12	2	0	15	0	0	3	0	3	0	0	0	0	0	0	8	0	0	8	0	26
Apprch %	6.7	80	13.3	0		0	0	100	0		0	0	0	0		0	100	0	0		0	
Total %	3.8	46.2	7.7	0	57.7	0	0	11.5	0	11.5	0	0	0	0	0	0	30.8	0	0	30.8	0	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5
04:30 PM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	7
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	8	0	0	9	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	16
% App. Total	11.1	88.9	0	0		0	0	100	0		0	0	0	0		0	100	0	0		0	
PHF	.250	.667	.000	.750		.000	.000	.250	.250		.000	.000	.000	.000		.000	.500	.000	.500		.571	

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
Total %																						

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 2 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	16	61	10	1	88	0	41	4	1	46	0	0	0	0	0	1	77	0	1	79	213
04:15 PM	15	58	8	3	84	0	31	13	2	46	0	0	0	1	1	0	51	0	1	52	183
04:30 PM	10	64	12	6	92	0	48	7	4	59	0	0	0	0	0	1	53	0	0	54	205
04:45 PM	18	50	13	3	84	0	39	4	1	44	0	0	0	2	2	0	58	0	1	59	189
Total	59	233	43	13	348	0	159	28	8	195	0	0	0	3	3	2	239	0	3	244	790
05:00 PM	14	53	11	1	79	0	40	5	4	49	0	0	0	2	2	0	55	0	1	56	186
05:15 PM	21	41	9	14	85	0	32	6	14	52	0	0	0	0	0	1	65	0	0	66	203
05:30 PM	17	52	10	1	80	0	32	4	2	38	0	0	0	1	1	0	51	0	0	51	170
05:45 PM	8	45	5	5	63	1	25	4	5	35	0	0	0	0	0	1	43	0	0	44	142
Total	60	191	35	21	307	1	129	19	25	174	0	0	0	3	3	2	214	0	1	217	701
Grand Total	119	424	78	34	655	1	288	47	33	369	0	0	0	6	6	4	453	0	4	461	1491
Apprch %	18.2	64.7	11.9	5.2		0.3	78	12.7	8.9		0	0	0	100		0.9	98.3	0	0.9		
Total %	8	28.4	5.2	2.3	43.9	0.1	19.3	3.2	2.2	24.7	0	0	0	0.4	0.4	0.3	30.4	0	0.3	30.9	

Start Time	Lee Highway Southbound					Gay Street Westbound					Lee Highway Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	61	10		87	0	41	4		45	0	0	0	0		1	77	0		78	210
04:15 PM	15	58	8		81	0	31	13		44	0	0	0	0		0	51	0		51	176
04:30 PM	10	64	12		86	0	48	7		55	0	0	0	0		1	53	0		54	195
04:45 PM	18	50	13		81	0	39	4		43	0	0	0	0		0	58	0		58	182
Total Volume	59	233	43		335	0	159	28		187	0	0	0	0		2	239	0		241	763
% App. Total	17.6	69.6	12.8			0	85	15			0	0	0			0.8	99.2	0			
PHF	.819	.910	.827		.963	.000	.828	.538		.850	.000	.000	.000	.000		.500	.776	.000		.772	.908

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	7	6	0	0	13	3	15	1	0	19	0	14	10	0	24	56
07:15 AM	0	0	0	0	0	8	9	0	0	17	2	28	4	0	34	0	20	12	0	32	83
07:30 AM	0	0	0	0	0	8	12	0	0	20	4	27	6	0	37	0	37	22	0	59	116
07:45 AM	0	0	0	0	0	14	16	0	0	30	5	35	3	0	43	0	41	29	0	70	143
Total	0	0	0	0	0	37	43	0	0	80	14	105	14	0	133	0	112	73	0	185	398
08:00 AM	0	0	0	0	0	7	19	0	0	26	3	35	3	0	41	0	27	20	0	47	114
08:15 AM	0	0	0	0	0	3	16	0	0	19	3	33	4	0	40	0	21	18	0	39	98
08:30 AM	0	0	0	0	0	5	22	0	0	27	7	32	5	0	44	0	27	10	0	37	108
08:45 AM	0	0	0	0	0	6	14	0	0	20	6	40	9	0	55	0	18	14	0	32	107
Total	0	0	0	0	0	21	71	0	0	92	19	140	21	0	180	0	93	62	0	155	427
Grand Total	0	0	0	0	0	58	114	0	0	172	33	245	35	0	313	0	205	135	0	340	825
Apprch %	0	0	0	0	0	33.7	66.3	0	0	17.2	10.5	78.3	11.2	0	31.3	0	60.3	39.7	0	34.0	82.5
Total %	0	0	0	0	0	7	13.8	0	0	20.8	4	29.7	4.2	0	37.9	0	24.8	16.4	0	41.2	42.7

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	8	12	0	0	20	4	27	6	0	37	0	37	22	0	59	116
07:45 AM	0	0	0	0	0	14	16	0	0	30	5	35	3	0	43	0	41	29	0	70	143
08:00 AM	0	0	0	0	0	7	19	0	0	26	3	35	3	0	41	0	27	20	0	47	114
08:15 AM	0	0	0	0	0	3	16	0	0	19	3	33	4	0	40	0	21	18	0	39	98
Total Volume	0	0	0	0	0	32	63	0	0	95	15	130	16	0	161	0	126	89	0	215	471
% App. Total	0	0	0	0	0	33.7	66.3	0	0	17.2	9.3	80.7	9.9	0	31.3	0	58.6	41.4	0	34.0	82.5
PHF	.000	.000	.000	.000	.000	.571	.829	.000	.000	.792	.750	.929	.667	.936	.000	.768	.767	.768	.823		

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total					
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	2	1	0	3	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	2	0	0	4	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
Total	0	0	0	0	0	2	4	0	0	6	3	9	1	0	13	0	6	2	0	8	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	3	1	0	5	0	3	2	0	5	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	14	0	14	0	0	0	0	0
Total	0	0	0	0	0	1	3	0	0	4	2	14	1	0	17	0	6	17	0	23	0	0	0	0	0
Grand Total	0	0	0	0	0	3	7	0	0	10	5	23	2	0	30	0	12	19	0	31	0	0	0	0	0
Apprch %	0	0	0	0	0	30	70	0	0	10	16.7	76.7	6.7	0	30	0	38.7	61.3	0	31	0	0	0	0	0
Total %	0	0	0	0	0	4.2	9.9	0	0	14.1	7	32.4	2.8	0	42.3	0	16.9	26.8	0	43.7	0	0	0	0	0

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	3	1	0	5	0	3	2	0	5	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	1	1	0	2	0	0
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	14	0	14	0	0
Total Volume	0	0	0	0	0	1	3	0	0	4	2	14	1	0	17	0	6	17	0	23	0	0
% App. Total	0	0	0	0	0	25	75	0	0	10	11.8	82.4	5.9	0	30	0	26.1	73.9	0	31	0	0
PHF	.000	.000	.000	.000	.000	.250	.375	.000	.000	.500	.500	.500	.250	.000	.607	.000	.500	.304	.000	.411	.000	.524

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	3	3	8
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	6	6	0	0	0	3	3	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	6	6	0	0	0	2	2	10
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	11	11	0	0	0	2	2	17
Grand Total	0	0	0	2	2	0	0	0	6	6	0	0	0	17	17	0	0	0	5	5	30
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	6.7	6.7	0	0	0	20	20	0	0	0	56.7	56.7	0	0	0	16.7	16.7	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	7	8	0	0	15	3	17	1	0	21	0	15	10	0	25	61
07:15 AM	0	0	0	1	1	8	9	0	0	17	5	31	4	4	44	0	22	13	3	38	100
07:30 AM	0	0	0	1	1	10	14	0	0	24	4	29	7	0	40	0	39	23	0	62	127
07:45 AM	0	0	0	0	0	14	16	0	2	32	5	37	3	2	47	0	42	29	0	71	150
Total	0	0	0	2	2	39	47	0	2	88	17	114	15	6	152	0	118	75	3	196	438
08:00 AM	0	0	0	1	1	7	20	0	0	27	4	38	4	3	49	0	30	22	0	52	129
08:15 AM	0	0	0	0	0	4	16	0	1	21	4	35	4	2	45	0	22	19	0	41	107
08:30 AM	0	0	0	0	0	5	24	0	2	31	7	34	5	6	52	0	29	10	2	41	124
08:45 AM	0	0	0	0	0	6	14	0	1	21	6	47	9	0	62	0	18	28	0	46	129
Total	0	0	0	1	1	22	74	0	4	100	21	154	22	11	208	0	99	79	2	180	489
Grand Total	0	0	0	3	3	61	121	0	6	188	38	268	37	17	360	0	217	154	5	376	927
Apprch %	0	0	0	100		32.4	64.4	0	3.2		10.6	74.4	10.3	4.7		0	57.7	41	1.3		
Total %	0	0	0	0.3	0.3	6.6	13.1	0	0.6	20.3	4.1	28.9	4	1.8	38.8	0	23.4	16.6	0.5	40.6	

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	10	14	0	0	24	4	29	7	0	40	0	39	23	0	62	126
07:45 AM	0	0	0	0	0	14	16	0	0	30	5	37	3	0	45	0	42	29	0	71	146
08:00 AM	0	0	0	0	0	7	20	0	0	27	4	38	4	0	46	0	30	22	0	52	125
08:15 AM	0	0	0	0	0	4	16	0	0	20	4	35	4	0	43	0	22	19	0	41	104
Total Volume	0	0	0	0	0	35	66	0	0	101	17	139	18	0	174	0	133	93	0	226	501
% App. Total	0	0	0	0	0	34.7	65.3	0	0		9.8	79.9	10.3	0		0	58.8	41.2	0		
PHF	.000	.000	.000	.000	.000	.625	.825	.000	.842		.850	.914	.643	.946		.000	.792	.802	.796		.858

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	17	34	0	0	51	17	87	9	0	113	0	51	33	0	84	248
04:15 PM	0	0	0	0	0	17	30	0	0	47	9	83	14	0	106	0	48	18	0	66	219
04:30 PM	0	0	0	0	0	15	41	0	0	56	12	76	11	0	99	0	36	18	0	54	209
04:45 PM	0	0	0	0	0	23	31	0	0	54	5	90	8	0	103	0	44	27	0	71	228
Total	0	0	0	0	0	72	136	0	0	208	43	336	42	0	421	0	179	96	0	275	904
05:00 PM	0	0	0	0	0	14	36	0	0	50	11	100	13	0	124	0	45	19	0	64	238
05:15 PM	0	0	0	0	0	16	26	0	0	42	3	91	14	0	108	0	44	25	0	69	219
05:30 PM	0	0	0	0	0	12	20	0	0	32	10	71	12	0	93	0	40	21	0	61	186
05:45 PM	0	0	0	0	0	17	16	0	0	33	8	50	13	0	71	0	38	11	0	49	153
Total	0	0	0	0	0	59	98	0	0	157	32	312	52	0	396	0	167	76	0	243	796
Grand Total	0	0	0	0	0	131	234	0	0	365	75	648	94	0	817	0	346	172	0	518	1700
Apprch %	0	0	0	0	0	35.9	64.1	0	0	0	9.2	79.3	11.5	0	0	0	66.8	33.2	0	0	0
Total %	0	0	0	0	0	7.7	13.8	0	0	21.5	4.4	38.1	5.5	0	48.1	0	20.4	10.1	0	30.5	0

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	17	34	0	0	51	17	87	9	0	113	0	51	33	0	84	248
04:15 PM	0	0	0	0	0	17	30	0	0	47	9	83	14	0	106	0	48	18	0	66	219
04:30 PM	0	0	0	0	0	15	41	0	0	56	12	76	11	0	99	0	36	18	0	54	209
04:45 PM	0	0	0	0	0	23	31	0	0	54	5	90	8	0	103	0	44	27	0	71	228
Total Volume	0	0	0	0	0	72	136	0	0	208	43	336	42	0	421	0	179	96	0	275	904
% App. Total	0	0	0	0	0	34.6	65.4	0	0	0	10.2	79.8	10	0	0	0	65.1	34.9	0	0	0
PHF	.000	.000	.000	.000	.000	.783	.829	.000	.929	.929	.632	.933	.750	.931	.931	.000	.877	.727	.818	.818	.911

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	1	1	0	2	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Total	0	0	0	0	0	0	1	0	0	1	2	14	0	0	16	0	3	3	0	6	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	1	2	0	0	3	2	4	0	0	6	0	3	0	0	3	12
Grand Total	0	0	0	0	0	1	3	0	0	4	4	18	0	0	22	0	6	3	0	9	35
Apprch %	0	0	0	0	0	25	75	0	0	11.4	18.2	81.8	0	0	62.9	0	66.7	33.3	0	25.7	
Total %	0	0	0	0	0	2.9	8.6	0	0	11.4	11.4	51.4	0	0	62.9	0	17.1	8.6	0	25.7	

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	1	1	1	2	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Total Volume	0	0	0	0	0	0	1	0	0	1	2	14	0	0	16	0	3	3	0	6	23
% App. Total	0	0	0	0	0	0	100	0	0	11.4	12.5	87.5	0	0	62.9	0	50	50	0	25.7	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.700	.000	.667	.667	.000	.750	.375	.750	.750	.719

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	0		0	0	0	100	100	0	0	0	0		0	0	0	0		

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

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	6	6	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	0
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	15	15	0	0	0	4	4	23
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	14	14	0	0	0	0	0	16
Grand Total	0	0	0	0	0	0	0	0	6	6	0	0	0	29	29	0	0	0	4	4	39
Apprch %	0	0	0	0	0	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100	
Total %	0	0	0	0	0	0	0	0	15.4	15.4	0	0	0	74.4	74.4	0	0	0	10.3	10.3	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 3 Gay St & Lee Highway (US 11) PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	17	34	0	2	53	18	91	9	6	124	0	52	33	0	85	262
04:15 PM	0	0	0	0	0	17	30	0	0	47	10	88	14	3	115	0	49	19	2	70	232
04:30 PM	0	0	0	0	0	15	42	0	1	58	12	78	11	4	105	0	36	20	1	57	220
04:45 PM	0	0	0	0	0	23	31	0	2	56	5	93	8	2	108	0	45	27	1	73	237
Total	0	0	0	0	0	72	137	0	5	214	45	350	42	15	452	0	182	99	4	285	951
05:00 PM	0	0	0	0	0	14	36	0	1	51	12	101	13	4	130	0	45	19	0	64	245
05:15 PM	0	0	0	0	0	16	27	0	1	44	4	91	14	3	112	0	46	25	0	71	227
05:30 PM	0	0	0	0	0	13	21	0	0	34	10	72	12	5	99	0	40	21	0	61	194
05:45 PM	0	0	0	0	0	17	16	0	0	33	8	52	13	2	75	0	39	11	0	50	158
Total	0	0	0	0	0	60	100	0	2	162	34	316	52	14	416	0	170	76	0	246	824
Grand Total	0	0	0	0	0	132	237	0	7	376	79	666	94	29	868	0	352	175	4	531	1775
Apprch %	0	0	0	0	0	35.1	63	0	1.9	37.6	9.1	76.7	10.8	3.3	86.8	0	66.3	33	0.8	66.3	
Total %	0	0	0	0	0	7.4	13.4	0	0.4	21.2	4.5	37.5	5.3	1.6	48.9	0	19.8	9.9	0.2	29.9	

Start Time	US 11 NB Southbound					Gay Street Westbound					US 11 NB Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	17	34	0	2	53	18	91	9	6	118	0	52	33	0	85	254
04:15 PM	0	0	0	0	0	17	30	0	0	47	10	88	14	3	112	0	49	19	2	68	227
04:30 PM	0	0	0	0	0	15	42	0	1	57	12	78	11	4	101	0	36	20	1	56	214
04:45 PM	0	0	0	0	0	23	31	0	2	54	5	93	8	2	106	0	45	27	1	72	232
Total Volume	0	0	0	0	0	72	137	0	2	209	45	350	42	15	437	0	182	99	4	281	927
% App. Total	0	0	0	0	0	34.4	65.6	0	0.4	37.6	10.3	80.1	9.6	3.3	86.8	0	64.8	35.2	0.8	66.3	
PHF	.000	.000	.000	.000	.000	.783	.815	.000	.917	.917	.625	.941	.750	.926	.926	.000	.875	.750	.826	.826	.912

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	14	1	0	15	1	5	5	0	11	0	7	8	0	15	9	4	0	0	13	54
07:15 AM	0	8	3	0	11	1	13	2	0	16	2	11	9	0	22	9	11	0	0	20	69
07:30 AM	0	19	2	0	21	4	18	3	0	25	1	11	10	0	22	13	25	0	0	38	106
07:45 AM	0	26	2	0	28	5	21	6	0	32	1	19	26	0	46	21	14	1	0	36	142
Total	0	67	8	0	75	11	57	16	0	84	4	48	53	0	105	52	54	1	0	107	371
08:00 AM	0	16	4	0	20	1	22	5	0	28	2	13	18	0	33	14	14	1	0	29	110
08:15 AM	0	23	2	0	25	3	15	2	0	20	2	23	8	0	33	15	8	0	0	23	101
08:30 AM	1	21	3	0	25	7	15	6	0	28	0	17	9	0	26	20	11	1	0	32	111
08:45 AM	0	27	2	0	29	5	9	4	0	18	2	10	13	0	25	10	12	4	0	26	98
Total	1	87	11	0	99	16	61	17	0	94	6	63	48	0	117	59	45	6	0	110	420
Grand Total	1	154	19	0	174	27	118	33	0	178	10	111	101	0	222	111	99	7	0	217	791
Apprch %	0.6	88.5	10.9	0		15.2	66.3	18.5	0		4.5	50	45.5	0		51.2	45.6	3.2	0		
Total %	0.1	19.5	2.4	0	22	3.4	14.9	4.2	0	22.5	1.3	14	12.8	0	28.1	14	12.5	0.9	0	27.4	

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	26	2		28	5	21	6		32	1	19	26		46	21	14	1		36	142
08:00 AM	0	16	4		20	1	22	5		28	2	13	18		33	14	14	1		29	110
08:15 AM	0	23	2		25	3	15	2		20	2	23	8		33	15	8	0		23	101
08:30 AM	1	21	3		25	7	15	6		28	0	17	9		26	20	11	1		32	111
Total Volume	1	86	11		98	16	73	19		108	5	72	61		138	70	47	3		120	464
% App. Total	1	87.8	11.2			14.8	67.6	17.6			3.6	52.2	44.2			58.3	39.2	2.5			
PHF	.250	.827	.688		.875	.571	.830	.792		.844	.625	.783	.587		.750	.833	.839	.750		.833	.817

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
07:30 AM	0	2	0	0	2	2	2	2	0	6	0	1	2	0	3	1	1	0	0	2	13
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
Total	0	5	1	0	6	2	3	2	0	7	1	5	3	0	9	3	5	0	0	8	30
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3	1	0	0	4	6
08:15 AM	0	2	0	0	2	1	0	0	0	1	1	2	1	0	4	0	2	0	0	2	9
08:30 AM	0	1	0	0	1	1	1	2	0	4	0	3	1	0	4	1	2	0	0	3	12
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	3	1	2	0	6	1	6	3	0	10	4	5	0	0	9	29
Grand Total	0	9	1	0	10	5	4	4	0	13	2	11	6	0	19	7	10	0	0	17	59
Apprch %	0	90	10	0		38.5	30.8	30.8	0		10.5	57.9	31.6	0		41.2	58.8	0	0		
Total %	0	15.3	1.7	0	16.9	8.5	6.8	6.8	0	22	3.4	18.6	10.2	0	32.2	11.9	16.9	0	0	28.8	

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	0	0	2	2	2	2	0	6	0	1	2	0	3	1	1	0	0	2	13
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	3	1	0	0	4	6
08:15 AM	0	2	0	0	2	1	0	0	0	1	1	2	1	0	4	0	2	0	0	2	9
Total Volume	0	5	1	0	6	4	2	2	0	8	1	7	4	0	12	5	4	0	0	9	35
% App. Total	0	83.3	16.7	0		50	25	25	0		8.3	58.3	33.3	0		55.6	44.4	0	0		
PHF	.000	.625	.250	.750		.500	.250	.250	.333		.250	.438	.500	.750		.417	.500	.000	.563		.673

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
07:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	4	4	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	5	5	0	0	0	4	4	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	14
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	6
08:15 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	3	3	9
08:30 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	7	7	0	0	0	3	3	0	0	0	6	6	0	0	0	5	5	0	0	0	5	5	21
Grand Total	0	0	0	12	12	0	0	0	7	7	0	0	0	11	11	0	0	0	5	5	0	0	0	5	5	35
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	34.3	34.3	0	0	0	20	20	0	0	0	31.4	31.4	0	0	0	14.3	14.3	0	0	0	14.3	14.3	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	16	1	1	18	1	6	5	1	13	0	7	9	0	16	10	4	0	0	14	61
07:15 AM	0	8	3	4	15	1	13	2	2	18	3	11	9	4	27	9	15	0	0	24	84
07:30 AM	0	21	2	0	23	6	20	5	0	31	1	12	12	0	25	14	26	0	0	40	119
07:45 AM	0	27	3	0	30	5	21	6	1	33	1	23	26	1	51	22	14	1	0	37	151
Total	0	72	9	5	86	13	60	18	4	95	5	53	56	5	119	55	59	1	0	115	415
08:00 AM	0	16	4	1	21	2	22	5	0	29	2	13	19	3	37	17	15	1	2	35	122
08:15 AM	0	25	2	2	29	4	15	2	1	22	3	25	9	3	40	15	10	0	3	28	119
08:30 AM	1	22	3	3	29	8	16	8	1	33	0	20	10	0	30	21	13	1	0	35	127
08:45 AM	0	28	2	1	31	5	9	4	1	19	2	11	13	0	26	10	12	4	0	26	102
Total	1	91	11	7	110	19	62	19	3	103	7	69	51	6	133	63	50	6	5	124	470
Grand Total	1	163	20	12	196	32	122	37	7	198	12	122	107	11	252	118	109	7	5	239	885
Apprch %	0.5	83.2	10.2	6.1		16.2	61.6	18.7	3.5		4.8	48.4	42.5	4.4		49.4	45.6	2.9	2.1		
Total %	0.1	18.4	2.3	1.4	22.1	3.6	13.8	4.2	0.8	22.4	1.4	13.8	12.1	1.2	28.5	13.3	12.3	0.8	0.6	27	

Start Time	Mason St Southbound				Gay Street Westbound				Mason Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	27	3	30	5	21	6	32	1	23	26	50	22	14	1	37	149
08:00 AM	0	16	4	20	2	22	5	29	2	13	19	34	17	15	1	33	116
08:15 AM	0	25	2	27	4	15	2	21	3	25	9	37	15	10	0	25	110
08:30 AM	1	22	3	26	8	16	8	32	0	20	10	30	21	13	1	35	123
Total Volume	1	90	12	103	19	74	21	114	6	81	64	151	75	52	3	130	498
% App. Total	1	87.4	11.7		16.7	64.9	18.4		4	53.6	42.4		57.7	40	2.3		
PHF	.250	.833	.750	.858	.594	.841	.656	.891	.500	.810	.615	.755	.852	.867	.750	.878	.836

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St PM
 Site Code :
 Start Date : 12/8/2021
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Groups Printed- Cars

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	17	8	0	28	5	26	11	0	42	0	42	21	0	63	29	34	4	0	67	200
04:15 PM	2	31	8	0	41	11	19	4	0	34	5	50	21	0	76	25	30	5	0	60	211
04:30 PM	2	32	5	0	39	8	26	6	0	40	5	42	27	0	74	30	20	6	0	56	209
04:45 PM	1	28	7	0	36	3	21	4	0	28	3	25	27	0	55	24	21	2	0	47	166
Total	8	108	28	0	144	27	92	25	0	144	13	159	96	0	268	108	105	17	0	230	786
05:00 PM	1	43	24	0	68	7	21	5	0	33	1	32	22	0	55	32	23	2	0	57	213
05:15 PM	1	34	9	0	44	7	10	5	0	22	2	30	25	0	57	21	25	1	0	47	170
05:30 PM	2	18	6	0	26	3	21	4	0	28	4	35	16	0	55	14	28	4	0	46	155
05:45 PM	2	11	3	0	16	5	17	2	0	24	6	35	20	0	61	17	25	2	0	44	145
Total	6	106	42	0	154	22	69	16	0	107	13	132	83	0	228	84	101	9	0	194	683
Grand Total	14	214	70	0	298	49	161	41	0	251	26	291	179	0	496	192	206	26	0	424	1469
Apprch %	4.7	71.8	23.5	0		19.5	64.1	16.3	0		5.2	58.7	36.1	0		45.3	48.6	6.1	0		
Total %	1	14.6	4.8	0	20.3	3.3	11	2.8	0	17.1	1.8	19.8	12.2	0	33.8	13.1	14	1.8	0	28.9	

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	2	31	8		41	11	19	4		34	5	50	21		76	25	30	5		60	211
04:30 PM	2	32	5		39	8	26	6		40	5	42	27		74	30	20	6		56	209
04:45 PM	1	28	7		36	3	21	4		28	3	25	27		55	24	21	2		47	166
05:00 PM	1	43	24		68	7	21	5		33	1	32	22		55	32	23	2		57	213
Total Volume	6	134	44		184	29	87	19		135	14	149	97		260	111	94	15		220	799
% App. Total	3.3	72.8	23.9			21.5	64.4	14.1			5.4	57.3	37.3			50.5	42.7	6.8			
PHF	.750	.779	.458		.676	.659	.837	.792		.844	.700	.745	.898		.855	.867	.783	.625		.917	.938

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	2	0	0	0	2	6
04:30 PM	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	1	0	1	3	1	2	0	6	1	2	0	0	3	1	3	1	0	5	15	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	2	0	0	0	3	5
05:30 PM	0	0	0	0	0	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	1	0	0	1	1	3	2	0	6	1	1	0	0	2	2	3	0	0	5	14	
Grand Total	0	1	1	0	2	4	4	4	0	12	2	3	0	0	5	3	6	1	0	10	29	
Apprch %	0	50	50	0		33.3	33.3	33.3	0		40	60	0	0		30	60	10	0			
Total %	0	3.4	3.4	0	6.9	13.8	13.8	13.8	0	41.4	6.9	10.3	0	0	17.2	10.3	20.7	3.4	0	34.5		

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	0	2	0	0	0	2	6
04:30 PM	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	1	0	1	3	1	2	0	6	1	2	0	0	3	1	3	1	0	5	15	
% App. Total	0	0	0	0	100	50	16.7	33.3	0		33.3	66.7	0	0		20	60	20	0			
PHF	.000	.000	.250	.000	.250	.375	.250	.250	.000	.300	.250	.250	.000	.000	.250	.250	.375	.250	.000	.625	.625	

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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

Peggy Malone & Associates

(888) 247-8602

File Name : 4 Gay St & Mason St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Mason St Southbound					Gay Street Westbound					Mason Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	17	9	0	29	5	26	11	0	42	0	42	21	1	64	29	35	5	1	70	205
04:15 PM	2	31	8	1	42	12	19	4	3	38	6	52	21	3	82	25	32	5	1	63	225
04:30 PM	2	32	5	0	39	10	27	8	0	45	5	42	27	0	74	30	20	6	0	56	214
04:45 PM	1	28	7	0	36	3	21	4	0	28	3	25	27	2	57	25	21	2	0	48	169
Total	8	108	29	1	146	30	93	27	3	153	14	161	96	6	277	109	108	18	2	237	813
05:00 PM	1	43	24	1	69	7	21	5	1	34	1	33	22	3	59	32	24	2	2	60	222
05:15 PM	1	34	9	1	45	7	11	5	0	23	3	30	25	1	59	22	27	1	3	53	180
05:30 PM	2	18	6	0	26	4	23	6	0	33	4	35	16	1	56	14	28	4	0	46	161
05:45 PM	2	12	3	0	17	5	17	2	0	24	6	35	20	3	64	18	25	2	0	45	150
Total	6	107	42	2	157	23	72	18	1	114	14	133	83	8	238	86	104	9	5	204	713
Grand Total	14	215	71	3	303	53	165	45	4	267	28	294	179	14	515	195	212	27	7	441	1526
Apprch %	4.6	71	23.4	1		19.9	61.8	16.9	1.5		5.4	57.1	34.8	2.7		44.2	48.1	6.1	1.6		
Total %	0.9	14.1	4.7	0.2	19.9	3.5	10.8	2.9	0.3	17.5	1.8	19.3	11.7	0.9	33.7	12.8	13.9	1.8	0.5	28.9	

Start Time	Mason St Southbound				Gay Street Westbound				Mason Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	31	8	41	12	19	4	35	6	52	21	79	25	32	5	62	217
04:30 PM	2	32	5	39	10	27	8	45	5	42	27	74	30	20	6	56	214
04:45 PM	1	28	7	36	3	21	4	28	3	25	27	55	25	21	2	48	167
05:00 PM	1	43	24	68	7	21	5	33	1	33	22	56	32	24	2	58	215
Total Volume	6	134	44	184	32	88	21	141	15	152	97	264	112	97	15	224	813
% App. Total	3.3	72.8	23.9		22.7	62.4	14.9		5.7	57.6	36.7		50	43.3	6.7		
PHF	.750	.779	.458	.676	.667	.815	.656	.783	.625	.731	.898	.835	.875	.758	.625	.903	.937

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	2	0	0	3	0	8	0	0	8	2	1	0	0	3	1	3	1	0	5	19
07:15 AM	3	1	0	0	4	0	10	0	0	10	0	1	3	0	4	3	9	1	0	13	31
07:30 AM	1	1	0	0	2	0	24	0	0	24	0	1	1	0	2	1	20	2	0	23	51
07:45 AM	6	1	0	0	7	0	23	0	0	23	2	1	3	0	6	0	20	2	0	22	58
Total	11	5	0	0	16	0	65	0	0	65	4	4	7	0	15	5	52	6	0	63	159
08:00 AM	3	4	0	0	7	0	15	0	0	15	0	2	1	0	3	4	10	1	0	15	40
08:15 AM	3	4	0	0	7	0	19	1	0	20	2	2	0	0	4	1	11	1	0	13	44
08:30 AM	2	2	0	0	4	0	17	1	0	18	0	1	1	0	2	1	12	1	0	14	38
08:45 AM	2	1	1	0	4	0	13	0	0	13	0	0	1	0	1	2	8	1	0	11	29
Total	10	11	1	0	22	0	64	2	0	66	2	5	3	0	10	8	41	4	0	53	151
Grand Total	21	16	1	0	38	0	129	2	0	131	6	9	10	0	25	13	93	10	0	116	310
Apprch %	55.3	42.1	2.6	0		0	98.5	1.5	0		24	36	40	0		11.2	80.2	8.6	0		
Total %	6.8	5.2	0.3	0	12.3	0	41.6	0.6	0	42.3	1.9	2.9	3.2	0	8.1	4.2	30	3.2	0	37.4	

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	1	0	0	2	0	24	0	0	24	0	1	1	2		1	20	2	0	23	51
07:45 AM	6	1	0	0	7	0	23	0	0	23	2	1	3	6		0	20	2	0	22	58
08:00 AM	3	4	0	0	7	0	15	0	0	15	0	2	1	3		4	10	1	0	15	40
08:15 AM	3	4	0	0	7	0	19	1	0	20	2	2	0	4		1	11	1	0	13	44
Total Volume	13	10	0	0	23	0	81	1	0	82	4	6	5	15		6	61	6	0	73	193
% App. Total	56.5	43.5	0	0		0	98.8	1.2	0		26.7	40	33.3			8.2	83.6	8.2	0		
PHF	.542	.625	.000	.000	.821	.000	.844	.250	.000	.854	.500	.750	.417	.625		.375	.763	.750	.000	.793	.832

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	0	1	1	0	2	8
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Grand Total	0	0	0	0	0	1	6	1	0	8	1	0	0	0	1	0	3	1	0	4	13
Apprch %	0	0	0	0	0	12.5	75	12.5	0	61.5	100	0	0	0	7.7	0	75	25	0	30.8	
Total %	0	0	0	0	0	7.7	46.2	7.7	0	61.5	7.7	0	0	0	7.7	0	23.1	7.7	0	30.8	

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	1	3	1	0	5	1	0	0	0	1	0	1	1	0	2	8
% App. Total	0	0	0	0	0	20	60	20	0	61.5	100	0	0	0	7.7	0	50	50	0	30.8	
PHF	.000	.000	.000	.000	.000	.250	.375	.250	.000	.625	.250	.000	.000	.000	.250	.000	.250	.250	.000	.500	.667

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	6
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	3	3	0	0	0	4	4	0	0	0	1	1	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	4
Grand Total	0	0	0	2	2	0	0	0	4	4	0	0	0	7	7	0	0	0	1	1	14
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	14.3	14.3	0	0	0	28.6	28.6	0	0	0	50	50	0	0	0	7.1	7.1	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St AM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	2	0	1	4	0	10	0	3	13	2	1	0	2	5	1	3	1	0	5	27
07:15 AM	3	1	0	1	5	0	10	0	0	10	1	1	3	1	6	3	9	1	0	13	34
07:30 AM	1	1	0	0	2	1	25	0	0	26	0	1	1	1	3	1	20	3	1	25	56
07:45 AM	6	1	0	0	7	0	23	1	0	24	2	1	3	0	6	0	21	2	0	23	60
Total	11	5	0	2	18	1	68	1	3	73	5	4	7	4	20	5	53	7	1	66	177
08:00 AM	3	4	0	0	7	0	17	0	0	17	0	2	1	2	5	4	10	1	0	15	44
08:15 AM	3	4	0	0	7	0	19	1	0	20	2	2	0	0	4	1	11	1	0	13	44
08:30 AM	2	2	0	0	4	0	17	1	1	19	0	1	1	0	2	1	14	1	0	16	41
08:45 AM	2	1	1	0	4	0	14	0	0	14	0	0	1	1	2	2	8	1	0	11	31
Total	10	11	1	0	22	0	67	2	1	70	2	5	3	3	13	8	43	4	0	55	160
Grand Total	21	16	1	2	40	1	135	3	4	143	7	9	10	7	33	13	96	11	1	121	337
Apprch %	52.5	40	2.5	5		0.7	94.4	2.1	2.8		21.2	27.3	30.3	21.2		10.7	79.3	9.1	0.8		
Total %	6.2	4.7	0.3	0.6	11.9	0.3	40.1	0.9	1.2	42.4	2.1	2.7	3	2.1	9.8	3.9	28.5	3.3	0.3	35.9	

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	1	0		2	1	25	0		26	0	1	1	2	2	1	20	3		24	54
07:45 AM	6	1	0		7	0	23	1		24	2	1	3	6	6	0	21	2		23	60
08:00 AM	3	4	0		7	0	17	0		17	0	2	1	3	3	4	10	1		15	42
08:15 AM	3	4	0		7	0	19	1		20	2	2	0	4	4	1	11	1		13	44
Total Volume	13	10	0		23	1	84	2		87	4	6	5	15	15	6	62	7		75	200
% App. Total	56.5	43.5	0			1.1	96.6	2.3			26.7	40	33.3			8	82.7	9.3			
PHF	.542	.625	.000		.821	.250	.840	.500		.837	.500	.750	.417	.625		.375	.738	.583		.781	.833

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Cars

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	5	1	0	12	0	19	0	0	19	2	5	6	0	13	3	34	4	0	41	85
04:15 PM	6	3	2	0	11	1	25	0	0	26	2	4	4	0	10	4	37	5	0	46	93
04:30 PM	4	1	2	0	7	0	27	1	0	28	0	2	2	0	4	3	25	5	0	33	72
04:45 PM	4	1	5	0	10	2	19	2	0	23	0	4	2	0	6	5	22	0	0	27	66
Total	20	10	10	0	40	3	90	3	0	96	4	15	14	0	33	15	118	14	0	147	316
05:00 PM	1	3	2	0	6	1	17	1	0	19	1	3	6	0	10	2	40	9	0	51	86
05:15 PM	2	2	3	0	7	1	15	0	0	16	1	6	1	0	8	7	30	2	0	39	70
05:30 PM	4	6	1	0	11	0	17	2	0	19	1	2	6	0	9	5	30	2	0	37	76
05:45 PM	4	3	1	0	8	1	15	0	0	16	1	1	7	0	9	4	30	1	0	35	68
Total	11	14	7	0	32	3	64	3	0	70	4	12	20	0	36	18	130	14	0	162	300
Grand Total	31	24	17	0	72	6	154	6	0	166	8	27	34	0	69	33	248	28	0	309	616
Apprch %	43.1	33.3	23.6	0		3.6	92.8	3.6	0		11.6	39.1	49.3	0		10.7	80.3	9.1	0		
Total %	5	3.9	2.8	0	11.7	1	25	1	0	26.9	1.3	4.4	5.5	0	11.2	5.4	40.3	4.5	0	50.2	

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	3	2		11	1	25	0		26	2	4	4		10	4	37	5		46	93
04:30 PM	4	1	2		7	0	27	1		28	0	2	2		4	3	25	5		33	72
04:45 PM	4	1	5		10	2	19	2		23	0	4	2		6	5	22	0		27	66
05:00 PM	1	3	2		6	1	17	1		19	1	3	6		10	2	40	9		51	86
Total Volume	15	8	11		34	4	88	4		96	3	13	14		30	14	124	19		157	317
% App. Total	44.1	23.5	32.4			4.2	91.7	4.2			10	43.3	46.7			8.9	79	12.1			
PHF	.625	.667	.550		.773	.500	.815	.500		.857	.375	.813	.583		.750	.700	.775	.528		.770	.852

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Trucks

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	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	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0
Grand Total	1	0	0	0	1	1	4	0	0	5	0	2	0	0	2	0	1	0	0	1	9
Apprch %	100	0	0	0		20	80	0	0		0	100	0	0		0	100	0	0		
Total %	11.1	0	0	0	11.1	11.1	44.4	0	0	55.6	0	22.2	0	0	22.2	0	11.1	0	0	11.1	

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
Total Volume	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	6
% App. Total	100	0	0	0		33.3	66.7	0	0		0	100	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.250	.000	.000	.375	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.375

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Pedestrians

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	4	4	10
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	0	9	9	0	0	0	5	5	17
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	17.6	17.6	0	0	0	0	0	0	0	0	52.9	52.9	0	0	0	29.4	29.4	

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

Peggy Malone & Associates

(888) 247-8602

File Name : 5 Gay St & Broad St PM
 Site Code :
 Start Date : 12/8/2021
 Page No : 1

Groups Printed- Combined

Start Time	Broad Street Southbound					Gay Street Westbound					Broad Street Northbound					Gay Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	6	5	1	1	13	0	19	0	0	19	2	5	6	0	13	3	35	4	0	42	87
04:15 PM	6	3	2	1	12	1	27	0	0	28	2	4	4	2	12	4	37	5	0	46	98
04:30 PM	4	1	2	0	7	1	27	1	0	29	0	2	2	0	4	3	25	5	1	34	74
04:45 PM	4	1	5	0	10	2	19	2	0	23	0	4	2	2	8	5	22	0	0	27	68
Total	20	10	10	2	42	4	92	3	0	99	4	15	14	4	37	15	119	14	1	149	327
05:00 PM	1	3	2	0	6	1	17	1	0	19	1	4	6	2	13	2	40	9	2	53	91
05:15 PM	3	2	3	0	8	1	17	0	0	18	1	7	1	2	11	7	30	2	0	39	76
05:30 PM	4	6	1	0	11	0	17	2	0	19	1	2	6	1	10	5	30	2	1	38	78
05:45 PM	4	3	1	2	10	1	15	0	0	16	1	1	7	0	9	4	30	1	1	36	71
Total	12	14	7	2	35	3	66	3	0	72	4	14	20	5	43	18	130	14	4	166	316
Grand Total	32	24	17	4	77	7	158	6	0	171	8	29	34	9	80	33	249	28	5	315	643
Apprch %	41.6	31.2	22.1	5.2		4.1	92.4	3.5	0		10	36.2	42.5	11.2		10.5	79	8.9	1.6		
Total %	5	3.7	2.6	0.6	12	1.1	24.6	0.9	0	26.6	1.2	4.5	5.3	1.4	12.4	5.1	38.7	4.4	0.8	49	

Start Time	Broad Street Southbound				Gay Street Westbound				Broad Street Northbound				Gay Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	3	2	11	1	27	0	28	2	4	4	10	4	37	5	46	95
04:30 PM	4	1	2	7	1	27	1	29	0	2	2	4	3	25	5	33	73
04:45 PM	4	1	5	10	2	19	2	23	0	4	2	6	5	22	0	27	66
05:00 PM	1	3	2	6	1	17	1	19	1	4	6	11	2	40	9	51	87
Total Volume	15	8	11	34	5	90	4	99	3	14	14	31	14	124	19	157	321
% App. Total	44.1	23.5	32.4		5.1	90.9	4		9.7	45.2	45.2		8.9	79	12.1		
PHF	.625	.667	.550	.773	.625	.833	.500	.853	.375	.875	.583	.705	.700	.775	.528	.770	.845

Type of report: Tube Count - Speed Data

LOCATION: E Gay St Btwn N Mason St & N Main St															QC JOB #: 15651102		
SPECIFIC LOCATION:															DIRECTION: EB		
CITY/STATE: Harrisonburg, VA															DATE: Dec 9 2021		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	4	2	0	0	0	0	0	0	0	0	0	9	26-35	6
01:00 AM	0	2	8	4	1	0	0	0	0	0	0	0	0	0	15	21-30	12
02:00 AM	1	3	8	2	2	0	0	0	0	0	0	0	0	0	16	16-25	11
03:00 AM	0	0	4	2	0	1	0	0	0	0	0	0	0	0	7	21-30	6
04:00 AM	0	2	4	7	0	0	1	0	0	0	0	0	0	0	14	21-30	11
05:00 AM	1	1	7	8	1	0	0	0	0	0	0	0	0	0	18	21-30	15
06:00 AM	0	0	20	13	3	1	0	0	0	0	0	0	0	0	37	21-30	33
07:00 AM	2	16	50	35	9	1	0	0	0	0	0	0	0	0	113	21-30	85
08:00 AM	3	17	59	35	5	3	0	0	0	0	0	0	0	0	122	21-30	94
09:00 AM	1	10	55	24	11	1	0	0	0	0	0	0	0	0	102	21-30	79
10:00 AM	5	26	68	19	3	0	0	0	0	0	0	0	0	0	121	16-25	94
11:00 AM	7	20	61	39	2	0	0	0	0	0	0	0	0	0	129	21-30	100
12:00 PM	8	21	87	28	6	0	0	0	0	0	0	0	0	0	150	21-30	115
01:00 PM	6	29	78	41	4	0	0	0	0	0	0	0	0	0	158	21-30	119
02:00 PM	13	24	79	38	4	1	0	0	0	0	0	0	0	0	159	21-30	117
03:00 PM	7	23	101	56	13	0	0	0	0	0	0	0	0	0	200	21-30	157
04:00 PM	2	50	104	46	7	0	0	0	0	0	0	0	0	0	209	16-25	154
05:00 PM	10	22	64	54	8	0	0	0	0	0	0	0	0	0	158	21-30	118
06:00 PM	2	14	45	46	14	1	0	0	0	0	0	0	0	0	122	21-30	91
07:00 PM	0	1	32	35	4	2	0	0	0	0	0	0	0	0	74	21-30	67
08:00 PM	4	5	31	37	4	1	0	0	0	0	0	0	0	0	82	21-30	68
09:00 PM	1	4	17	22	3	0	0	0	0	0	0	0	0	0	47	21-30	39
10:00 PM	0	1	13	24	3	1	0	0	0	0	0	0	0	0	42	21-30	37
11:00 PM	0	7	4	5	6	1	0	0	0	0	0	0	0	0	23	16-25	11
Day Total	73	299	1001	624	115	14	1	0	0	0	0	0	0	0	2127	21-30	1625
Percent	3.4%	14.1%	47.1%	29.3%	5.4%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM	10:00 AM	10:00 AM	11:00 AM	9:00 AM	8:00 AM	4:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM	
	7	26	68	39	11	3	1	0	0	0	0	0	0	0	129		
PM Peak Volume	2:00 PM	4:00 PM	4:00 PM	3:00 PM	6:00 PM	7:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	13	50	104	56	14	2	0	0	0	0	0	0	0	209			
<i>Comments:</i>																	

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: E Gay St Btwn N Mason St & N Main St														QC JOB #: 15651102			
SPECIFIC LOCATION:														DIRECTION: EB			
CITY/STATE: Harrisonburg, VA														DATE: Dec 9 2021			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	73	299	1001	624	115	14	1	0	0	0	0	0	0	0	2127	21-30	1625
Percent	3.4%	14.1%	47.1%	29.3%	5.4%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	3.4%	17.5%	64.6%	93.9%	99.3%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 2127															85th Percentile: 29 MPH Mean Speed(Average): 23 MPH Median: 24 MPH Mode: 23 MPH		
<i>Comments:</i>																	

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

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



LOCATION: E Gay St Btwn N Mason St & N Main St
SPECIFIC LOCATION:
CITY/STATE: Harrisonburg, VA

QC JOB #: 15651102
DIRECTION: EB
DATE: Dec 9 2021

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15
02:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
03:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00 AM	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
05:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	1	18
06:00 AM	0	31	2	0	3	0	0	0	1	0	0	0	0	0	37
07:00 AM	0	74	27	2	9	0	0	1	0	0	0	0	0	0	113
08:00 AM	0	88	19	3	8	0	0	3	0	0	1	0	0	0	122
09:00 AM	0	75	22	2	3	0	0	0	0	0	0	0	0	0	102
10:00 AM	0	78	25	1	15	0	0	0	1	0	0	0	0	1	121
11:00 AM	0	95	18	4	7	0	0	1	2	0	0	0	0	2	129
12:00 PM	0	106	29	1	8	1	0	2	2	0	0	0	0	1	150
01:00 PM	1	104	35	5	9	0	0	2	1	0	0	0	0	1	158
02:00 PM	0	109	40	2	6	0	0	2	0	1	0	0	0	1	159
03:00 PM	1	153	31	3	8	0	0	2	0	0	0	0	0	2	200
04:00 PM	0	155	40	3	9	0	0	2	0	0	0	0	0	0	209
05:00 PM	0	119	26	1	11	0	0	1	0	0	0	0	0	0	158
06:00 PM	0	92	18	4	7	0	0	0	1	0	0	0	0	0	122
07:00 PM	0	65	9	0	0	0	0	0	0	0	0	0	0	0	74
08:00 PM	0	63	14	0	3	0	0	0	0	0	0	0	0	2	82
09:00 PM	0	37	7	0	2	0	0	0	0	0	0	0	0	1	47
10:00 PM	0	36	4	0	1	0	0	1	0	0	0	0	0	0	42
11:00 PM	0	18	3	1	0	0	0	0	1	0	0	0	0	0	23
Day Total	2	1559	381	32	113	1	0	15	10	1	1	0	0	12	2127
Percent	0.1%	73.3%	17.9%	1.5%	5.3%	0%	0%	0.7%	0.5%	0%	0%	0%	0%	0.6%	
ADT 2127															
AM Peak Volume	12:00 AM	11:00 AM	7:00 AM	11:00 AM	10:00 AM	12:00 AM	12:00 AM	8:00 AM	11:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	11:00 AM	11:00 AM
	0	95	27	4	15	0	0	3	2	0	1	0	0	2	129
PM Peak Volume	1:00 PM	4:00 PM	2:00 PM	1:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	4:00 PM
	1	155	40	5	11	1	0	2	2	1	0	0	0	2	209

Comments:

LOCATION: E Gay St Btwn N Mason St & N Main St **QC JOB #:** 15651102
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	2	1559	381	32	113	1	0	15	10	1	1	0	0	12	2127
Percent	0.1%	73.3%	17.9%	1.5%	5.3%	0%	0%	0.7%	0.5%	0%	0%	0%	0%	0.6%	
ADT 2127															

Comments:



Type of report: Tube Count - Volume Data

LOCATION: E Gay St Btwn N Mason St & N Main St SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA						QC JOB #: 15651102 DIRECTION: EB DATE: Dec 9 2021 - Dec 9 2021				
Start Time	Mon	Tue	Wed	Thu 9 Dec 21	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				9		9			9	
01:00 AM				15		15			15	
02:00 AM				16		16			16	
03:00 AM				7		7			7	
04:00 AM				14		14			14	
05:00 AM				18		18			18	
06:00 AM				37		37			37	
07:00 AM				113		113			113	
08:00 AM				122		122			122	
09:00 AM				102		102			102	
10:00 AM				121		121			121	
11:00 AM				129		129			129	
12:00 PM				150		150			150	
01:00 PM				158		158			158	
02:00 PM				159		159			159	
03:00 PM				200		200			200	
04:00 PM				209		209			209	
05:00 PM				158		158			158	
06:00 PM				122		122			122	
07:00 PM				74		74			74	
08:00 PM				82		82			82	
09:00 PM				47		47			47	
10:00 PM				42		42			42	
11:00 PM				23		23			23	
Day Total				2127		2127			2127	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				11:00 AM 129		11:00 AM 129			11:00 AM 129	
PM Peak Volume				4:00 PM 209		4:00 PM 209			4:00 PM 209	
Comments:										

Type of report: Tube Count - Speed Data

LOCATION: E Gay St Btwn N Mason St & N Main St															QC JOB #: 15651102		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Harrisonburg, VA															DATE: Dec 9 2021		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	4	6	7	3	0	0	0	0	0	0	0	0	0	20	21-30	13
01:00 AM	1	4	11	8	1	0	0	0	0	0	0	0	0	0	25	21-30	19
02:00 AM	1	4	14	3	4	0	0	0	0	0	0	0	0	0	26	16-25	18
03:00 AM	0	1	7	5	0	1	0	0	0	0	0	0	0	0	14	21-30	12
04:00 AM	0	2	10	18	5	1	1	0	0	0	0	0	0	0	37	21-30	28
05:00 AM	4	3	18	22	4	0	0	0	0	0	0	0	0	0	51	21-30	40
06:00 AM	0	4	34	25	11	2	0	0	0	0	0	0	0	0	76	21-30	59
07:00 AM	5	33	114	65	13	4	0	0	0	0	0	0	0	0	234	21-30	179
08:00 AM	5	37	121	69	20	3	0	0	0	0	0	0	0	0	255	21-30	190
09:00 AM	3	28	106	59	16	3	0	0	0	0	0	0	0	0	215	21-30	165
10:00 AM	8	49	120	43	10	1	0	0	0	0	0	0	0	0	231	16-25	169
11:00 AM	8	33	133	64	8	0	0	0	0	0	0	0	0	0	246	21-30	197
12:00 PM	15	52	180	56	14	0	0	0	0	0	0	0	0	0	317	21-30	236
01:00 PM	7	45	147	81	8	1	0	0	0	0	0	0	0	0	289	21-30	228
02:00 PM	19	55	143	75	13	4	0	0	0	0	0	0	0	0	309	21-30	218
03:00 PM	11	53	189	100	22	2	0	0	0	0	0	0	0	0	377	21-30	289
04:00 PM	3	92	213	101	15	0	0	0	0	0	0	0	0	0	424	21-30	314
05:00 PM	12	34	149	127	16	1	0	0	0	0	0	0	0	0	339	21-30	276
06:00 PM	6	20	105	97	29	4	0	0	0	0	0	0	0	0	261	21-30	202
07:00 PM	0	7	75	69	18	5	0	0	0	0	0	0	0	0	174	21-30	144
08:00 PM	5	15	67	69	15	1	0	0	0	0	0	0	0	0	172	21-30	136
09:00 PM	1	9	37	41	11	2	0	0	0	0	0	0	0	0	101	21-30	78
10:00 PM	2	2	32	39	8	2	1	0	0	0	0	0	0	0	86	21-30	71
11:00 PM	0	10	11	13	6	2	0	0	0	0	0	0	0	0	42	21-30	24
Day Total	116	596	2042	1256	270	39	2	0	0	0	0	0	0	0	4321	21-30	3298
Percent	2.7%	13.8%	47.3%	29.1%	6.2%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM 8	10:00 AM 49	11:00 AM 133	8:00 AM 69	8:00 AM 20	7:00 AM 4	4:00 AM 1	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	12:00 AM 0	8:00 AM 255		
PM Peak Volume	2:00 PM 19	4:00 PM 92	4:00 PM 213	5:00 PM 127	6:00 PM 29	7:00 PM 5	10:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	4:00 PM 424		
<i>Comments:</i>																	

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

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

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: E Gay St Btwn N Mason St & N Main St														QC JOB #: 15651102			
SPECIFIC LOCATION:														DIRECTION: EB, WB			
CITY/STATE: Harrisonburg, VA														DATE: Dec 9 2021			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	116	596	2042	1256	270	39	2	0	0	0	0	0	0	0	4321	21-30	3298
Percent	2.7%	13.8%	47.3%	29.1%	6.2%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	2.7%	16.5%	63.7%	92.8%	99.1%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 4321															85th Percentile: 29 MPH Mean Speed(Average): 23 MPH Median: 24 MPH Mode: 23 MPH		
<i>Comments:</i>																	

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

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



Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Gay St Btwn N Mason St & N Main St

QC JOB #: 15651102

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	1	20
01:00 AM	0	20	2	0	1	0	0	0	2	0	0	0	0	0	25
02:00 AM	0	18	5	0	2	1	0	0	0	0	0	0	0	0	26
03:00 AM	0	12	0	2	0	0	0	0	0	0	0	0	0	0	14
04:00 AM	0	25	11	0	1	0	0	0	0	0	0	0	0	0	37
05:00 AM	0	36	11	0	1	1	0	0	0	0	0	0	0	2	51
06:00 AM	0	58	9	0	8	0	0	0	1	0	0	0	0	0	76
07:00 AM	0	164	45	4	17	0	0	2	1	0	0	0	0	1	234
08:00 AM	1	180	56	3	10	0	0	4	0	0	1	0	0	0	255
09:00 AM	0	161	43	3	8	0	0	0	0	0	0	0	0	0	215
10:00 AM	0	146	56	2	22	0	0	1	2	0	0	0	0	2	231
11:00 AM	0	184	38	5	11	0	0	2	4	0	0	0	0	2	246
12:00 PM	0	229	61	4	15	2	0	2	2	0	0	0	0	2	317
01:00 PM	1	206	60	6	11	0	0	3	1	0	0	0	0	1	289
02:00 PM	2	221	63	5	14	0	0	1	0	1	0	0	0	2	309
03:00 PM	1	292	61	5	12	0	0	3	1	0	0	0	0	2	377
04:00 PM	0	329	78	3	12	0	0	2	0	0	0	0	0	0	424
05:00 PM	0	256	58	1	21	0	0	2	0	0	0	0	0	1	339
06:00 PM	0	207	37	4	10	0	0	0	2	0	0	0	0	1	261
07:00 PM	0	145	27	0	2	0	0	0	0	0	0	0	0	0	174
08:00 PM	0	133	31	0	4	0	0	0	2	0	0	0	0	2	172
09:00 PM	0	81	15	0	3	0	0	0	1	0	0	0	0	1	101
10:00 PM	0	72	11	0	1	0	0	1	0	0	0	0	0	1	86
11:00 PM	0	35	5	1	0	0	0	0	1	0	0	0	0	0	42
Day Total	5	3227	785	48	186	4	0	23	20	1	1	0	0	21	4321
Percent	0.1%	74.7%	18.2%	1.1%	4.3%	0.1%	0%	0.5%	0.5%	0%	0%	0%	0%	0.5%	
ADT 4321															
AM Peak	8:00 AM	11:00 AM	8:00 AM	11:00 AM	10:00 AM	2:00 AM	12:00 AM	8:00 AM	11:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	5:00 AM	8:00 AM
Volume	1	184	56	5	22	1	0	4	4	0	1	0	0	2	255
PM Peak	2:00 PM	4:00 PM	4:00 PM	1:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM
Volume	2	329	78	6	21	2	0	3	2	1	0	0	0	2	424

Comments:

LOCATION: E Gay St Btwn N Mason St & N Main St **QC JOB #:** 15651102
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	5	3227	785	48	186	4	0	23	20	1	1	0	0	21	4321
Percent	0.1%	74.7%	18.2%	1.1%	4.3%	0.1%	0%	0.5%	0.5%	0%	0%	0%	0%	0.5%	
ADT 4321															

Comments:



Type of report: Tube Count - Volume Data

LOCATION: E Gay St Btwn N Mason St & N Main St SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA							QC JOB #: 15651102 DIRECTION: EB, WB DATE: Dec 9 2021 - Dec 9 2021			
Start Time	Mon	Tue	Wed	Thu 9 Dec 21	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				20		20			20	
01:00 AM				25		25			25	
02:00 AM				26		26			26	
03:00 AM				14		14			14	
04:00 AM				37		37			37	
05:00 AM				51		51			51	
06:00 AM				76		76			76	
07:00 AM				234		234			234	
08:00 AM				255		255			255	
09:00 AM				215		215			215	
10:00 AM				231		231			231	
11:00 AM				246		246			246	
12:00 PM				317		317			317	
01:00 PM				289		289			289	
02:00 PM				309		309			309	
03:00 PM				377		377			377	
04:00 PM				424		424			424	
05:00 PM				339		339			339	
06:00 PM				261		261			261	
07:00 PM				174		174			174	
08:00 PM				172		172			172	
09:00 PM				101		101			101	
10:00 PM				86		86			86	
11:00 PM				42		42			42	
Day Total				4321		4321			4321	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 255		8:00 AM 255			8:00 AM 255	
PM Peak Volume				4:00 PM 424		4:00 PM 424			4:00 PM 424	

Comments:

Type of report: Tube Count - Speed Data

LOCATION: E Gay St Btwn N Mason St & N Main St														QC JOB #: 15651102			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Harrisonburg, VA														DATE: Dec 9 2021			
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	3	4	3	1	0	0	0	0	0	0	0	0	0	11	16-25	7
01:00 AM	1	2	3	4	0	0	0	0	0	0	0	0	0	0	10	21-30	7
02:00 AM	0	1	6	1	2	0	0	0	0	0	0	0	0	0	10	16-25	7
03:00 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7	21-30	6
04:00 AM	0	0	6	11	5	1	0	0	0	0	0	0	0	0	23	21-30	17
05:00 AM	3	2	11	14	3	0	0	0	0	0	0	0	0	0	33	21-30	25
06:00 AM	0	4	14	12	8	1	0	0	0	0	0	0	0	0	39	21-30	26
07:00 AM	3	17	64	30	4	3	0	0	0	0	0	0	0	0	121	21-30	94
08:00 AM	2	20	62	34	15	0	0	0	0	0	0	0	0	0	133	21-30	96
09:00 AM	2	18	51	35	5	2	0	0	0	0	0	0	0	0	113	21-30	86
10:00 AM	3	23	52	24	7	1	0	0	0	0	0	0	0	0	110	21-30	76
11:00 AM	1	13	72	25	6	0	0	0	0	0	0	0	0	0	117	21-30	97
12:00 PM	7	31	93	28	8	0	0	0	0	0	0	0	0	0	167	16-25	124
01:00 PM	1	16	69	40	4	1	0	0	0	0	0	0	0	0	131	21-30	109
02:00 PM	6	31	64	37	9	3	0	0	0	0	0	0	0	0	150	21-30	101
03:00 PM	4	30	88	44	9	2	0	0	0	0	0	0	0	0	177	21-30	132
04:00 PM	1	42	109	55	8	0	0	0	0	0	0	0	0	0	215	21-30	164
05:00 PM	2	12	85	73	8	1	0	0	0	0	0	0	0	0	181	21-30	158
06:00 PM	4	6	60	51	15	3	0	0	0	0	0	0	0	0	139	21-30	111
07:00 PM	0	6	43	34	14	3	0	0	0	0	0	0	0	0	100	21-30	77
08:00 PM	1	10	36	32	11	0	0	0	0	0	0	0	0	0	90	21-30	68
09:00 PM	0	5	20	19	8	2	0	0	0	0	0	0	0	0	54	21-30	39
10:00 PM	2	1	19	15	5	1	1	0	0	0	0	0	0	0	44	21-30	34
11:00 PM	0	3	7	8	0	1	0	0	0	0	0	0	0	0	19	21-30	15
Day Total	43	297	1041	632	155	25	1	0	0	0	0	0	0	0	2194	21-30	1673
Percent	2%	13.5%	47.4%	28.8%	7.1%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	5:00 AM	10:00 AM	11:00 AM	9:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	3	23	72	35	15	3	0	0	0	0	0	0	0	0	133		
PM Peak Volume	12:00 PM	4:00 PM	4:00 PM	5:00 PM	6:00 PM	2:00 PM	10:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM		
	7	42	109	73	15	3	1	0	0	0	0	0	0	0	215		
<i>Comments:</i>																	

LOCATION: E Gay St Btwn N Mason St & N Main St														QC JOB #: 15651102			
SPECIFIC LOCATION:														DIRECTION: WB			
CITY/STATE: Harrisonburg, VA														DATE: Dec 9 2021			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	43	297	1041	632	155	25	1	0	0	0	0	0	0	0	2194	21-30	1673
Percent	2%	13.5%	47.4%	28.8%	7.1%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	2%	15.5%	62.9%	91.8%	98.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 2194															85th Percentile: 29 MPH Mean Speed(Average): 23 MPH Median: 24 MPH Mode: 23 MPH		
<i>Comments:</i>																	



Type of report: Tube Count - Vehicle Classification Data

LOCATION: E Gay St Btwn N Mason St & N Main St

QC JOB #: 15651102

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Harrisonburg, VA

DATE: Dec 9 2021

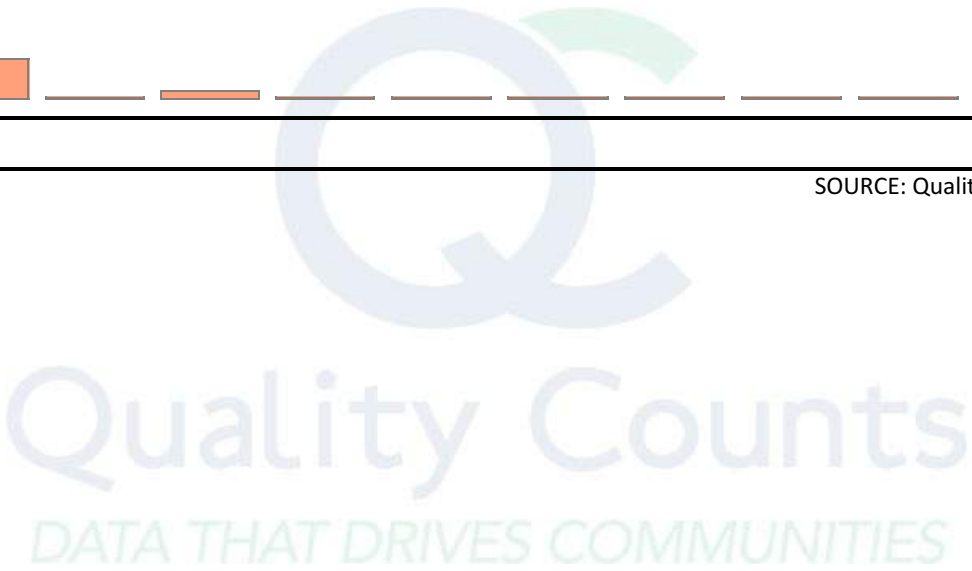
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	1	11
01:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
02:00 AM	0	7	1	0	1	1	0	0	0	0	0	0	0	0	10
03:00 AM	0	5	0	2	0	0	0	0	0	0	0	0	0	0	7
04:00 AM	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
05:00 AM	0	23	8	0	0	1	0	0	0	0	0	0	0	1	33
06:00 AM	0	27	7	0	5	0	0	0	0	0	0	0	0	0	39
07:00 AM	0	90	18	2	8	0	0	1	1	0	0	0	0	1	121
08:00 AM	1	92	37	0	2	0	0	1	0	0	0	0	0	0	133
09:00 AM	0	86	21	1	5	0	0	0	0	0	0	0	0	0	113
10:00 AM	0	68	31	1	7	0	0	1	1	0	0	0	0	1	110
11:00 AM	0	89	20	1	4	0	0	1	2	0	0	0	0	0	117
12:00 PM	0	123	32	3	7	1	0	0	0	0	0	0	0	1	167
01:00 PM	0	102	25	1	2	0	0	1	0	0	0	0	0	0	131
02:00 PM	2	112	23	3	8	0	0	1	0	0	0	0	0	1	150
03:00 PM	0	139	30	2	4	0	0	1	1	0	0	0	0	0	177
04:00 PM	0	174	38	0	3	0	0	0	0	0	0	0	0	0	215
05:00 PM	0	137	32	0	10	0	0	1	0	0	0	0	0	1	181
06:00 PM	0	115	19	0	3	0	0	0	1	0	0	0	0	1	139
07:00 PM	0	80	18	0	2	0	0	0	0	0	0	0	0	0	100
08:00 PM	0	70	17	0	1	0	0	0	2	0	0	0	0	0	90
09:00 PM	0	44	8	0	1	0	0	0	1	0	0	0	0	0	54
10:00 PM	0	36	7	0	0	0	0	0	0	0	0	0	0	1	44
11:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
Day Total	3	1668	404	16	73	3	0	8	10	0	0	0	0	9	2194
Percent	0.1%	76%	18.4%	0.7%	3.3%	0.1%	0%	0.4%	0.5%	0%	0%	0%	0%	0.4%	
ADT 2194															
AM Peak	8:00 AM	8:00 AM	8:00 AM	3:00 AM	7:00 AM	2:00 AM	12:00 AM	7:00 AM	11:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM
Volume	1	92	37	2	8	1	0	1	2	0	0	0	0	1	133
PM Peak	2:00 PM	4:00 PM	4:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	8:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM
Volume	2	174	38	3	10	1	0	1	2	0	0	0	0	1	215

Comments:

LOCATION: E Gay St Btwn N Mason St & N Main St **QC JOB #:** 15651102
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Harrisonburg, VA **DATE:** Dec 9 2021

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	3	1668	404	16	73	3	0	8	10	0	0	0	0	9	2194
Percent	0.1%	76%	18.4%	0.7%	3.3%	0.1%	0%	0.4%	0.5%	0%	0%	0%	0%	0.4%	
ADT 2194															

Comments:



Type of report: Tube Count - Volume Data

LOCATION: E Gay St Btwn N Mason St & N Main St SPECIFIC LOCATION: CITY/STATE: Harrisonburg, VA							QC JOB #: 15651102 DIRECTION: WB DATE: Dec 9 2021 - Dec 9 2021			
Start Time	Mon	Tue	Wed	Thu 9 Dec 21	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				11		11			11	
01:00 AM				10		10			10	
02:00 AM				10		10			10	
03:00 AM				7		7			7	
04:00 AM				23		23			23	
05:00 AM				33		33			33	
06:00 AM				39		39			39	
07:00 AM				121		121			121	
08:00 AM				133		133			133	
09:00 AM				113		113			113	
10:00 AM				110		110			110	
11:00 AM				117		117			117	
12:00 PM				167		167			167	
01:00 PM				131		131			131	
02:00 PM				150		150			150	
03:00 PM				177		177			177	
04:00 PM				215		215			215	
05:00 PM				181		181			181	
06:00 PM				139		139			139	
07:00 PM				100		100			100	
08:00 PM				90		90			90	
09:00 PM				54		54			54	
10:00 PM				44		44			44	
11:00 PM				19		19			19	
Day Total				2194		2194			2194	
% Weekday Average				100%						
% Week Average				100%		100%				
AM Peak Volume				8:00 AM 133		8:00 AM 133			8:00 AM 133	
PM Peak Volume				4:00 PM 215		4:00 PM 215			4:00 PM 215	

Comments:

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 11/04/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	5	9	2	0	0	0	0	0	0	0	0	0	0	17
01:00 - 01:59	0	4	5	6	2	1	0	0	0	0	0	0	0	0	0	18
02:00 - 02:59	0	1	1	8	3	3	0	0	0	0	0	0	0	0	0	16
03:00 - 03:59	1	0	4	5	0	1	0	0	0	0	0	0	0	0	0	11
04:00 - 04:59	2	1	3	5	3	0	0	0	0	0	0	0	0	0	0	14
05:00 - 05:59	2	1	4	10	0	2	0	1	0	0	0	0	0	0	0	20
06:00 - 06:59	1	3	7	11	3	0	0	0	0	0	0	0	0	0	0	25
07:00 - 07:59	2	6	13	22	14	1	0	0	0	0	0	0	0	0	0	58
08:00 - 08:59	5	5	14	24	4	0	0	0	0	1	0	0	0	0	1	54
09:00 - 09:59	5	6	18	23	9	3	1	0	0	0	0	0	0	0	0	65
10:00 - 10:59	7	7	19	33	10	1	0	0	0	0	0	0	0	0	0	77
11:00 - 11:59	4	10	31	27	17	1	0	0	0	0	0	0	0	0	0	90
12:00 - 12:59	7	11	30	39	12	3	0	0	0	0	0	0	0	0	0	102
13:00 - 13:59	3	9	32	50	18	2	0	0	0	0	0	0	0	0	1	115
14:00 - 14:59	3	5	24	50	15	5	1	0	0	0	0	0	0	0	0	103
15:00 - 15:59	5	12	29	61	22	2	0	0	0	0	0	0	0	0	0	131
16:00 - 16:59	4	8	42	52	30	6	0	0	1	0	0	0	0	0	0	143
17:00 - 17:59	2	15	49	73	15	0	0	0	0	0	0	0	0	0	0	154
18:00 - 18:59	6	9	32	34	17	2	0	0	0	0	0	0	0	0	0	100
19:00 - 19:59	2	6	26	39	17	1	0	0	0	0	0	0	0	0	0	91
20:00 - 20:59	0	1	13	18	14	0	0	0	0	0	0	0	0	0	0	46
21:00 - 21:59	4	3	10	13	5	0	0	0	0	0	0	0	0	0	0	35
22:00 - 22:59	1	5	16	8	8	1	0	0	0	0	0	0	0	0	0	39
23:00 - 23:59	1	1	6	10	2	0	0	0	0	0	0	0	0	0	0	20
Totals	67	130	433	630	242	35	2	1	1	1	0	0	0	0	2	1544
Percent of Total	4.3	8.4	28.0	40.8	15.7	2.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	100
Percent of AM	6.2	9.7	26.7	39.4	14.4	2.8	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.2	100
Percent of PM	3.5	7.9	28.6	41.4	16.2	2.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	100

Standard Deviation:	6.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.7 MPH	Percent in Ten Mile Pace:	68.8%	15th Percentile:	20.4 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Eastbound Speeds (MPH)

Study Date: Friday, 11/05/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	3	6	4	4	0	0	0	0	0	0	0	0	0	0	17
01:00 - 01:59	1	1	7	6	6	0	1	0	0	0	0	0	0	0	0	22
02:00 - 02:59	1	1	8	6	2	1	0	0	0	0	0	0	0	0	0	19
03:00 - 03:59	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	8
04:00 - 04:59	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
05:00 - 05:59	3	1	1	8	3	0	0	0	0	0	0	0	0	0	0	16
06:00 - 06:59	3	2	11	11	3	0	0	0	0	0	0	0	0	0	0	30
07:00 - 07:59	5	0	18	17	10	1	0	0	0	0	0	0	0	0	0	51
08:00 - 08:59	3	4	23	30	10	0	0	0	0	0	0	0	0	0	0	70
09:00 - 09:59	4	5	11	27	5	1	0	0	0	0	0	0	0	0	0	53
10:00 - 10:59	4	9	27	44	11	2	0	0	0	0	0	0	0	0	0	97
11:00 - 11:59	6	17	27	47	16	4	0	0	0	0	0	0	0	0	0	117
12:00 - 12:59	6	8	25	48	23	2	2	0	0	0	0	0	0	0	0	114
13:00 - 13:59	5	5	32	45	25	0	0	0	0	0	0	0	0	0	0	112
14:00 - 14:59	7	11	36	42	16	2	0	0	0	0	0	0	0	0	0	114
15:00 - 15:59	9	9	39	51	29	1	0	0	0	0	0	0	0	0	0	138
16:00 - 16:59	4	8	42	67	24	2	0	0	0	0	1	0	0	0	0	148
17:00 - 17:59	11	19	41	74	29	2	0	0	0	0	0	0	0	0	0	176
18:00 - 18:59	5	16	32	51	12	0	0	0	0	0	1	0	0	0	0	117
19:00 - 19:59	6	12	32	39	10	3	1	0	0	0	0	0	0	0	0	103
20:00 - 20:59	1	7	21	21	12	3	0	1	0	0	0	0	0	0	0	66
21:00 - 21:59	5	1	18	27	12	3	0	0	0	0	0	0	0	0	0	66
22:00 - 22:59	1	5	13	27	9	1	0	0	0	0	0	0	0	0	0	56
23:00 - 23:59	0	4	15	16	7	0	0	0	0	0	0	0	0	0	0	42
Totals	92	149	491	710	281	28	4	1	0	0	2	0	0	0	0	1758
Percent of Total	5.2	8.5	27.9	40.4	16.0	1.6	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	6.3	8.7	28.7	39.9	14.4	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.8	8.4	27.6	40.6	16.6	1.5	0.2	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.9 MPH
Mean Speed:	25.4 MPH	Percent in Ten Mile Pace:	68.3%	15th Percentile:	20.2 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Eastbound Speeds (MPH)

Study Date: Saturday, 11/06/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	9	7	6	1	0	0	0	0	0	0	0	0	0	24
01:00 - 01:59	3	4	7	9	3	1	0	0	0	0	0	0	0	0	0	27
02:00 - 02:59	0	5	1	5	5	1	0	0	0	0	0	0	0	0	0	17
03:00 - 03:59	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	1	2	1	0	2	0	0	0	0	0	0	0	0	0	0	6
05:00 - 05:59	2	0	4	3	1	0	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	1	2	5	5	1	0	0	0	0	0	0	0	0	0	0	14
07:00 - 07:59	2	2	6	6	3	1	0	0	0	0	0	0	0	0	0	20
08:00 - 08:59	2	4	11	7	8	0	0	0	0	0	0	0	0	0	0	32
09:00 - 09:59	3	11	18	19	8	0	0	0	0	0	0	0	0	0	0	59
10:00 - 10:59	5	7	35	46	9	1	0	0	0	0	0	0	0	0	0	103
11:00 - 11:59	11	12	37	34	17	5	0	0	0	0	0	0	0	0	0	116
12:00 - 12:59	10	11	44	41	23	3	1	0	0	0	0	0	0	0	0	133
13:00 - 13:59	15	12	48	46	17	1	0	0	0	0	0	0	0	0	0	139
14:00 - 14:59	4	12	37	42	15	2	0	0	0	0	0	0	0	0	0	112
15:00 - 15:59	7	7	36	38	15	4	0	0	0	0	0	0	0	0	0	107
16:00 - 16:59	4	7	38	53	14	3	0	0	0	0	0	0	0	0	0	119
17:00 - 17:59	9	13	33	47	15	3	0	0	0	0	0	0	0	0	0	120
18:00 - 18:59	5	19	57	44	9	4	0	0	0	0	0	0	0	0	0	138
19:00 - 19:59	8	10	31	36	10	1	1	0	0	0	0	0	0	0	0	97
20:00 - 20:59	5	7	23	37	14	2	1	0	0	0	0	0	0	0	0	89
21:00 - 21:59	1	3	14	25	10	1	0	1	0	0	0	0	0	0	0	55
22:00 - 22:59	1	4	16	20	2	1	0	0	0	0	0	0	0	0	0	44
23:00 - 23:59	1	1	10	21	1	1	0	0	0	0	0	0	0	0	0	35
Totals	101	156	522	592	208	36	3	1	0	0	0	0	0	0	0	1619
Percent of Total	6.2	9.6	32.2	36.6	12.8	2.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.2	11.6	31.3	32.9	14.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	5.9	8.9	32.6	37.9	12.2	2.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.1 MPH
Mean Speed:	24.7 MPH	Percent in Ten Mile Pace:	68.8%	15th Percentile:	19.5 MPH
Median Speed:	25.3 MPH			90th Percentile:	32.1 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Eastbound Speeds (MPH)

Study Date: Sunday, 11/07/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	0	6	7	2	2	0	0	0	0	0	0	0	0	0	18
01:00 - 01:59	1	1	3	3	5	0	0	0	0	0	0	0	0	0	0	13
02:00 - 02:59	1	0	4	7	4	1	0	0	0	0	0	0	0	0	0	17
03:00 - 03:59	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
04:00 - 04:59	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	10
05:00 - 05:59	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
06:00 - 06:59	1	2	3	0	2	0	0	0	0	0	0	0	0	0	0	8
07:00 - 07:59	0	2	3	1	3	0	0	0	0	0	0	0	0	0	0	9
08:00 - 08:59	1	3	6	12	3	0	0	0	0	0	0	0	0	0	0	25
09:00 - 09:59	1	7	13	11	8	0	0	0	0	0	0	0	0	0	0	40
10:00 - 10:59	0	9	19	27	15	3	1	0	0	0	0	0	0	0	0	74
11:00 - 11:59	4	8	19	31	15	3	0	0	0	0	0	0	0	0	1	81
12:00 - 12:59	3	7	24	40	17	5	0	0	0	0	0	0	0	0	0	96
13:00 - 13:59	4	12	37	48	22	1	0	0	0	0	0	0	0	0	0	124
14:00 - 14:59	3	9	45	45	21	1	1	0	0	0	0	0	0	0	0	125
15:00 - 15:59	2	14	28	30	15	2	0	0	0	0	0	0	0	0	1	92
16:00 - 16:59	8	9	26	37	15	1	0	0	0	0	0	0	0	0	0	96
17:00 - 17:59	4	12	30	32	14	0	0	0	0	0	0	0	0	0	0	92
18:00 - 18:59	9	12	37	37	9	1	0	0	0	0	0	0	0	0	0	105
19:00 - 19:59	5	4	28	27	10	2	0	0	0	0	0	0	0	0	0	76
20:00 - 20:59	2	7	23	24	10	0	0	0	0	0	0	0	0	0	0	66
21:00 - 21:59	4	6	19	20	4	0	0	0	0	0	0	0	0	0	0	53
22:00 - 22:59	3	4	14	10	3	0	0	0	0	0	0	0	0	0	0	34
23:00 - 23:59	0	0	9	11	3	0	0	0	0	0	0	0	0	0	0	23
Totals	58	132	407	463	202	22	2	0	0	0	0	0	0	0	2	1288
Percent of Total	4.5	10.2	31.6	35.9	15.7	1.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	100
Percent of AM	3.6	11.8	28.4	33.3	19.3	2.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	100
Percent of PM	4.8	9.8	32.6	36.8	14.6	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100

Standard Deviation:	6.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.8 MPH
Mean Speed:	25.2 MPH	Percent in Ten Mile Pace:	67.5%	15th Percentile:	20.0 MPH
Median Speed:	25.5 MPH			90th Percentile:	32.4 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Eastbound Speeds (MPH)

Study Date: Monday, 11/08/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	0	5	4	0	1	0	0	0	0	0	0	0	0	0	11
01:00 - 01:59	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
02:00 - 02:59	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
04:00 - 04:59	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	8
06:00 - 06:59	4	0	5	10	2	1	0	1	0	0	0	0	0	0	0	23
07:00 - 07:59	2	1	9	16	5	2	0	0	0	0	0	0	0	0	0	35
08:00 - 08:59	6	3	12	28	10	3	0	1	0	0	0	0	0	0	0	63
09:00 - 09:59	4	7	15	29	7	0	0	0	0	0	0	0	0	0	0	62
10:00 - 10:59	4	11	22	37	11	2	0	0	0	0	0	0	0	0	0	87
11:00 - 11:59	9	12	22	27	12	4	0	0	0	0	0	0	0	0	0	86
12:00 - 12:59	5	9	24	38	22	1	0	1	0	0	0	0	0	0	1	101
13:00 - 13:59	11	14	23	46	15	1	0	0	0	0	0	0	0	0	0	110
14:00 - 14:59	7	16	26	47	15	2	0	1	0	0	0	0	0	0	0	114
15:00 - 15:59	7	4	22	38	17	3	0	0	1	0	0	0	1	0	0	93
16:00 - 16:59	9	8	34	52	16	6	0	0	0	0	0	0	0	0	0	125
17:00 - 17:59	8	8	44	56	32	2	1	0	0	0	0	0	0	0	0	151
18:00 - 18:59	4	17	49	58	17	2	0	0	0	0	0	0	0	0	0	147
19:00 - 19:59	6	4	23	38	14	3	0	0	0	0	0	0	0	0	0	88
20:00 - 20:59	2	5	32	23	16	1	0	0	0	0	0	0	0	0	0	79
21:00 - 21:59	2	5	15	23	9	4	0	0	0	0	0	0	0	0	0	58
22:00 - 22:59	2	1	5	16	9	0	0	0	0	0	0	0	0	0	0	33
23:00 - 23:59	2	1	5	16	6	1	0	0	0	0	0	0	0	0	0	31
Totals	97	130	399	615	239	39	2	4	1	0	0	0	1	0	1	1528
Percent of Total	6.3	8.5	26.1	40.2	15.6	2.6	0.1	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.1	100
Percent of AM	8.0	9.5	24.4	41.2	12.8	3.3	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	5.8	8.1	26.7	39.9	16.6	2.3	0.1	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.1	100

Standard Deviation:	6.7 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.2 MPH
Mean Speed:	25.4 MPH	Percent in Ten Mile Pace:	66.4%	15th Percentile:	20.0 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 11/09/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	4	11	4	0	0	0	0	0	0	0	0	0	0	20
01:00 - 01:59	2	3	3	7	3	0	0	0	0	0	0	0	0	0	0	18
02:00 - 02:59	1	2	7	5	3	0	0	0	0	0	0	0	0	0	0	18
03:00 - 03:59	1	2	5	5	5	0	0	0	0	0	0	0	0	0	0	18
04:00 - 04:59	0	1	7	1	1	0	0	0	1	0	0	0	0	0	0	11
05:00 - 05:59	0	1	3	0	0	1	1	0	0	0	0	0	0	0	0	6
06:00 - 06:59	4	3	3	6	3	0	0	1	0	0	0	0	0	0	0	20
07:00 - 07:59	2	4	7	9	7	1	0	0	0	0	0	0	0	0	0	30
08:00 - 08:59	5	3	13	26	10	2	0	0	0	0	0	0	0	0	0	59
09:00 - 09:59	4	4	27	27	6	1	0	0	0	0	0	0	0	0	0	69
10:00 - 10:59	2	1	16	31	15	3	0	0	0	0	0	0	0	0	0	68
11:00 - 11:59	2	6	18	29	16	2	0	0	0	0	0	0	0	0	0	73
12:00 - 12:59	7	6	24	38	18	2	0	0	0	0	0	0	0	0	0	95
13:00 - 13:59	6	3	29	47	18	2	1	1	0	0	0	0	0	0	0	107
14:00 - 14:59	2	7	34	38	17	2	0	0	0	0	0	0	0	0	0	100
15:00 - 15:59	6	11	42	41	12	4	0	0	0	0	0	0	0	0	0	116
16:00 - 16:59	8	8	41	49	28	2	0	0	0	1	0	0	0	0	0	137
17:00 - 17:59	8	5	47	65	24	3	0	0	0	0	0	0	0	0	0	152
18:00 - 18:59	4	13	54	58	21	2	0	0	0	0	0	0	0	0	0	152
19:00 - 19:59	3	4	29	38	12	0	0	0	0	0	0	0	0	0	0	86
20:00 - 20:59	3	6	29	27	10	0	0	0	0	0	0	0	0	0	0	75
21:00 - 21:59	2	2	14	17	13	1	0	0	0	0	0	0	0	0	0	49
22:00 - 22:59	3	2	7	20	8	1	0	0	0	0	0	0	0	0	0	41
23:00 - 23:59	0	3	7	12	2	0	0	0	0	0	0	0	0	0	0	24
Totals	75	101	470	607	256	29	2	2	1	1	0	0	0	0	0	1544
Percent of Total	4.9	6.5	30.4	39.3	16.6	1.9	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	5.6	7.6	27.6	38.3	17.8	2.4	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.6	6.2	31.5	39.7	16.1	1.7	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.0 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.2 MPH
Mean Speed:	25.6 MPH	Percent in Ten Mile Pace:	69.8%	15th Percentile:	20.6 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 11/10/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	1	8	10	1	0	0	0	0	0	0	0	0	0	0	21
01:00 - 01:59	0	1	5	3	3	0	0	0	0	0	0	0	0	0	0	12
02:00 - 02:59	1	0	6	7	3	0	0	0	0	0	0	0	0	0	0	17
03:00 - 03:59	1	4	5	3	3	1	0	0	0	0	0	0	0	0	0	17
04:00 - 04:59	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	0	0	4	2	1	1	1	0	0	0	0	0	0	0	0	9
06:00 - 06:59	2	1	6	7	1	1	0	0	1	0	0	0	0	0	0	19
07:00 - 07:59	2	2	13	12	5	2	0	0	0	0	0	0	0	0	0	36
08:00 - 08:59	4	3	19	17	11	4	0	0	0	0	0	0	0	0	0	58
09:00 - 09:59	2	2	13	29	9	0	0	0	0	0	0	0	0	0	0	55
10:00 - 10:59	5	10	17	26	15	0	0	0	0	0	0	0	0	0	0	73
11:00 - 11:59	4	6	28	37	11	1	2	1	0	0	0	0	0	0	0	90
12:00 - 12:59	13	3	28	36	21	3	0	0	0	0	0	0	0	0	0	104
13:00 - 13:59	9	9	29	37	11	1	0	0	0	0	0	0	0	0	0	96
14:00 - 14:59	7	12	29	43	12	2	0	1	0	0	0	0	0	0	0	106
15:00 - 15:59	5	11	40	44	16	3	1	0	0	0	0	0	0	0	0	120
16:00 - 16:59	8	7	35	60	20	0	0	1	0	0	0	0	0	0	0	131
17:00 - 17:59	8	6	55	51	19	0	0	0	0	0	0	0	0	0	0	139
18:00 - 18:59	6	18	51	77	15	1	0	0	0	0	0	0	0	0	0	168
19:00 - 19:59	3	8	37	28	13	2	0	0	0	0	0	0	0	0	0	91
20:00 - 20:59	0	4	16	24	15	2	1	0	0	0	0	1	0	0	0	63
21:00 - 21:59	2	8	15	19	9	1	0	0	0	0	0	0	0	0	0	54
22:00 - 22:59	5	1	14	15	5	2	0	0	0	0	0	0	0	0	0	42
23:00 - 23:59	1	3	7	12	5	2	0	0	0	0	0	0	0	0	0	30
Totals	89	120	481	604	225	29	5	3	1	0	0	1	0	0	0	1558
Percent of Total	5.7	7.7	30.9	38.8	14.4	1.9	0.3	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	5.3	7.2	30.2	38.2	15.5	2.4	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	5.9	7.9	31.1	39.0	14.1	1.7	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100

Standard Deviation:	6.2 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.7 MPH
Mean Speed:	25.2 MPH	Percent in Ten Mile Pace:	69.6%	15th Percentile:	20.3 MPH
Median Speed:	25.7 MPH			90th Percentile:	32.4 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 11/11/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	3	1	6	3	2	0	0	0	0	0	0	0	0	0	0	15
01:00 - 01:59	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	9
02:00 - 02:59	1	1	8	4	1	0	0	0	0	0	0	0	0	0	0	15
03:00 - 03:59	1	4	4	6	2	1	0	0	0	0	0	0	0	0	0	18
04:00 - 04:59	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	3	1	4	12	2	0	0	0	1	0	0	0	0	0	0	23
07:00 - 07:59	2	2	12	14	1	0	0	0	0	0	0	0	0	0	0	31
08:00 - 08:59	3	1	14	25	7	2	0	0	0	0	0	0	0	0	0	52
09:00 - 09:59	3	4	19	27	11	0	0	0	0	0	0	0	0	0	0	64
10:00 - 10:59	3	8	18	20	12	1	0	0	0	0	0	0	0	0	0	62
11:00 - 11:59	6	7	21	21	9	0	0	0	0	0	0	0	0	0	0	64
12:00 - 12:59	7	3	22	35	12	2	0	0	0	0	0	0	0	0	0	81
13:00 - 13:59	2	7	22	31	10	0	0	1	0	0	0	0	0	0	0	73
14:00 - 14:59	4	11	24	41	18	0	0	0	0	0	0	0	0	0	0	98
15:00 - 15:59	5	4	44	46	16	4	0	0	0	0	0	0	1	0	0	120
16:00 - 16:59	6	6	41	50	15	1	0	0	0	0	0	0	0	0	0	119
17:00 - 17:59	6	12	54	58	16	1	0	1	0	0	0	0	0	0	0	148
18:00 - 18:59	6	10	46	57	17	2	0	0	0	0	0	0	0	0	0	138
19:00 - 19:59	7	7	26	33	7	2	0	0	0	0	0	0	0	0	0	82
20:00 - 20:59	3	6	17	18	9	1	0	0	0	0	0	0	0	0	0	54
21:00 - 21:59	0	1	13	25	7	1	0	0	0	0	0	0	0	0	0	47
22:00 - 22:59	0	3	10	12	6	2	0	0	0	0	0	0	0	0	0	33
23:00 - 23:59	2	1	13	8	8	2	0	0	0	0	0	0	0	0	0	34
Totals	74	103	448	555	191	22	0	2	1	0	0	0	1	0	0	1397
Percent of Total	5.3	7.4	32.1	39.7	13.7	1.6	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	100
Percent of AM	7.0	8.6	31.4	38.1	13.5	1.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.7	6.9	32.3	40.3	13.7	1.8	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	100

Standard Deviation:	6.0 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.2 MPH
Mean Speed:	25.2 MPH	Percent in Ten Mile Pace:	71.8%	15th Percentile:	20.4 MPH
Median Speed:	25.7 MPH			90th Percentile:	32.0 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.8 MPH

Daily Eastbound Speeds (MPH)

Study Date: Friday, 11/12/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	3	6	9	2	0	0	0	0	0	0	0	0	0	0	21
01:00 - 01:59	1	2	6	1	2	0	0	0	0	0	0	0	0	0	0	12
02:00 - 02:59	3	1	7	4	1	0	0	0	0	0	0	0	0	0	0	16
03:00 - 03:59	0	4	10	9	0	1	0	0	0	0	0	0	0	0	0	24
04:00 - 04:59	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	11
05:00 - 05:59	0	3	4	1	3	1	0	0	0	0	0	0	0	0	0	12
06:00 - 06:59	4	0	8	5	1	0	0	1	0	0	0	0	0	0	0	19
07:00 - 07:59	3	2	14	9	3	1	0	0	0	0	0	0	0	0	0	32
08:00 - 08:59	5	4	15	22	4	2	0	0	0	0	0	0	0	0	0	52
09:00 - 09:59	4	2	15	32	15	1	0	0	0	0	0	0	0	0	0	69
10:00 - 10:59	4	3	17	42	17	5	0	0	0	0	0	0	0	0	0	88
11:00 - 11:59	3	8	25	36	16	3	0	0	0	0	0	0	0	0	0	91
12:00 - 12:59	9	6	24	45	25	7	1	1	0	0	0	0	0	0	0	118
13:00 - 13:59	8	6	25	60	22	3	0	0	0	0	0	0	0	0	0	124
14:00 - 14:59	8	7	35	47	18	2	0	0	0	0	0	0	0	0	1	118
15:00 - 15:59	4	11	33	47	29	2	1	0	0	0	0	0	0	0	0	127
16:00 - 16:59	6	7	56	72	26	1	0	0	0	0	0	0	0	0	0	168
17:00 - 17:59	2	6	44	78	22	2	0	0	0	0	0	0	0	0	0	154
18:00 - 18:59	8	16	73	67	18	0	0	0	0	0	0	0	0	0	0	182
19:00 - 19:59	3	11	40	46	8	0	0	1	0	0	0	0	0	0	0	109
20:00 - 20:59	2	7	30	35	11	0	0	0	0	0	0	0	0	0	0	85
21:00 - 21:59	5	3	24	28	4	0	0	0	0	0	0	0	0	0	0	64
22:00 - 22:59	3	2	14	19	8	1	0	0	0	0	0	0	0	0	0	47
23:00 - 23:59	4	1	16	17	8	1	0	0	0	0	0	0	0	0	0	47
Totals	92	116	546	733	264	33	2	3	0	0	0	0	0	0	1	1790
Percent of Total	5.1	6.5	30.5	40.9	14.7	1.8	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100
Percent of AM	6.7	7.4	29.5	38.5	14.5	3.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.6	6.2	30.8	41.8	14.8	1.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.6 MPH
Mean Speed:	25.4 MPH	Percent in Ten Mile Pace:	71.5%	15th Percentile:	20.5 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Eastbound Speeds (MPH)

Study Date: Saturday, 11/13/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	4	5	20	2	0	0	0	0	0	0	0	0	0	0	32
01:00 - 01:59	1	1	9	5	2	0	0	0	0	0	0	0	0	0	0	18
02:00 - 02:59	1	2	6	6	5	0	0	0	0	0	0	0	0	0	0	20
03:00 - 03:59	0	2	8	8	0	0	0	0	0	0	0	0	0	0	0	18
04:00 - 04:59	0	1	1	4	0	1	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	8
06:00 - 06:59	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
07:00 - 07:59	3	1	4	2	2	0	0	0	0	0	0	0	0	0	0	12
08:00 - 08:59	1	3	7	14	3	0	2	0	0	0	0	0	0	0	0	30
09:00 - 09:59	4	3	14	13	4	1	0	0	0	0	0	0	0	0	0	39
10:00 - 10:59	5	7	17	15	11	2	0	0	0	0	0	0	0	0	0	57
11:00 - 11:59	8	9	31	32	18	4	0	0	0	0	0	0	0	0	0	102
12:00 - 12:59	2	9	28	39	22	3	0	1	0	0	0	0	0	0	0	104
13:00 - 13:59	6	5	27	39	22	5	0	0	0	0	0	0	0	0	0	104
14:00 - 14:59	6	10	26	56	29	2	0	0	0	0	0	0	0	0	0	129
15:00 - 15:59	8	12	37	46	25	4	1	0	0	0	0	1	0	0	0	134
16:00 - 16:59	5	10	26	58	20	4	1	0	0	0	0	1	0	0	0	125
17:00 - 17:59	10	7	25	38	27	2	0	0	0	0	0	0	0	0	1	110
18:00 - 18:59	6	9	22	51	12	6	0	0	0	0	0	0	0	0	0	106
19:00 - 19:59	3	9	25	44	12	2	0	0	0	0	0	0	0	0	0	95
20:00 - 20:59	2	8	25	28	15	2	0	0	0	0	0	0	0	0	0	80
21:00 - 21:59	2	3	23	29	9	2	0	0	0	0	0	0	0	0	0	68
22:00 - 22:59	0	5	12	33	17	4	0	0	0	0	0	0	0	0	0	71
23:00 - 23:59	2	5	11	25	8	0	1	0	0	0	0	0	0	0	0	52
Totals	77	125	395	609	268	44	5	1	0	0	0	2	0	0	1	1527
Percent of Total	5.0	8.2	25.9	39.9	17.6	2.9	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	100
Percent of AM	7.2	9.5	30.9	35.2	14.3	2.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.4	7.8	24.4	41.3	18.5	3.1	0.3	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	100

Standard Deviation:	6.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.7 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	65.7%	15th Percentile:	20.3 MPH
Median Speed:	26.4 MPH			90th Percentile:	33.1 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.6 MPH

Daily Eastbound Speeds (MPH)

Study Date: Sunday, 11/14/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	6	16	10	1	0	0	0	0	0	0	0	0	0	34
01:00 - 01:59	1	2	7	7	2	0	0	0	0	0	0	0	0	0	0	19
02:00 - 02:59	0	2	7	8	3	0	0	0	0	0	0	0	0	0	0	20
03:00 - 03:59	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	10
04:00 - 04:59	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	1	0	3	3	1	2	0	0	1	0	0	0	0	0	0	11
07:00 - 07:59	1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	11
08:00 - 08:59	1	1	5	10	4	1	0	0	0	0	0	0	0	0	0	22
09:00 - 09:59	1	4	12	9	5	1	0	0	0	0	0	0	0	0	0	32
10:00 - 10:59	1	3	12	20	9	2	0	0	0	0	0	0	0	0	0	47
11:00 - 11:59	3	15	29	29	6	3	0	0	0	0	0	0	0	0	0	85
12:00 - 12:59	8	6	27	34	12	5	0	0	0	0	0	0	0	0	0	92
13:00 - 13:59	7	7	25	28	13	1	1	0	0	0	0	0	0	0	0	82
14:00 - 14:59	0	11	32	45	12	1	1	0	0	0	0	0	0	0	0	102
15:00 - 15:59	2	10	30	39	9	3	0	0	0	0	0	0	0	0	0	93
16:00 - 16:59	4	7	26	42	21	3	0	0	0	0	0	0	0	0	0	103
17:00 - 17:59	3	15	36	42	13	5	1	0	0	0	0	0	0	0	0	115
18:00 - 18:59	3	5	27	34	16	0	0	0	0	0	0	0	0	0	0	85
19:00 - 19:59	4	5	24	22	12	3	0	0	0	0	0	0	0	0	0	70
20:00 - 20:59	2	5	14	17	11	1	0	0	0	0	0	0	0	0	0	50
21:00 - 21:59	0	5	16	16	6	0	0	0	0	0	0	0	0	0	0	43
22:00 - 22:59	1	2	13	6	4	0	1	0	0	0	0	0	0	0	0	27
23:00 - 23:59	3	1	4	9	3	2	0	0	0	0	0	0	0	0	0	22
Totals	47	109	362	446	178	34	4	0	1	0	0	0	0	0	0	1181
Percent of Total	4.0	9.2	30.7	37.8	15.1	2.9	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	3.4	10.1	29.6	37.7	15.5	3.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.2	8.9	31.0	37.8	14.9	2.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	68.4%	15th Percentile:	20.3 MPH
Median Speed:	25.8 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

Daily Eastbound Speeds (MPH)

Study Date: Monday, 11/15/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	5	2	4	1	0	0	0	0	0	0	0	0	0	12
01:00 - 01:59	2	0	5	4	1	0	0	0	0	0	0	0	0	0	0	12
02:00 - 02:59	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	11
03:00 - 03:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
06:00 - 06:59	3	1	2	10	2	2	0	0	1	0	0	0	0	0	0	21
07:00 - 07:59	3	2	2	9	6	0	0	0	0	0	0	0	0	0	0	22
08:00 - 08:59	5	3	7	23	19	2	0	0	0	0	0	0	1	0	0	60
09:00 - 09:59	7	4	17	23	15	0	1	0	0	0	0	0	0	0	0	67
10:00 - 10:59	6	7	16	29	6	2	0	0	0	0	0	0	0	0	0	66
11:00 - 11:59	3	6	27	27	15	2	0	0	0	0	0	0	0	0	0	80
12:00 - 12:59	5	8	26	40	13	1	1	0	0	0	0	0	0	0	0	94
13:00 - 13:59	3	2	29	41	19	5	0	0	0	0	0	0	0	0	0	99
14:00 - 14:59	5	9	33	28	16	1	0	0	0	0	0	0	0	0	0	92
15:00 - 15:59	6	8	27	51	28	4	0	0	0	0	0	0	0	0	0	124
16:00 - 16:59	6	8	26	59	26	6	0	0	0	0	0	0	0	0	0	131
17:00 - 17:59	4	14	49	73	24	1	0	0	0	0	0	0	0	0	0	165
18:00 - 18:59	7	4	45	75	37	0	0	0	0	0	0	0	0	0	0	168
19:00 - 19:59	3	8	32	31	16	4	0	0	0	0	0	0	0	0	0	94
20:00 - 20:59	3	4	16	20	11	1	0	0	0	0	0	0	0	0	0	55
21:00 - 21:59	2	3	10	21	12	2	0	0	0	0	0	0	0	0	0	50
22:00 - 22:59	2	3	7	12	2	3	0	0	0	0	0	0	0	0	0	29
23:00 - 23:59	2	3	6	6	9	0	1	1	0	0	0	0	0	0	0	28
Totals	77	98	397	591	287	39	3	1	1	0	0	0	1	0	0	1495
Percent of Total	5.2	6.6	26.6	39.5	19.2	2.6	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	100
Percent of AM	7.9	6.6	24.9	36.6	20.2	3.0	0.3	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0	100
Percent of PM	4.3	6.6	27.1	40.5	18.9	2.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.2 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.9 MPH
Mean Speed:	25.9 MPH	Percent in Ten Mile Pace:	66.1%	15th Percentile:	20.6 MPH
Median Speed:	26.5 MPH			90th Percentile:	33.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.5 MPH

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 11/16/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	2	3	8	10	4	0	0	0	0	0	0	0	0	0	0	27
01:00 - 01:59	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	12
02:00 - 02:59	0	2	2	9	4	1	0	0	0	0	0	0	0	0	0	18
03:00 - 03:59	3	1	9	6	3	1	0	0	0	0	0	0	0	0	0	23
04:00 - 04:59	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
05:00 - 05:59	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	7
06:00 - 06:59	1	1	4	9	3	0	0	0	1	0	0	0	0	0	0	19
07:00 - 07:59	4	3	8	10	4	1	1	0	0	0	0	0	0	0	0	31
08:00 - 08:59	2	5	9	28	12	2	0	0	0	0	0	0	0	0	0	58
09:00 - 09:59	3	6	21	35	20	1	0	0	0	0	0	0	0	0	0	86
10:00 - 10:59	4	3	22	31	7	0	0	0	0	0	0	0	0	0	0	67
11:00 - 11:59	4	6	28	28	9	4	0	0	0	0	0	0	0	0	0	79
12:00 - 12:59	10	7	25	28	16	0	0	0	0	0	0	0	0	0	0	86
13:00 - 13:59	4	7	30	41	16	3	1	0	0	0	0	0	0	0	0	102
14:00 - 14:59	5	5	28	55	18	2	0	0	1	0	0	0	0	0	0	114
15:00 - 15:59	3	4	21	49	25	1	0	0	0	0	0	0	0	0	0	103
16:00 - 16:59	4	9	32	57	16	5	0	0	0	0	0	0	0	0	0	123
17:00 - 17:59	7	8	36	62	31	4	0	0	0	0	0	0	0	0	0	148
18:00 - 18:59	3	13	53	75	21	1	0	0	0	0	0	0	0	0	0	166
19:00 - 19:59	2	3	19	26	12	0	0	0	0	0	0	0	0	0	0	62
20:00 - 20:59	3	6	21	28	9	2	0	0	0	0	0	0	0	0	0	69
21:00 - 21:59	2	2	5	27	17	2	0	0	0	0	0	0	0	0	0	55
22:00 - 22:59	5	5	11	12	9	2	1	0	0	0	0	0	0	0	0	45
23:00 - 23:59	1	2	7	17	6	0	0	0	0	0	0	0	0	0	0	33
Totals	74	101	413	652	264	32	3	0	2	0	0	0	0	0	0	1541
Percent of Total	4.8	6.6	26.8	42.3	17.1	2.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	5.7	6.9	28.7	40.2	15.6	2.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.4	6.4	26.0	43.1	17.7	2.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.3 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	69.1%	15th Percentile:	20.7 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 11/17/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	4	3	3	7	0	1	0	0	0	0	0	0	0	0	0	18
01:00 - 01:59	1	3	5	4	0	0	1	0	0	0	0	0	0	0	0	14
02:00 - 02:59	5	3	1	8	3	0	0	0	0	0	0	0	0	0	0	20
03:00 - 03:59	1	1	2	5	2	0	0	0	0	0	0	0	0	0	0	11
04:00 - 04:59	1	2	2	6	1	0	0	0	0	0	0	0	0	0	0	12
05:00 - 05:59	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	8
06:00 - 06:59	1	5	5	9	0	0	0	1	0	0	0	0	0	0	0	21
07:00 - 07:59	2	4	8	7	7	2	0	0	0	0	0	0	0	0	0	30
08:00 - 08:59	2	2	15	18	18	3	0	0	0	0	0	0	0	0	0	58
09:00 - 09:59	2	2	12	35	12	2	1	0	0	0	0	0	0	0	0	66
10:00 - 10:59	4	6	6	23	15	2	0	0	0	0	0	0	0	0	0	56
11:00 - 11:59	10	4	30	33	11	1	0	0	1	0	0	0	0	0	0	90
12:00 - 12:59	7	7	25	37	16	5	0	0	0	0	0	0	0	0	0	97
13:00 - 13:59	10	7	41	38	13	4	0	0	1	0	0	0	0	0	0	114
14:00 - 14:59	7	5	29	50	19	2	0	0	0	0	0	0	0	0	0	112
15:00 - 15:59	6	4	29	54	19	1	0	0	0	0	0	0	0	0	0	113
16:00 - 16:59	8	3	36	41	17	5	1	0	0	0	0	0	0	0	0	111
17:00 - 17:59	7	10	44	56	26	1	0	0	0	0	0	0	0	0	0	144
18:00 - 18:59	6	12	55	71	20	4	0	0	0	0	1	0	0	0	0	169
19:00 - 19:59	5	15	19	29	10	2	2	0	0	0	0	0	0	0	0	82
20:00 - 20:59	5	2	26	27	12	0	0	0	0	0	0	0	0	0	0	72
21:00 - 21:59	6	4	14	25	12	0	0	0	0	0	0	0	0	0	0	61
22:00 - 22:59	4	4	12	17	4	0	0	0	0	0	0	0	0	0	0	41
23:00 - 23:59	2	5	16	17	2	1	1	0	0	0	0	0	0	0	0	44
Totals	107	113	438	620	240	36	6	1	2	0	1	0	0	0	0	1564
Percent of Total	6.8	7.2	28.0	39.6	15.3	2.3	0.4	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	8.4	8.7	22.8	39.1	17.3	2.7	0.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	6.3	6.7	29.8	39.8	14.7	2.2	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.3 MPH	Percent in Ten Mile Pace:	67.6%	15th Percentile:	20.2 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Eastbound Speeds (MPH)

Study Date: Thursday, 11/18/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	5	3	9	2	0	0	0	0	0	0	0	0	0	0	20
01:00 - 01:59	1	0	6	4	2	0	0	0	0	0	0	0	0	0	0	13
02:00 - 02:59	0	0	2	8	2	0	0	0	0	0	0	0	0	0	0	12
03:00 - 03:59	0	1	5	5	2	2	0	0	0	0	0	0	0	0	0	15
04:00 - 04:59	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
05:00 - 05:59	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
06:00 - 06:59	2	2	2	10	2	0	0	1	0	0	0	0	0	0	0	19
07:00 - 07:59	0	2	11	9	7	0	1	0	0	0	0	0	0	0	0	30
08:00 - 08:59	5	3	21	30	12	0	1	0	0	0	0	0	0	0	0	72
09:00 - 09:59	9	2	21	28	10	4	1	0	0	0	0	0	0	0	0	75
10:00 - 10:59	7	4	13	14	19	2	0	0	0	0	0	0	0	0	0	59
11:00 - 11:59	4	6	21	31	11	2	0	0	0	0	0	0	0	0	0	75
12:00 - 12:59	1	5	16	35	29	3	0	1	0	0	0	0	0	0	0	90
13:00 - 13:59	5	4	29	44	19	4	0	0	0	0	0	0	0	0	0	105
14:00 - 14:59	6	9	44	40	11	0	0	1	1	0	0	0	0	0	0	112
15:00 - 15:59	4	10	38	41	13	4	1	0	0	0	0	0	0	0	0	111
16:00 - 16:59	7	8	40	40	16	0	0	0	0	0	0	0	0	0	0	111
17:00 - 17:59	5	11	45	58	19	4	0	0	0	0	0	0	0	0	0	142
18:00 - 18:59	6	13	46	84	21	4	1	0	0	0	0	0	0	0	0	175
19:00 - 19:59	3	6	24	35	22	2	0	0	0	0	0	0	0	0	0	92
20:00 - 20:59	0	2	20	30	14	4	0	0	0	0	0	0	0	0	0	70
21:00 - 21:59	9	0	21	20	7	2	0	0	0	0	0	0	0	0	0	59
22:00 - 22:59	3	4	15	16	4	0	0	0	0	0	0	0	0	0	0	42
23:00 - 23:59	5	3	6	16	3	3	0	0	0	0	0	0	0	0	0	36
Totals	83	100	457	613	248	40	5	3	1	0	0	0	0	0	0	1550
Percent of Total	5.4	6.5	29.5	39.5	16.0	2.6	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.2	6.2	27.9	38.0	17.3	2.5	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.7	6.6	30.0	40.1	15.5	2.6	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.3 MPH
Mean Speed:	25.6 MPH	Percent in Ten Mile Pace:	69.0%	15th Percentile:	20.5 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

Daily Westbound Speeds (MPH)

Study Date: Thursday, 11/04/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8
02:00 - 02:59	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
03:00 - 03:59	0	1	1	5	1	2	0	0	0	0	0	0	0	0	0	10
04:00 - 04:59	0	2	5	6	1	0	0	0	0	0	0	0	0	0	0	14
05:00 - 05:59	0	0	7	9	3	0	0	0	0	0	0	0	0	0	0	19
06:00 - 06:59	4	1	13	17	5	1	0	0	0	0	0	0	0	0	0	41
07:00 - 07:59	2	1	20	32	14	1	0	0	0	0	0	0	0	0	0	70
08:00 - 08:59	2	2	20	34	12	2	0	0	0	0	0	0	0	0	0	72
09:00 - 09:59	1	7	25	35	10	1	0	0	0	0	0	0	0	0	0	79
10:00 - 10:59	2	7	20	31	6	0	0	0	0	0	0	0	0	0	0	66
11:00 - 11:59	3	9	27	41	6	0	0	0	0	0	0	0	0	0	0	86
12:00 - 12:59	3	10	26	37	15	1	0	0	0	0	1	0	0	0	0	93
13:00 - 13:59	1	3	27	63	14	2	1	0	0	0	0	0	0	0	0	111
14:00 - 14:59	2	4	32	58	15	1	0	0	0	0	0	0	0	0	0	112
15:00 - 15:59	4	3	33	41	11	2	0	0	0	0	0	0	0	0	0	94
16:00 - 16:59	3	2	27	57	12	3	0	0	0	0	0	0	0	0	0	104
17:00 - 17:59	3	6	38	51	12	2	0	0	0	0	0	0	0	0	0	112
18:00 - 18:59	1	4	33	45	6	1	0	0	0	1	0	0	0	0	0	91
19:00 - 19:59	0	5	23	32	5	0	0	0	0	0	0	0	0	0	0	65
20:00 - 20:59	3	0	17	31	7	2	0	0	0	0	0	0	0	0	0	60
21:00 - 21:59	0	0	7	14	6	2	0	0	0	0	0	0	0	0	0	29
22:00 - 22:59	0	1	10	10	3	0	0	0	0	0	0	0	0	0	0	24
23:00 - 23:59	0	2	3	10	3	1	0	0	0	0	0	0	0	0	0	19
Totals	34	70	416	674	169	24	1	0	0	1	1	0	0	0	0	1390
Percent of Total	2.4	5.0	29.9	48.5	12.2	1.7	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	2.9	6.3	29.4	47.3	12.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.2	4.4	30.2	49.1	11.9	1.9	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	29.9 MPH
Mean Speed:	25.9 MPH	Percent in Ten Mile Pace:	78.4%	15th Percentile:	21.3 MPH
Median Speed:	26.3 MPH			90th Percentile:	31.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.7 MPH

Daily Westbound Speeds (MPH)

Study Date: Friday, 11/05/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	5	7	1	0	0	0	0	0	0	0	0	0	0	13
01:00 - 01:59	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
02:00 - 02:59	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6
03:00 - 03:59	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	2	7	4	4	1	0	0	0	0	0	0	0	0	0	18
05:00 - 05:59	0	1	6	5	1	1	0	0	0	0	0	0	0	0	0	14
06:00 - 06:59	4	3	13	15	8	0	0	0	0	0	0	0	0	0	0	43
07:00 - 07:59	4	4	14	27	9	2	0	0	0	0	0	0	0	0	0	60
08:00 - 08:59	1	2	25	33	14	3	0	0	0	0	0	0	0	0	0	78
09:00 - 09:59	2	3	25	22	7	0	0	0	0	0	0	0	0	0	0	59
10:00 - 10:59	2	5	22	37	12	1	0	0	0	0	0	0	0	0	0	79
11:00 - 11:59	2	4	26	48	16	1	0	0	0	0	0	0	0	0	0	97
12:00 - 12:59	2	6	37	31	14	1	0	0	0	0	0	0	0	0	0	91
13:00 - 13:59	3	7	31	46	12	0	0	0	0	0	0	0	0	0	0	99
14:00 - 14:59	2	1	35	48	13	0	0	0	0	0	0	0	0	0	1	100
15:00 - 15:59	4	11	37	43	12	1	0	0	0	0	0	0	0	0	0	108
16:00 - 16:59	7	6	40	48	16	2	0	0	0	0	0	0	0	0	0	119
17:00 - 17:59	5	8	46	47	11	2	0	0	0	0	0	0	0	0	0	119
18:00 - 18:59	0	13	37	35	8	2	0	0	0	0	0	0	0	0	0	95
19:00 - 19:59	4	1	28	32	10	1	0	0	0	0	0	0	0	0	0	76
20:00 - 20:59	0	5	23	19	6	0	0	0	0	0	0	0	0	0	0	53
21:00 - 21:59	0	2	16	23	6	1	0	0	0	0	0	0	0	0	0	48
22:00 - 22:59	0	2	12	16	10	0	0	0	0	0	0	0	0	0	0	40
23:00 - 23:59	0	2	9	12	6	1	0	0	0	0	0	0	0	0	0	30
Totals	42	89	501	606	198	20	0	0	0	0	0	0	0	0	1	1457
Percent of Total	2.9	6.1	34.4	41.6	13.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100
Percent of AM	3.1	5.2	31.3	43.0	15.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.8	6.5	35.9	40.9	12.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100

Standard Deviation:	5.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.0 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	76.0%	15th Percentile:	20.9 MPH
Median Speed:	25.8 MPH			90th Percentile:	31.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.7 MPH

Daily Westbound Speeds (MPH)

Study Date: Saturday, 11/06/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	5	9	2	1	0	0	0	0	0	0	0	0	0	18
01:00 - 01:59	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	2	5	7	1	0	0	0	0	0	0	0	0	0	0	15
03:00 - 03:59	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	3	5	1	1	0	0	0	0	0	0	0	0	0	10
05:00 - 05:59	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7
06:00 - 06:59	1	2	4	8	1	0	0	0	0	0	0	0	0	0	0	16
07:00 - 07:59	4	1	3	5	2	0	0	0	0	0	0	0	0	0	0	15
08:00 - 08:59	7	2	10	16	3	2	0	0	0	0	0	0	0	0	0	40
09:00 - 09:59	2	4	17	21	14	1	0	0	0	0	0	0	0	0	0	59
10:00 - 10:59	2	6	34	28	13	0	0	0	0	0	0	0	0	0	0	83
11:00 - 11:59	7	11	31	41	13	0	1	0	0	0	1	0	0	0	0	105
12:00 - 12:59	2	7	42	38	12	0	0	0	0	0	0	0	0	0	0	101
13:00 - 13:59	6	9	39	29	10	5	0	0	0	0	0	0	0	0	0	98
14:00 - 14:59	5	10	25	36	9	2	0	0	0	0	0	0	0	0	0	87
15:00 - 15:59	3	10	43	29	16	1	0	0	0	0	0	0	0	0	0	102
16:00 - 16:59	2	6	35	41	6	0	0	0	0	0	0	0	0	0	0	90
17:00 - 17:59	0	10	43	37	14	3	0	0	0	0	0	0	0	0	0	107
18:00 - 18:59	1	5	37	35	11	0	0	0	0	0	0	0	0	0	0	89
19:00 - 19:59	0	8	28	35	7	2	0	0	0	0	0	0	0	0	0	80
20:00 - 20:59	2	0	22	29	10	2	0	0	0	0	0	0	0	0	0	65
21:00 - 21:59	0	3	20	14	10	0	0	0	0	0	0	0	0	0	0	47
22:00 - 22:59	2	3	11	17	1	0	0	0	0	0	0	0	0	0	0	34
23:00 - 23:59	0	0	8	7	4	0	0	0	0	0	0	0	0	0	0	19
Totals	46	101	468	497	162	20	1	0	0	0	1	0	0	0	0	1296
Percent of Total	3.5	7.8	36.1	38.3	12.5	1.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	6.1	8.0	30.5	39.8	13.8	1.3	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	100
Percent of PM	2.5	7.7	38.4	37.8	12.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	29.9 MPH
Mean Speed:	25.1 MPH	Percent in Ten Mile Pace:	74.5%	15th Percentile:	20.5 MPH
Median Speed:	25.3 MPH			90th Percentile:	31.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.7 MPH

Daily Westbound Speeds (MPH)

Study Date: Sunday, 11/07/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	4	10	1	0	0	0	0	0	0	0	0	0	0	15
01:00 - 01:59	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	9
02:00 - 02:59	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
03:00 - 03:59	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	8
04:00 - 04:59	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 - 05:59	0	3	6	1	2	0	0	0	0	0	0	0	0	0	0	12
06:00 - 06:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0	9
08:00 - 08:59	2	0	3	8	2	0	0	0	0	0	0	0	0	0	0	15
09:00 - 09:59	0	1	9	13	7	0	0	0	0	0	0	0	0	0	0	30
10:00 - 10:59	0	3	17	39	11	0	1	0	0	0	0	0	0	0	0	71
11:00 - 11:59	2	5	25	28	18	2	0	0	0	0	0	0	0	0	0	80
12:00 - 12:59	0	2	25	30	14	3	1	0	0	0	0	0	0	0	0	75
13:00 - 13:59	1	6	39	48	9	2	0	0	0	0	0	0	0	0	0	105
14:00 - 14:59	0	4	35	37	13	0	0	0	0	0	0	0	0	0	0	89
15:00 - 15:59	0	4	33	28	9	2	0	0	0	0	0	0	0	0	0	76
16:00 - 16:59	1	5	22	23	11	1	1	0	0	0	0	0	0	0	0	64
17:00 - 17:59	1	6	30	31	15	2	0	0	0	0	0	0	0	0	0	85
18:00 - 18:59	3	7	38	31	7	1	0	0	0	0	0	0	0	0	0	87
19:00 - 19:59	0	5	24	21	7	0	0	0	0	0	0	0	0	0	0	57
20:00 - 20:59	0	0	18	22	9	0	0	0	0	0	1	0	0	0	0	50
21:00 - 21:59	0	5	17	19	4	0	0	0	0	0	0	0	0	0	0	45
22:00 - 22:59	0	0	11	10	4	0	0	0	0	0	0	0	0	0	0	25
23:00 - 23:59	0	1	7	14	2	0	0	0	0	0	0	0	0	0	0	24
Totals	14	61	378	428	148	13	3	0	0	0	1	0	0	0	0	1046
Percent of Total	1.3	5.8	36.1	40.9	14.1	1.2	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	3.0	6.1	29.9	43.2	16.7	0.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.8	5.8	38.2	40.2	13.3	1.4	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.0 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.3 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	77.1%	15th Percentile:	21.1 MPH
Median Speed:	25.8 MPH			90th Percentile:	32.0 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.8 MPH

Daily Westbound Speeds (MPH)

Study Date: Monday, 11/08/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
01:00 - 01:59	0	0	7	3	1	1	0	0	0	0	0	0	0	0	0	12
02:00 - 02:59	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:00 - 05:59	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
06:00 - 06:59	2	0	9	17	3	0	0	0	0	0	0	0	0	0	0	31
07:00 - 07:59	2	1	17	10	3	0	0	0	0	0	0	0	0	0	0	33
08:00 - 08:59	2	2	25	38	18	1	0	0	0	0	0	0	0	0	0	86
09:00 - 09:59	4	2	26	30	11	1	0	0	0	0	0	0	0	0	0	74
10:00 - 10:59	3	4	16	22	7	0	0	0	0	0	0	0	0	0	0	52
11:00 - 11:59	2	2	26	29	6	0	0	0	0	0	0	0	0	0	0	65
12:00 - 12:59	3	7	27	25	14	1	0	0	0	0	0	0	0	0	0	77
13:00 - 13:59	5	5	30	39	9	2	0	0	0	0	0	0	0	0	0	90
14:00 - 14:59	4	9	24	44	17	0	0	0	0	1	0	0	0	0	0	99
15:00 - 15:59	3	3	21	45	15	1	1	0	0	0	0	0	0	0	0	89
16:00 - 16:59	3	4	26	48	14	1	0	0	0	0	0	0	0	0	0	96
17:00 - 17:59	3	1	28	45	10	3	0	1	0	0	0	0	0	0	0	91
18:00 - 18:59	7	10	45	40	3	1	0	0	0	0	0	0	0	0	0	106
19:00 - 19:59	1	3	21	33	14	0	0	0	0	0	0	0	0	0	0	72
20:00 - 20:59	0	1	22	22	9	1	0	0	0	0	0	0	0	0	0	55
21:00 - 21:59	0	1	7	20	5	2	0	0	0	0	0	0	0	0	0	35
22:00 - 22:59	0	2	7	13	1	1	0	0	0	0	0	0	0	0	0	24
23:00 - 23:59	0	0	3	8	4	0	1	0	0	0	0	0	0	0	0	16
Totals	44	58	403	549	164	16	3	1	0	1	0	0	0	0	0	1239
Percent of Total	3.6	4.7	32.5	44.3	13.2	1.3	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	3.9	3.1	36.5	42.9	12.6	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.4	5.4	30.7	44.9	13.5	1.5	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.0 MPH
Mean Speed:	25.6 MPH	Percent in Ten Mile Pace:	76.8%	15th Percentile:	21.0 MPH
Median Speed:	26.0 MPH			90th Percentile:	31.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.7 MPH

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 11/09/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	4	7	1	1	0	0	0	0	0	0	0	0	0	14
01:00 - 01:59	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	7
02:00 - 02:59	0	0	7	5	2	0	0	0	0	0	0	0	0	0	0	14
03:00 - 03:59	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	9
04:00 - 04:59	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
05:00 - 05:59	1	1	6	7	1	1	0	0	0	0	0	0	0	0	0	17
06:00 - 06:59	1	0	6	5	6	0	0	0	0	0	0	0	0	0	0	18
07:00 - 07:59	4	2	21	14	8	0	0	0	0	0	0	0	0	0	0	49
08:00 - 08:59	2	2	14	45	12	3	0	0	0	0	0	0	0	0	0	78
09:00 - 09:59	4	1	20	25	13	1	0	0	0	0	0	0	0	0	0	64
10:00 - 10:59	2	4	23	28	13	1	0	0	0	0	0	0	0	0	0	71
11:00 - 11:59	3	5	19	27	13	1	0	1	0	0	0	0	0	0	0	69
12:00 - 12:59	2	2	16	38	15	0	1	0	0	0	0	0	0	0	0	74
13:00 - 13:59	5	2	32	35	19	0	0	0	0	0	0	0	0	0	0	93
14:00 - 14:59	5	2	32	44	12	0	2	0	0	0	0	0	0	0	0	97
15:00 - 15:59	3	11	31	56	16	0	0	0	0	0	0	0	0	0	0	117
16:00 - 16:59	6	4	28	48	25	3	0	0	0	1	0	0	0	0	0	115
17:00 - 17:59	4	8	32	48	8	3	0	0	0	0	0	0	0	0	0	103
18:00 - 18:59	7	7	44	39	10	0	0	0	0	0	0	0	0	0	0	107
19:00 - 19:59	2	2	24	29	16	0	0	0	0	0	0	0	0	0	0	73
20:00 - 20:59	0	4	16	18	5	2	0	0	0	0	0	0	0	0	0	45
21:00 - 21:59	0	4	17	22	9	1	0	0	0	0	0	0	0	0	0	53
22:00 - 22:59	0	1	4	12	7	0	0	0	0	0	0	0	0	0	0	24
23:00 - 23:59	0	1	5	5	6	1	0	0	0	0	0	0	0	0	0	18
Totals	51	69	408	568	218	19	3	1	0	1	0	0	0	0	0	1338
Percent of Total	3.8	5.2	30.5	42.5	16.3	1.4	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	4.1	5.0	30.3	41.5	16.7	2.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.7	5.2	30.6	42.9	16.1	1.1	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.9 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	72.9%	15th Percentile:	21.0 MPH
Median Speed:	26.2 MPH			90th Percentile:	32.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 11/10/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	3	7	2	0	0	0	1	0	0	0	0	0	0	0	13
01:00 - 01:59	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	11
02:00 - 02:59	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	1	2	3	3	0	1	0	0	0	0	0	0	0	0	10
04:00 - 04:59	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
05:00 - 05:59	0	0	6	6	1	1	0	0	0	0	0	0	0	0	0	14
06:00 - 06:59	0	1	7	6	2	0	0	0	0	0	0	0	0	0	0	16
07:00 - 07:59	6	1	14	17	9	0	0	0	0	0	0	0	0	0	0	47
08:00 - 08:59	4	4	30	35	17	3	0	0	0	0	0	0	0	0	0	93
09:00 - 09:59	3	2	26	38	14	1	0	0	0	0	0	0	0	0	0	84
10:00 - 10:59	3	5	13	30	15	1	0	0	0	0	0	0	0	0	0	67
11:00 - 11:59	2	5	27	38	11	5	0	0	0	0	0	0	0	0	0	88
12:00 - 12:59	3	1	21	44	7	2	0	0	0	0	0	0	0	0	0	78
13:00 - 13:59	3	1	34	26	13	2	0	0	0	0	0	0	0	0	0	79
14:00 - 14:59	2	4	36	40	8	0	0	0	1	0	0	0	0	0	0	91
15:00 - 15:59	4	7	30	48	13	1	0	0	0	0	0	0	0	0	0	103
16:00 - 16:59	3	5	35	46	12	1	0	1	0	0	0	0	0	1	0	104
17:00 - 17:59	3	6	42	52	15	1	0	0	0	0	0	0	0	0	0	119
18:00 - 18:59	3	3	39	40	11	1	0	0	0	0	0	0	0	0	0	97
19:00 - 19:59	0	3	20	37	15	1	0	0	0	0	0	0	0	0	0	76
20:00 - 20:59	0	2	29	23	6	0	0	0	0	0	0	0	0	0	0	60
21:00 - 21:59	2	0	14	16	7	3	1	0	0	0	0	0	0	0	0	43
22:00 - 22:59	2	1	11	16	3	0	0	0	0	0	0	0	0	0	0	33
23:00 - 23:59	0	1	7	8	5	0	0	0	0	0	0	0	0	0	0	21
Totals	43	56	459	581	191	23	2	2	1	0	0	0	0	1	0	1359
Percent of Total	3.2	4.1	33.8	42.8	14.1	1.7	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	100
Percent of AM	4.0	4.8	31.0	40.7	16.7	2.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.8	3.8	35.2	43.8	12.7	1.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	100

Standard Deviation:	5.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.4 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	76.5%	15th Percentile:	21.1 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Thursday, 11/11/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	4	9	1	0	0	0	0	0	0	0	0	0	0	14
01:00 - 01:59	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:00 - 03:59	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
04:00 - 04:59	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	9
05:00 - 05:59	0	2	3	9	3	0	0	0	0	0	0	0	0	0	0	17
06:00 - 06:59	0	1	7	6	2	1	0	0	0	0	0	0	0	0	0	17
07:00 - 07:59	4	3	12	12	4	1	0	0	0	0	0	0	0	0	0	36
08:00 - 08:59	2	3	14	26	15	2	1	0	0	0	0	0	0	0	0	63
09:00 - 09:59	3	3	13	25	8	0	0	0	0	0	0	0	0	0	0	52
10:00 - 10:59	3	4	21	17	6	0	1	0	0	0	0	0	0	0	0	52
11:00 - 11:59	2	4	19	30	6	0	0	0	0	0	0	0	0	0	0	61
12:00 - 12:59	2	3	21	28	9	1	0	0	0	0	0	0	0	0	0	64
13:00 - 13:59	3	6	24	33	13	0	0	0	0	0	0	0	0	0	0	79
14:00 - 14:59	2	7	28	40	12	0	0	0	0	0	0	0	0	0	0	89
15:00 - 15:59	3	8	35	39	12	2	0	0	0	0	0	0	0	0	0	99
16:00 - 16:59	4	10	42	32	8	0	0	0	0	0	0	0	0	0	0	96
17:00 - 17:59	3	8	41	53	9	3	1	0	0	0	0	0	0	0	0	118
18:00 - 18:59	2	7	33	35	8	1	0	0	0	0	0	0	0	0	0	86
19:00 - 19:59	1	3	25	33	12	0	0	0	0	0	0	0	0	0	0	74
20:00 - 20:59	0	0	29	16	8	0	0	0	0	0	0	0	0	0	0	53
21:00 - 21:59	0	1	12	17	5	1	0	0	0	0	0	0	0	0	0	36
22:00 - 22:59	1	2	9	11	3	1	0	0	0	0	0	0	0	0	0	27
23:00 - 23:59	0	1	11	6	3	2	1	0	0	0	0	0	0	0	0	24
Totals	35	77	410	492	150	17	4	0	0	0	0	0	0	0	0	1185
Percent of Total	3.0	6.5	34.6	41.5	12.7	1.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	4.1	6.2	29.4	43.8	14.1	1.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.5	6.6	36.7	40.6	12.1	1.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.2 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	29.9 MPH
Mean Speed:	25.4 MPH	Percent in Ten Mile Pace:	76.1%	15th Percentile:	20.8 MPH
Median Speed:	25.7 MPH			90th Percentile:	31.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.7 MPH

Daily Westbound Speeds (MPH)

Study Date: Friday, 11/12/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	2	7	3	2	0	0	0	0	0	0	0	0	0	0	15
01:00 - 01:59	0	0	7	8	0	1	0	0	0	0	0	0	0	0	0	16
02:00 - 02:59	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8
03:00 - 03:59	0	6	2	3	0	0	0	0	0	0	0	0	0	0	0	11
04:00 - 04:59	2	1	3	2	1	0	0	0	0	0	0	0	0	0	0	9
05:00 - 05:59	0	0	7	3	3	0	0	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	0	13	7	1	1	0	0	0	0	0	0	0	0	0	22
07:00 - 07:59	4	2	11	15	8	1	0	0	0	0	0	0	0	0	0	41
08:00 - 08:59	4	5	16	34	14	1	0	0	0	0	0	0	0	0	0	74
09:00 - 09:59	3	3	19	37	16	5	0	0	0	1	0	0	0	0	0	84
10:00 - 10:59	4	2	24	29	6	1	0	0	0	0	0	0	0	0	0	66
11:00 - 11:59	4	4	29	35	11	3	0	0	0	0	0	0	0	0	0	86
12:00 - 12:59	3	2	30	30	14	1	0	0	0	0	0	0	0	0	0	80
13:00 - 13:59	3	6	25	42	12	2	0	0	0	0	0	0	0	0	0	90
14:00 - 14:59	3	6	37	45	14	2	2	0	0	0	0	0	0	0	0	109
15:00 - 15:59	2	9	35	48	14	2	0	0	0	0	0	0	0	0	0	110
16:00 - 16:59	7	7	32	49	11	1	0	0	0	0	0	0	0	0	0	107
17:00 - 17:59	4	11	40	54	15	3	0	0	0	0	0	0	0	0	0	127
18:00 - 18:59	1	12	40	48	8	3	1	0	0	0	0	0	0	0	0	113
19:00 - 19:59	0	6	38	37	8	2	0	0	0	0	0	0	0	0	0	91
20:00 - 20:59	4	3	18	44	12	0	0	0	0	0	0	0	0	0	0	81
21:00 - 21:59	2	5	13	34	5	1	0	0	0	0	0	0	0	0	0	60
22:00 - 22:59	2	2	14	19	10	2	0	0	0	0	0	0	0	0	0	49
23:00 - 23:59	2	2	13	9	7	1	1	0	0	0	0	0	0	0	0	35
Totals	55	96	476	639	193	33	4	0	0	1	0	0	0	0	0	1497
Percent of Total	3.7	6.4	31.8	42.7	12.9	2.2	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	4.9	5.6	31.7	40.4	14.2	2.9	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.1	6.7	31.8	43.6	12.4	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.2 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	74.5%	15th Percentile:	20.8 MPH
Median Speed:	25.9 MPH			90th Percentile:	32.1 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Saturday, 11/13/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	6	9	2	0	0	0	0	0	0	0	0	0	0	18
01:00 - 01:59	0	0	7	7	1	0	0	0	0	0	0	0	0	0	0	15
02:00 - 02:59	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0	12
03:00 - 03:59	0	1	1	6	1	0	0	0	0	0	0	0	0	0	0	9
04:00 - 04:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	1	5	3	5	0	0	0	0	0	0	0	0	0	0	14
06:00 - 06:59	2	1	4	1	1	0	0	0	0	0	0	0	0	0	0	9
07:00 - 07:59	3	1	6	7	0	0	0	0	0	0	0	0	0	0	0	17
08:00 - 08:59	2	3	5	9	3	1	0	0	0	0	0	0	0	0	0	23
09:00 - 09:59	4	4	18	13	7	0	0	0	0	0	0	0	0	0	0	46
10:00 - 10:59	6	5	23	30	6	3	0	0	0	0	0	0	0	0	0	73
11:00 - 11:59	2	5	37	31	13	0	0	0	0	0	0	0	0	0	0	88
12:00 - 12:59	5	4	31	30	15	1	0	0	0	0	0	1	0	0	0	87
13:00 - 13:59	3	3	26	34	13	2	0	0	0	0	0	0	0	0	0	81
14:00 - 14:59	4	5	43	36	15	2	0	0	0	0	0	0	0	0	0	105
15:00 - 15:59	5	10	36	42	19	2	0	0	0	0	0	0	0	0	0	114
16:00 - 16:59	2	6	29	35	16	2	0	0	0	0	0	0	0	0	0	90
17:00 - 17:59	4	4	30	41	8	4	1	0	0	0	0	0	0	0	0	92
18:00 - 18:59	1	2	47	47	9	0	0	0	0	0	0	0	0	0	0	106
19:00 - 19:59	5	3	31	42	10	2	0	0	0	0	0	0	0	0	0	93
20:00 - 20:59	0	1	19	22	15	3	0	0	0	0	0	0	0	0	0	60
21:00 - 21:59	0	1	19	15	8	2	0	0	0	0	0	0	0	0	0	45
22:00 - 22:59	0	1	10	15	7	0	0	0	0	0	0	0	0	0	0	33
23:00 - 23:59	0	0	5	15	4	0	0	0	0	0	0	0	0	0	0	24
Totals	48	63	445	495	181	24	1	0	0	0	0	1	0	0	0	1258
Percent of Total	3.8	5.0	35.4	39.3	14.4	1.9	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	5.8	7.0	36.3	36.9	12.8	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.1	4.3	35.1	40.2	14.9	2.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.5 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	74.7%	15th Percentile:	20.9 MPH
Median Speed:	25.7 MPH			90th Percentile:	32.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Sunday, 11/14/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	7	12	1	0	0	0	0	0	0	0	0	0	0	20
01:00 - 01:59	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	16
02:00 - 02:59	0	0	4	8	3	0	0	0	0	0	0	0	0	0	0	15
03:00 - 03:59	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
04:00 - 04:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	1	1	4	1	1	1	0	0	0	0	0	0	0	0	9
06:00 - 06:59	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:00 - 07:59	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7
08:00 - 08:59	0	0	6	7	3	1	0	0	0	0	0	0	0	0	0	17
09:00 - 09:59	2	1	9	11	6	4	0	0	0	0	0	0	0	0	0	33
10:00 - 10:59	0	4	16	29	11	2	0	0	0	0	0	0	0	0	0	62
11:00 - 11:59	0	8	23	29	14	1	0	0	0	0	0	0	0	0	0	75
12:00 - 12:59	0	5	22	33	15	1	0	0	0	0	0	0	0	0	0	76
13:00 - 13:59	0	7	20	33	8	0	0	0	0	0	0	0	0	0	0	68
14:00 - 14:59	2	14	29	33	14	2	1	0	0	0	0	0	0	0	0	95
15:00 - 15:59	3	7	26	26	7	2	0	0	0	0	0	0	0	0	0	71
16:00 - 16:59	0	3	28	36	8	0	0	0	0	0	0	0	0	0	0	75
17:00 - 17:59	0	8	28	37	11	1	0	0	0	0	0	0	0	0	0	85
18:00 - 18:59	0	9	31	34	13	1	0	0	1	0	0	0	0	0	0	89
19:00 - 19:59	2	6	23	25	9	3	0	0	0	0	0	0	0	0	0	68
20:00 - 20:59	0	0	8	18	10	4	0	0	0	0	0	0	0	0	0	40
21:00 - 21:59	0	1	9	9	7	0	0	0	0	0	0	0	0	0	0	26
22:00 - 22:59	0	1	9	14	4	3	0	0	0	0	0	0	0	0	0	31
23:00 - 23:59	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
Totals	9	77	319	420	151	26	2	0	1	0	0	0	0	0	0	1005
Percent of Total	0.9	7.7	31.7	41.8	15.0	2.6	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.7	6.0	29.9	42.9	16.8	3.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.9	8.3	32.4	41.4	14.4	2.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.0 MPH
Mean Speed:	26.1 MPH	Percent in Ten Mile Pace:	73.5%	15th Percentile:	21.0 MPH
Median Speed:	26.2 MPH			90th Percentile:	32.6 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Westbound Speeds (MPH)

Study Date: Monday, 11/15/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
01:00 - 01:59	1	1	3	4	4	0	0	0	0	0	0	0	0	0	0	13
02:00 - 02:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00 - 03:59	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
04:00 - 04:59	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	10
05:00 - 05:59	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	11
06:00 - 06:59	0	0	6	4	2	0	0	0	0	0	0	0	0	0	0	12
07:00 - 07:59	3	0	7	12	7	1	0	0	0	0	0	0	0	0	0	30
08:00 - 08:59	8	2	20	33	18	5	0	0	0	0	0	0	0	0	0	86
09:00 - 09:59	3	3	18	35	17	3	0	0	0	0	0	0	0	0	0	79
10:00 - 10:59	4	3	21	25	13	0	0	0	0	0	0	0	0	0	0	66
11:00 - 11:59	2	8	28	36	6	1	0	0	0	0	0	0	0	0	0	81
12:00 - 12:59	2	6	16	31	15	1	0	0	0	0	0	0	0	0	0	71
13:00 - 13:59	3	9	37	41	14	0	0	0	0	0	0	0	0	0	0	104
14:00 - 14:59	3	4	32	42	9	0	0	0	0	0	0	0	0	0	0	90
15:00 - 15:59	4	3	35	42	16	2	0	0	0	0	0	0	0	0	0	102
16:00 - 16:59	4	3	33	56	17	0	0	0	0	0	0	0	0	0	0	113
17:00 - 17:59	5	2	36	51	17	3	1	0	0	0	0	0	0	0	0	115
18:00 - 18:59	2	6	37	49	12	0	0	0	0	0	0	0	0	0	0	106
19:00 - 19:59	1	4	18	35	13	2	0	0	0	0	0	0	0	0	0	73
20:00 - 20:59	0	0	11	22	14	1	0	0	0	0	0	1	0	0	0	49
21:00 - 21:59	0	1	8	22	7	1	0	0	0	0	0	0	0	0	0	39
22:00 - 22:59	0	1	9	19	5	2	0	0	0	0	0	0	0	0	0	36
23:00 - 23:59	0	0	5	13	2	0	0	0	0	0	0	0	0	0	0	20
Totals	45	57	391	590	212	23	1	0	0	0	0	1	0	0	0	1320
Percent of Total	3.4	4.3	29.6	44.7	16.1	1.7	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	5.2	4.5	28.4	41.5	17.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.6	4.2	30.2	46.1	15.4	1.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100

Standard Deviation:	5.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.9 MPH
Mean Speed:	26.0 MPH	Percent in Ten Mile Pace:	74.3%	15th Percentile:	21.2 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 11/16/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	3	0	9	5	3	0	0	0	0	0	0	0	0	0	0	20
01:00 - 01:59	0	0	5	5	3	0	0	0	0	0	0	0	0	0	0	13
02:00 - 02:59	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9
04:00 - 04:59	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	9
05:00 - 05:59	0	1	2	12	0	0	0	0	0	0	0	0	0	0	0	15
06:00 - 06:59	2	0	4	6	5	0	0	0	0	0	0	0	0	0	0	17
07:00 - 07:59	4	1	13	15	6	1	0	0	0	0	0	0	0	0	0	40
08:00 - 08:59	2	2	24	42	16	1	0	1	0	0	0	0	0	0	0	88
09:00 - 09:59	5	5	16	34	19	1	0	0	0	0	0	0	0	0	0	80
10:00 - 10:59	2	2	16	24	12	3	1	0	0	0	0	0	0	0	0	60
11:00 - 11:59	2	12	26	16	13	0	1	0	0	0	0	0	0	0	0	70
12:00 - 12:59	6	5	30	21	14	1	0	0	0	0	0	0	0	0	0	77
13:00 - 13:59	4	5	19	37	14	1	0	0	0	0	0	0	0	0	0	80
14:00 - 14:59	1	4	37	58	15	1	0	0	0	0	0	0	0	0	0	116
15:00 - 15:59	3	4	24	63	17	2	0	0	0	0	0	0	0	0	0	113
16:00 - 16:59	2	2	29	57	18	1	0	0	0	0	2	0	0	0	0	111
17:00 - 17:59	3	8	32	50	17	2	0	0	0	0	0	0	0	0	0	112
18:00 - 18:59	5	2	38	53	12	0	0	0	0	0	0	0	0	0	0	110
19:00 - 19:59	0	2	28	31	12	2	0	0	0	0	0	0	0	0	0	75
20:00 - 20:59	1	3	11	25	3	1	1	0	0	0	0	0	0	0	0	45
21:00 - 21:59	2	0	17	23	8	1	1	0	0	0	0	0	0	0	0	52
22:00 - 22:59	2	3	7	13	6	1	0	0	0	0	0	0	0	0	0	32
23:00 - 23:59	2	1	8	8	2	0	0	0	0	0	0	0	0	0	0	21
Totals	51	63	399	611	219	19	4	1	0	0	2	0	0	0	0	1369
Percent of Total	3.7	4.6	29.1	44.6	16.0	1.4	0.3	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	4.7	5.6	28.0	40.5	19.1	1.4	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.3	4.1	29.7	46.5	14.6	1.4	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.9 MPH
Mean Speed:	26.0 MPH	Percent in Ten Mile Pace:	73.8%	15th Percentile:	21.1 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.5 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 11/17/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
01:00 - 01:59	2	1	3	4	4	0	0	0	0	0	0	0	0	0	0	14
02:00 - 02:59	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 - 03:59	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00 - 04:59	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
05:00 - 05:59	1	0	5	8	2	0	0	0	0	0	0	0	0	0	0	16
06:00 - 06:59	0	3	0	8	2	0	0	0	0	0	0	0	0	0	0	13
07:00 - 07:59	2	3	12	15	5	0	1	0	0	0	0	0	0	0	0	38
08:00 - 08:59	5	2	21	41	19	3	0	0	0	0	0	0	0	0	0	91
09:00 - 09:59	2	4	19	37	20	5	1	0	0	0	0	1	0	0	0	89
10:00 - 10:59	2	6	26	20	8	1	1	0	0	0	0	0	0	0	0	64
11:00 - 11:59	2	4	23	33	6	0	0	0	0	0	0	0	0	0	0	68
12:00 - 12:59	2	8	19	38	12	3	0	0	0	0	0	0	0	0	0	82
13:00 - 13:59	3	4	21	41	10	3	0	0	0	0	0	0	0	0	0	82
14:00 - 14:59	2	2	16	47	16	0	0	0	0	0	0	0	0	0	0	83
15:00 - 15:59	3	7	41	52	16	7	1	0	0	0	0	0	0	0	0	127
16:00 - 16:59	3	3	41	50	21	1	0	0	0	0	0	0	0	0	0	119
17:00 - 17:59	7	8	38	34	15	2	0	0	0	0	0	0	0	0	0	104
18:00 - 18:59	2	5	43	42	8	2	0	1	0	0	0	0	0	0	0	103
19:00 - 19:59	0	1	26	35	15	3	0	0	0	0	0	0	0	0	0	80
20:00 - 20:59	0	1	21	31	11	0	0	0	0	0	0	0	0	0	0	64
21:00 - 21:59	0	3	16	17	8	3	0	0	0	0	0	0	0	0	0	47
22:00 - 22:59	0	1	7	9	1	0	0	0	0	0	0	0	0	0	0	18
23:00 - 23:59	0	3	9	9	5	1	1	0	0	0	0	0	0	0	0	28
Totals	38	69	413	586	209	34	5	1	0	0	0	1	0	0	0	1356
Percent of Total	2.8	5.1	30.5	43.2	15.4	2.5	0.4	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	3.8	5.5	27.4	43.2	16.9	2.1	0.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	100
Percent of PM	2.3	4.9	31.8	43.2	14.7	2.7	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	26.1 MPH	Percent in Ten Mile Pace:	73.7%	15th Percentile:	21.2 MPH
Median Speed:	26.3 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Westbound Speeds (MPH)

Study Date: Thursday, 11/18/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	8	1	2	3	0	0	0	0	0	0	0	0	0	15
01:00 - 01:59	0	1	4	1	5	0	0	0	0	0	0	0	0	0	0	11
02:00 - 02:59	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
03:00 - 03:59	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	9
04:00 - 04:59	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	7
05:00 - 05:59	0	1	5	7	1	0	0	0	0	0	0	0	0	0	0	14
06:00 - 06:59	0	0	2	8	6	0	0	0	0	0	0	0	0	0	0	16
07:00 - 07:59	4	0	14	15	8	1	0	0	0	0	0	0	0	0	0	42
08:00 - 08:59	4	4	20	35	15	1	2	0	0	0	0	0	0	0	0	81
09:00 - 09:59	2	0	22	29	14	2	0	0	0	0	0	0	0	0	0	69
10:00 - 10:59	3	3	23	33	15	4	0	0	0	0	0	0	0	0	0	81
11:00 - 11:59	3	2	19	30	15	0	0	0	0	0	0	0	0	0	0	69
12:00 - 12:59	2	3	27	31	15	2	0	0	0	0	0	0	0	0	0	80
13:00 - 13:59	2	9	29	32	18	2	0	0	0	0	0	0	0	0	0	92
14:00 - 14:59	3	10	28	31	15	2	0	0	0	0	0	0	0	0	0	89
15:00 - 15:59	2	9	41	42	14	1	0	0	0	1	0	1	0	0	0	111
16:00 - 16:59	5	5	33	30	9	3	0	0	0	0	0	0	0	0	0	85
17:00 - 17:59	3	13	40	44	14	2	0	0	0	0	0	0	0	0	0	116
18:00 - 18:59	3	4	23	50	16	2	0	0	0	0	0	0	0	0	0	98
19:00 - 19:59	2	5	23	38	15	0	0	0	0	0	0	0	0	0	0	83
20:00 - 20:59	0	5	20	38	12	1	0	0	0	0	0	0	0	0	0	76
21:00 - 21:59	3	0	7	25	5	2	0	0	0	0	0	0	0	0	0	42
22:00 - 22:59	0	1	9	13	6	0	0	0	0	0	0	0	0	0	0	29
23:00 - 23:59	0	0	9	9	4	0	0	0	0	0	0	0	0	0	0	22
Totals	41	77	416	550	229	28	2	0	0	1	0	1	0	0	0	1345
Percent of Total	3.0	5.7	30.9	40.9	17.0	2.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	3.8	3.1	30.1	39.6	20.4	2.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.7	6.9	31.3	41.5	15.5	1.8	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.3 MPH
Mean Speed:	26.0 MPH	Percent in Ten Mile Pace:	71.8%	15th Percentile:	21.0 MPH
Median Speed:	26.3 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.2 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 11/04/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	5	13	3	0	0	0	0	0	0	0	0	0	0	22
01:00 - 01:59	0	4	6	12	3	1	0	0	0	0	0	0	0	0	0	26
02:00 - 02:59	0	1	2	13	3	3	0	0	0	0	0	0	0	0	0	22
03:00 - 03:59	1	1	5	10	1	3	0	0	0	0	0	0	0	0	0	21
04:00 - 04:59	2	3	8	11	4	0	0	0	0	0	0	0	0	0	0	28
05:00 - 05:59	2	1	11	19	3	2	0	1	0	0	0	0	0	0	0	39
06:00 - 06:59	5	4	20	28	8	1	0	0	0	0	0	0	0	0	0	66
07:00 - 07:59	4	7	33	54	28	2	0	0	0	0	0	0	0	0	0	128
08:00 - 08:59	7	7	34	58	16	2	0	0	0	1	0	0	0	0	1	126
09:00 - 09:59	6	13	43	58	19	4	1	0	0	0	0	0	0	0	0	144
10:00 - 10:59	9	14	39	64	16	1	0	0	0	0	0	0	0	0	0	143
11:00 - 11:59	7	19	58	68	23	1	0	0	0	0	0	0	0	0	0	176
12:00 - 12:59	10	21	56	76	27	4	0	0	0	0	1	0	0	0	0	195
13:00 - 13:59	4	12	59	113	32	4	1	0	0	0	0	0	0	0	1	226
14:00 - 14:59	5	9	56	108	30	6	1	0	0	0	0	0	0	0	0	215
15:00 - 15:59	9	15	62	102	33	4	0	0	0	0	0	0	0	0	0	225
16:00 - 16:59	7	10	69	109	42	9	0	0	1	0	0	0	0	0	0	247
17:00 - 17:59	5	21	87	124	27	2	0	0	0	0	0	0	0	0	0	266
18:00 - 18:59	7	13	65	79	23	3	0	0	0	1	0	0	0	0	0	191
19:00 - 19:59	2	11	49	71	22	1	0	0	0	0	0	0	0	0	0	156
20:00 - 20:59	3	1	30	49	21	2	0	0	0	0	0	0	0	0	0	106
21:00 - 21:59	4	3	17	27	11	2	0	0	0	0	0	0	0	0	0	64
22:00 - 22:59	1	6	26	18	11	1	0	0	0	0	0	0	0	0	0	63
23:00 - 23:59	1	3	9	20	5	1	0	0	0	0	0	0	0	0	0	39
Totals	101	200	849	1304	411	59	3	1	1	2	1	0	0	0	2	2934
Percent of Total	3.4	6.8	28.9	44.4	14.0	2.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	100
Percent of AM	4.6	8.0	28.1	43.4	13.5	2.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	100
Percent of PM	2.9	6.3	29.4	45.0	14.2	2.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.5 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	73.4%	15th Percentile:	20.8 MPH
Median Speed:	26.2 MPH			90th Percentile:	32.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 11/05/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	3	11	11	5	0	0	0	0	0	0	0	0	0	0	30
01:00 - 01:59	1	2	10	10	6	0	1	0	0	0	0	0	0	0	0	30
02:00 - 02:59	1	1	10	8	4	1	0	0	0	0	0	0	0	0	0	25
03:00 - 03:59	2	1	5	4	0	0	0	0	0	0	0	0	0	0	0	12
04:00 - 04:59	0	2	10	4	7	1	0	0	0	0	0	0	0	0	0	24
05:00 - 05:59	3	2	7	13	4	1	0	0	0	0	0	0	0	0	0	30
06:00 - 06:59	7	5	24	26	11	0	0	0	0	0	0	0	0	0	0	73
07:00 - 07:59	9	4	32	44	19	3	0	0	0	0	0	0	0	0	0	111
08:00 - 08:59	4	6	48	63	24	3	0	0	0	0	0	0	0	0	0	148
09:00 - 09:59	6	8	36	49	12	1	0	0	0	0	0	0	0	0	0	112
10:00 - 10:59	6	14	49	81	23	3	0	0	0	0	0	0	0	0	0	176
11:00 - 11:59	8	21	53	95	32	5	0	0	0	0	0	0	0	0	0	214
12:00 - 12:59	8	14	62	79	37	3	2	0	0	0	0	0	0	0	0	205
13:00 - 13:59	8	12	63	91	37	0	0	0	0	0	0	0	0	0	0	211
14:00 - 14:59	9	12	71	90	29	2	0	0	0	0	0	0	0	0	1	214
15:00 - 15:59	13	20	76	94	41	2	0	0	0	0	0	0	0	0	0	246
16:00 - 16:59	11	14	82	115	40	4	0	0	0	0	1	0	0	0	0	267
17:00 - 17:59	16	27	87	121	40	4	0	0	0	0	0	0	0	0	0	295
18:00 - 18:59	5	29	69	86	20	2	0	0	0	0	1	0	0	0	0	212
19:00 - 19:59	10	13	60	71	20	4	1	0	0	0	0	0	0	0	0	179
20:00 - 20:59	1	12	44	40	18	3	0	1	0	0	0	0	0	0	0	119
21:00 - 21:59	5	3	34	50	18	4	0	0	0	0	0	0	0	0	0	114
22:00 - 22:59	1	7	25	43	19	1	0	0	0	0	0	0	0	0	0	96
23:00 - 23:59	0	6	24	28	13	1	0	0	0	0	0	0	0	0	0	72
Totals	134	238	992	1316	479	48	4	1	0	0	2	0	0	0	1	3215
Percent of Total	4.2	7.4	30.9	40.9	14.9	1.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	4.8	7.0	29.9	41.4	14.9	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.9	7.6	31.3	40.7	14.9	1.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.5 MPH
Mean Speed:	25.4 MPH	Percent in Ten Mile Pace:	71.8%	15th Percentile:	20.6 MPH
Median Speed:	25.9 MPH			90th Percentile:	32.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.9 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 11/06/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	2	14	16	8	2	0	0	0	0	0	0	0	0	0	42
01:00 - 01:59	3	4	7	13	4	1	0	0	0	0	0	0	0	0	0	32
02:00 - 02:59	0	7	6	12	6	1	0	0	0	0	0	0	0	0	0	32
03:00 - 03:59	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7
04:00 - 04:59	1	2	4	5	3	1	0	0	0	0	0	0	0	0	0	16
05:00 - 05:59	2	1	5	7	2	0	0	0	0	0	0	0	0	0	0	17
06:00 - 06:59	2	4	9	13	2	0	0	0	0	0	0	0	0	0	0	30
07:00 - 07:59	6	3	9	11	5	1	0	0	0	0	0	0	0	0	0	35
08:00 - 08:59	9	6	21	23	11	2	0	0	0	0	0	0	0	0	0	72
09:00 - 09:59	5	15	35	40	22	1	0	0	0	0	0	0	0	0	0	118
10:00 - 10:59	7	13	69	74	22	1	0	0	0	0	0	0	0	0	0	186
11:00 - 11:59	18	23	68	75	30	5	1	0	0	0	1	0	0	0	0	221
12:00 - 12:59	12	18	86	79	35	3	1	0	0	0	0	0	0	0	0	234
13:00 - 13:59	21	21	87	75	27	6	0	0	0	0	0	0	0	0	0	237
14:00 - 14:59	9	22	62	78	24	4	0	0	0	0	0	0	0	0	0	199
15:00 - 15:59	10	17	79	67	31	5	0	0	0	0	0	0	0	0	0	209
16:00 - 16:59	6	13	73	94	20	3	0	0	0	0	0	0	0	0	0	209
17:00 - 17:59	9	23	76	84	29	6	0	0	0	0	0	0	0	0	0	227
18:00 - 18:59	6	24	94	79	20	4	0	0	0	0	0	0	0	0	0	227
19:00 - 19:59	8	18	59	71	17	3	1	0	0	0	0	0	0	0	0	177
20:00 - 20:59	7	7	45	66	24	4	1	0	0	0	0	0	0	0	0	154
21:00 - 21:59	1	6	34	39	20	1	0	1	0	0	0	0	0	0	0	102
22:00 - 22:59	3	7	27	37	3	1	0	0	0	0	0	0	0	0	0	78
23:00 - 23:59	1	1	18	28	5	1	0	0	0	0	0	0	0	0	0	54
Totals	147	257	990	1089	370	56	4	1	0	0	1	0	0	0	0	2915
Percent of Total	5.0	8.8	34.0	37.4	12.7	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	6.7	9.9	30.9	36.1	14.2	1.9	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of PM	4.4	8.4	35.1	37.8	12.1	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.0 MPH
Mean Speed:	24.9 MPH	Percent in Ten Mile Pace:	71.3%	15th Percentile:	20.2 MPH
Median Speed:	25.3 MPH			90th Percentile:	31.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.9 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 11/07/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	0	10	17	3	2	0	0	0	0	0	0	0	0	0	33
01:00 - 01:59	1	1	7	7	6	0	0	0	0	0	0	0	0	0	0	22
02:00 - 02:59	1	1	9	11	4	1	0	0	0	0	0	0	0	0	0	27
03:00 - 03:59	0	4	3	4	3	0	0	0	0	0	0	0	0	0	0	14
04:00 - 04:59	3	2	6	2	0	0	0	0	0	0	0	0	0	0	0	13
05:00 - 05:59	0	4	10	1	2	0	0	0	0	0	0	0	0	0	0	17
06:00 - 06:59	1	2	3	1	3	0	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	2	2	7	4	3	0	0	0	0	0	0	0	0	0	0	18
08:00 - 08:59	3	3	9	20	5	0	0	0	0	0	0	0	0	0	0	40
09:00 - 09:59	1	8	22	24	15	0	0	0	0	0	0	0	0	0	0	70
10:00 - 10:59	0	12	36	66	26	3	2	0	0	0	0	0	0	0	0	145
11:00 - 11:59	6	13	44	59	33	5	0	0	0	0	0	0	0	0	1	161
12:00 - 12:59	3	9	49	70	31	8	1	0	0	0	0	0	0	0	0	171
13:00 - 13:59	5	18	76	96	31	3	0	0	0	0	0	0	0	0	0	229
14:00 - 14:59	3	13	80	82	34	1	1	0	0	0	0	0	0	0	0	214
15:00 - 15:59	2	18	61	58	24	4	0	0	0	0	0	0	0	0	1	168
16:00 - 16:59	9	14	48	60	26	2	1	0	0	0	0	0	0	0	0	160
17:00 - 17:59	5	18	60	63	29	2	0	0	0	0	0	0	0	0	0	177
18:00 - 18:59	12	19	75	68	16	2	0	0	0	0	0	0	0	0	0	192
19:00 - 19:59	5	9	52	48	17	2	0	0	0	0	0	0	0	0	0	133
20:00 - 20:59	2	7	41	46	19	0	0	0	0	0	1	0	0	0	0	116
21:00 - 21:59	4	11	36	39	8	0	0	0	0	0	0	0	0	0	0	98
22:00 - 22:59	3	4	25	20	7	0	0	0	0	0	0	0	0	0	0	59
23:00 - 23:59	0	1	16	25	5	0	0	0	0	0	0	0	0	0	0	47
Totals	72	193	785	891	350	35	5	0	0	0	1	0	0	0	2	2334
Percent of Total	3.1	8.3	33.6	38.2	15.0	1.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	100
Percent of AM	3.3	9.1	29.1	37.9	18.1	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	100
Percent of PM	3.0	8.0	35.1	38.3	14.0	1.4	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.6 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	71.8%	15th Percentile:	20.5 MPH
Median Speed:	25.7 MPH			90th Percentile:	32.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.9 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 11/08/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	0	10	10	0	1	0	0	0	0	0	0	0	0	0	22
01:00 - 01:59	0	1	10	7	2	1	0	0	0	0	0	0	0	0	0	21
02:00 - 02:59	0	3	2	2	0	0	1	0	0	0	0	0	0	0	0	8
03:00 - 03:59	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	5
04:00 - 04:59	1	0	4	6	2	0	0	0	0	0	0	0	0	0	0	13
05:00 - 05:59	1	1	8	10	1	0	0	0	0	0	0	0	0	0	0	21
06:00 - 06:59	6	0	14	27	5	1	0	1	0	0	0	0	0	0	0	54
07:00 - 07:59	4	2	26	26	8	2	0	0	0	0	0	0	0	0	0	68
08:00 - 08:59	8	5	37	66	28	4	0	1	0	0	0	0	0	0	0	149
09:00 - 09:59	8	9	41	59	18	1	0	0	0	0	0	0	0	0	0	136
10:00 - 10:59	7	15	38	59	18	2	0	0	0	0	0	0	0	0	0	139
11:00 - 11:59	11	14	48	56	18	4	0	0	0	0	0	0	0	0	0	151
12:00 - 12:59	8	16	51	63	36	2	0	1	0	0	0	0	0	0	1	178
13:00 - 13:59	16	19	53	85	24	3	0	0	0	0	0	0	0	0	0	200
14:00 - 14:59	11	25	50	91	32	2	0	1	0	1	0	0	0	0	0	213
15:00 - 15:59	10	7	43	83	32	4	1	0	1	0	0	0	1	0	0	182
16:00 - 16:59	12	12	60	100	30	7	0	0	0	0	0	0	0	0	0	221
17:00 - 17:59	11	9	72	101	42	5	1	1	0	0	0	0	0	0	0	242
18:00 - 18:59	11	27	94	98	20	3	0	0	0	0	0	0	0	0	0	253
19:00 - 19:59	7	7	44	71	28	3	0	0	0	0	0	0	0	0	0	160
20:00 - 20:59	2	6	54	45	25	2	0	0	0	0	0	0	0	0	0	134
21:00 - 21:59	2	6	22	43	14	6	0	0	0	0	0	0	0	0	0	93
22:00 - 22:59	2	3	12	29	10	1	0	0	0	0	0	0	0	0	0	57
23:00 - 23:59	2	1	8	24	10	1	1	0	0	0	0	0	0	0	0	47
Totals	141	188	802	1164	403	55	5	5	1	1	0	0	1	0	1	2767
Percent of Total	5.1	6.8	29.0	42.1	14.6	2.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	6.0	6.4	30.4	42.1	12.7	2.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.7	7.0	28.4	42.1	15.3	2.0	0.2	0.2	0.1	0.1	0.0	0.0	0.1	0.0	0.1	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.7 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	71.1%	15th Percentile:	20.5 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.4 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 11/09/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	2	8	18	5	1	0	0	0	0	0	0	0	0	0	34
01:00 - 01:59	2	6	5	8	3	1	0	0	0	0	0	0	0	0	0	25
02:00 - 02:59	1	2	14	10	5	0	0	0	0	0	0	0	0	0	0	32
03:00 - 03:59	1	3	7	11	5	0	0	0	0	0	0	0	0	0	0	27
04:00 - 04:59	0	2	10	5	2	0	0	0	1	0	0	0	0	0	0	20
05:00 - 05:59	1	2	9	7	1	2	1	0	0	0	0	0	0	0	0	23
06:00 - 06:59	5	3	9	11	9	0	0	1	0	0	0	0	0	0	0	38
07:00 - 07:59	6	6	28	23	15	1	0	0	0	0	0	0	0	0	0	79
08:00 - 08:59	7	5	27	71	22	5	0	0	0	0	0	0	0	0	0	137
09:00 - 09:59	8	5	47	52	19	2	0	0	0	0	0	0	0	0	0	133
10:00 - 10:59	4	5	39	59	28	4	0	0	0	0	0	0	0	0	0	139
11:00 - 11:59	5	11	37	56	29	3	0	1	0	0	0	0	0	0	0	142
12:00 - 12:59	9	8	40	76	33	2	1	0	0	0	0	0	0	0	0	169
13:00 - 13:59	11	5	61	82	37	2	1	1	0	0	0	0	0	0	0	200
14:00 - 14:59	7	9	66	82	29	2	2	0	0	0	0	0	0	0	0	197
15:00 - 15:59	9	22	73	97	28	4	0	0	0	0	0	0	0	0	0	233
16:00 - 16:59	14	12	69	97	53	5	0	0	0	2	0	0	0	0	0	252
17:00 - 17:59	12	13	79	113	32	6	0	0	0	0	0	0	0	0	0	255
18:00 - 18:59	11	20	98	97	31	2	0	0	0	0	0	0	0	0	0	259
19:00 - 19:59	5	6	53	67	28	0	0	0	0	0	0	0	0	0	0	159
20:00 - 20:59	3	10	45	45	15	2	0	0	0	0	0	0	0	0	0	120
21:00 - 21:59	2	6	31	39	22	2	0	0	0	0	0	0	0	0	0	102
22:00 - 22:59	3	3	11	32	15	1	0	0	0	0	0	0	0	0	0	65
23:00 - 23:59	0	4	12	17	8	1	0	0	0	0	0	0	0	0	0	42
Totals	126	170	878	1175	474	48	5	3	1	2	0	0	0	0	0	2882
Percent of Total	4.4	5.9	30.5	40.8	16.4	1.7	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	4.8	6.3	29.0	39.9	17.2	2.3	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.2	5.7	31.1	41.1	16.1	1.4	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.7 MPH	Percent in Ten Mile Pace:	71.2%	15th Percentile:	20.8 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.6 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 11/10/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	4	15	12	1	0	0	1	0	0	0	0	0	0	0	34
01:00 - 01:59	0	1	10	7	5	0	0	0	0	0	0	0	0	0	0	23
02:00 - 02:59	1	0	8	9	3	0	0	0	0	0	0	0	0	0	0	21
03:00 - 03:59	1	5	7	6	6	1	1	0	0	0	0	0	0	0	0	27
04:00 - 04:59	0	0	3	9	3	0	0	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	0	10	8	2	2	1	0	0	0	0	0	0	0	0	23
06:00 - 06:59	2	2	13	13	3	1	0	0	1	0	0	0	0	0	0	35
07:00 - 07:59	8	3	27	29	14	2	0	0	0	0	0	0	0	0	0	83
08:00 - 08:59	8	7	49	52	28	7	0	0	0	0	0	0	0	0	0	151
09:00 - 09:59	5	4	39	67	23	1	0	0	0	0	0	0	0	0	0	139
10:00 - 10:59	8	15	30	56	30	1	0	0	0	0	0	0	0	0	0	140
11:00 - 11:59	6	11	55	75	22	6	2	1	0	0	0	0	0	0	0	178
12:00 - 12:59	16	4	49	80	28	5	0	0	0	0	0	0	0	0	0	182
13:00 - 13:59	12	10	63	63	24	3	0	0	0	0	0	0	0	0	0	175
14:00 - 14:59	9	16	65	83	20	2	0	1	1	0	0	0	0	0	0	197
15:00 - 15:59	9	18	70	92	29	4	1	0	0	0	0	0	0	0	0	223
16:00 - 16:59	11	12	70	106	32	1	0	2	0	0	0	0	0	1	0	235
17:00 - 17:59	11	12	97	103	34	1	0	0	0	0	0	0	0	0	0	258
18:00 - 18:59	9	21	90	117	26	2	0	0	0	0	0	0	0	0	0	265
19:00 - 19:59	3	11	57	65	28	3	0	0	0	0	0	0	0	0	0	167
20:00 - 20:59	0	6	45	47	21	2	1	0	0	0	0	1	0	0	0	123
21:00 - 21:59	4	8	29	35	16	4	1	0	0	0	0	0	0	0	0	97
22:00 - 22:59	7	2	25	31	8	2	0	0	0	0	0	0	0	0	0	75
23:00 - 23:59	1	4	14	20	10	2	0	0	0	0	0	0	0	0	0	51
Totals	132	176	940	1185	416	52	7	5	2	0	0	1	0	1	0	2917
Percent of Total	4.5	6.0	32.2	40.6	14.3	1.8	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	4.6	6.0	30.6	39.5	16.1	2.4	0.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.5	6.1	32.9	41.1	13.5	1.5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.6 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	72.8%	15th Percentile:	20.7 MPH
Median Speed:	25.9 MPH			90th Percentile:	32.3 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 11/11/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	3	1	10	12	3	0	0	0	0	0	0	0	0	0	0	29
01:00 - 01:59	0	3	2	4	4	1	0	0	0	0	0	0	0	0	0	14
02:00 - 02:59	1	1	10	6	1	1	0	0	0	0	0	0	0	0	0	20
03:00 - 03:59	1	4	8	11	2	1	0	0	0	0	0	0	0	0	0	27
04:00 - 04:59	1	0	3	10	2	0	0	0	0	0	0	0	0	0	0	16
05:00 - 05:59	0	3	9	12	3	0	0	0	0	0	0	0	0	0	0	27
06:00 - 06:59	3	2	11	18	4	1	0	0	1	0	0	0	0	0	0	40
07:00 - 07:59	6	5	24	26	5	1	0	0	0	0	0	0	0	0	0	67
08:00 - 08:59	5	4	28	51	22	4	1	0	0	0	0	0	0	0	0	115
09:00 - 09:59	6	7	32	52	19	0	0	0	0	0	0	0	0	0	0	116
10:00 - 10:59	6	12	39	37	18	1	1	0	0	0	0	0	0	0	0	114
11:00 - 11:59	8	11	40	51	15	0	0	0	0	0	0	0	0	0	0	125
12:00 - 12:59	9	6	43	63	21	3	0	0	0	0	0	0	0	0	0	145
13:00 - 13:59	5	13	46	64	23	0	0	1	0	0	0	0	0	0	0	152
14:00 - 14:59	6	18	52	81	30	0	0	0	0	0	0	0	0	0	0	187
15:00 - 15:59	8	12	79	85	28	6	0	0	0	0	0	0	1	0	0	219
16:00 - 16:59	10	16	83	82	23	1	0	0	0	0	0	0	0	0	0	215
17:00 - 17:59	9	20	95	111	25	4	1	1	0	0	0	0	0	0	0	266
18:00 - 18:59	8	17	79	92	25	3	0	0	0	0	0	0	0	0	0	224
19:00 - 19:59	8	10	51	66	19	2	0	0	0	0	0	0	0	0	0	156
20:00 - 20:59	3	6	46	34	17	1	0	0	0	0	0	0	0	0	0	107
21:00 - 21:59	0	2	25	42	12	2	0	0	0	0	0	0	0	0	0	83
22:00 - 22:59	1	5	19	23	9	3	0	0	0	0	0	0	0	0	0	60
23:00 - 23:59	2	2	24	14	11	4	1	0	0	0	0	0	0	0	0	58
Totals	109	180	858	1047	341	39	4	2	1	0	0	0	1	0	0	2582
Percent of Total	4.2	7.0	33.2	40.5	13.2	1.5	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	5.6	7.5	30.4	40.8	13.8	1.4	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.7	6.8	34.3	40.4	13.0	1.5	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	100

Standard Deviation:	5.7 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.0 MPH
Mean Speed:	25.3 MPH	Percent in Ten Mile Pace:	73.8%	15th Percentile:	20.6 MPH
Median Speed:	25.7 MPH			90th Percentile:	31.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	33.8 MPH

Daily Total Speeds (MPH)

Study Date: Friday, 11/12/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	2	5	13	12	4	0	0	0	0	0	0	0	0	0	0	36
01:00 - 01:59	1	2	13	9	2	1	0	0	0	0	0	0	0	0	0	28
02:00 - 02:59	3	1	10	8	2	0	0	0	0	0	0	0	0	0	0	24
03:00 - 03:59	0	10	12	12	0	1	0	0	0	0	0	0	0	0	0	35
04:00 - 04:59	4	2	8	4	2	0	0	0	0	0	0	0	0	0	0	20
05:00 - 05:59	0	3	11	4	6	1	0	0	0	0	0	0	0	0	0	25
06:00 - 06:59	4	0	21	12	2	1	0	1	0	0	0	0	0	0	0	41
07:00 - 07:59	7	4	25	24	11	2	0	0	0	0	0	0	0	0	0	73
08:00 - 08:59	9	9	31	56	18	3	0	0	0	0	0	0	0	0	0	126
09:00 - 09:59	7	5	34	69	31	6	0	0	0	1	0	0	0	0	0	153
10:00 - 10:59	8	5	41	71	23	6	0	0	0	0	0	0	0	0	0	154
11:00 - 11:59	7	12	54	71	27	6	0	0	0	0	0	0	0	0	0	177
12:00 - 12:59	12	8	54	75	39	8	1	1	0	0	0	0	0	0	0	198
13:00 - 13:59	11	12	50	102	34	5	0	0	0	0	0	0	0	0	0	214
14:00 - 14:59	11	13	72	92	32	4	2	0	0	0	0	0	0	0	1	227
15:00 - 15:59	6	20	68	95	43	4	1	0	0	0	0	0	0	0	0	237
16:00 - 16:59	13	14	88	121	37	2	0	0	0	0	0	0	0	0	0	275
17:00 - 17:59	6	17	84	132	37	5	0	0	0	0	0	0	0	0	0	281
18:00 - 18:59	9	28	113	115	26	3	1	0	0	0	0	0	0	0	0	295
19:00 - 19:59	3	17	78	83	16	2	0	1	0	0	0	0	0	0	0	200
20:00 - 20:59	6	10	48	79	23	0	0	0	0	0	0	0	0	0	0	166
21:00 - 21:59	7	8	37	62	9	1	0	0	0	0	0	0	0	0	0	124
22:00 - 22:59	5	4	28	38	18	3	0	0	0	0	0	0	0	0	0	96
23:00 - 23:59	6	3	29	26	15	2	1	0	0	0	0	0	0	0	0	82
Totals	147	212	1022	1372	457	66	6	3	0	1	0	0	0	0	1	3287
Percent of Total	4.5	6.4	31.1	41.7	13.9	2.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	5.8	6.5	30.6	39.5	14.3	3.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	4.0	6.4	31.3	42.6	13.7	1.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	30.4 MPH
Mean Speed:	25.5 MPH	Percent in Ten Mile Pace:	72.8%	15th Percentile:	20.7 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.2 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.0 MPH

Daily Total Speeds (MPH)

Study Date: Saturday, 11/13/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	5	11	29	4	0	0	0	0	0	0	0	0	0	0	50
01:00 - 01:59	1	1	16	12	3	0	0	0	0	0	0	0	0	0	0	33
02:00 - 02:59	1	3	12	9	7	0	0	0	0	0	0	0	0	0	0	32
03:00 - 03:59	0	3	9	14	1	0	0	0	0	0	0	0	0	0	0	27
04:00 - 04:59	0	1	2	6	1	1	0	0	0	0	0	0	0	0	0	11
05:00 - 05:59	1	1	9	6	5	0	0	0	0	0	0	0	0	0	0	22
06:00 - 06:59	2	1	6	2	4	0	0	0	0	0	0	0	0	0	0	15
07:00 - 07:59	6	2	10	9	2	0	0	0	0	0	0	0	0	0	0	29
08:00 - 08:59	3	6	12	23	6	1	2	0	0	0	0	0	0	0	0	53
09:00 - 09:59	8	7	32	26	11	1	0	0	0	0	0	0	0	0	0	85
10:00 - 10:59	11	12	40	45	17	5	0	0	0	0	0	0	0	0	0	130
11:00 - 11:59	10	14	68	63	31	4	0	0	0	0	0	0	0	0	0	190
12:00 - 12:59	7	13	59	69	37	4	0	1	0	0	0	1	0	0	0	191
13:00 - 13:59	9	8	53	73	35	7	0	0	0	0	0	0	0	0	0	185
14:00 - 14:59	10	15	69	92	44	4	0	0	0	0	0	0	0	0	0	234
15:00 - 15:59	13	22	73	88	44	6	1	0	0	0	0	1	0	0	0	248
16:00 - 16:59	7	16	55	93	36	6	1	0	0	0	0	1	0	0	0	215
17:00 - 17:59	14	11	55	79	35	6	1	0	0	0	0	0	0	0	1	202
18:00 - 18:59	7	11	69	98	21	6	0	0	0	0	0	0	0	0	0	212
19:00 - 19:59	8	12	56	86	22	4	0	0	0	0	0	0	0	0	0	188
20:00 - 20:59	2	9	44	50	30	5	0	0	0	0	0	0	0	0	0	140
21:00 - 21:59	2	4	42	44	17	4	0	0	0	0	0	0	0	0	0	113
22:00 - 22:59	0	6	22	48	24	4	0	0	0	0	0	0	0	0	0	104
23:00 - 23:59	2	5	16	40	12	0	1	0	0	0	0	0	0	0	0	76
Totals	125	188	840	1104	449	68	6	1	0	0	0	3	0	0	1	2785
Percent of Total	4.5	6.8	30.2	39.6	16.1	2.4	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of AM	6.5	8.3	33.5	36.0	13.6	1.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.8	6.3	29.1	40.8	16.9	2.7	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	100

Standard Deviation:	6.1 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.2 MPH
Mean Speed:	25.7 MPH	Percent in Ten Mile Pace:	69.8%	15th Percentile:	20.6 MPH
Median Speed:	26.1 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Total Speeds (MPH)

Study Date: Sunday, 11/14/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	1	13	28	11	1	0	0	0	0	0	0	0	0	0	54
01:00 - 01:59	1	3	11	15	5	0	0	0	0	0	0	0	0	0	0	35
02:00 - 02:59	0	2	11	16	6	0	0	0	0	0	0	0	0	0	0	35
03:00 - 03:59	0	1	6	6	3	0	0	0	0	0	0	0	0	0	0	16
04:00 - 04:59	1	0	1	2	2	0	0	0	0	0	0	0	0	0	0	6
05:00 - 05:59	0	1	1	6	1	1	1	0	0	0	0	0	0	0	0	11
06:00 - 06:59	1	0	7	5	1	2	0	0	1	0	0	0	0	0	0	17
07:00 - 07:59	1	2	6	5	4	0	0	0	0	0	0	0	0	0	0	18
08:00 - 08:59	1	1	11	17	7	2	0	0	0	0	0	0	0	0	0	39
09:00 - 09:59	3	5	21	20	11	5	0	0	0	0	0	0	0	0	0	65
10:00 - 10:59	1	7	28	49	20	4	0	0	0	0	0	0	0	0	0	109
11:00 - 11:59	3	23	52	58	20	4	0	0	0	0	0	0	0	0	0	160
12:00 - 12:59	8	11	49	67	27	6	0	0	0	0	0	0	0	0	0	168
13:00 - 13:59	7	14	45	61	21	1	1	0	0	0	0	0	0	0	0	150
14:00 - 14:59	2	25	61	78	26	3	2	0	0	0	0	0	0	0	0	197
15:00 - 15:59	5	17	56	65	16	5	0	0	0	0	0	0	0	0	0	164
16:00 - 16:59	4	10	54	78	29	3	0	0	0	0	0	0	0	0	0	178
17:00 - 17:59	3	23	64	79	24	6	1	0	0	0	0	0	0	0	0	200
18:00 - 18:59	3	14	58	68	29	1	0	0	1	0	0	0	0	0	0	174
19:00 - 19:59	6	11	47	47	21	6	0	0	0	0	0	0	0	0	0	138
20:00 - 20:59	2	5	22	35	21	5	0	0	0	0	0	0	0	0	0	90
21:00 - 21:59	0	6	25	25	13	0	0	0	0	0	0	0	0	0	0	69
22:00 - 22:59	1	3	22	20	8	3	1	0	0	0	0	0	0	0	0	58
23:00 - 23:59	3	1	10	16	3	2	0	0	0	0	0	0	0	0	0	35
Totals	56	186	681	866	329	60	6	0	2	0	0	0	0	0	0	2186
Percent of Total	2.6	8.5	31.2	39.6	15.1	2.7	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	2.1	8.1	29.7	40.2	16.1	3.4	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.7	8.6	31.6	39.4	14.7	2.5	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.0 MPH
Mean Speed:	25.7 MPH	Percent in Ten Mile Pace:	70.8%	15th Percentile:	20.6 MPH
Median Speed:	26.0 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.4 MPH

Daily Total Speeds (MPH)

Study Date: Monday, 11/15/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	7	8	4	1	0	0	0	0	0	0	0	0	0	20
01:00 - 01:59	3	1	8	8	5	0	0	0	0	0	0	0	0	0	0	25
02:00 - 02:59	0	1	5	4	2	1	0	0	0	0	0	0	0	0	0	13
03:00 - 03:59	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	8
04:00 - 04:59	0	0	6	5	3	1	0	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	0	7	7	2	1	0	0	0	0	0	0	0	0	0	17
06:00 - 06:59	3	1	8	14	4	2	0	0	1	0	0	0	0	0	0	33
07:00 - 07:59	6	2	9	21	13	1	0	0	0	0	0	0	0	0	0	52
08:00 - 08:59	13	5	27	56	37	7	0	0	0	0	0	0	1	0	0	146
09:00 - 09:59	10	7	35	58	32	3	1	0	0	0	0	0	0	0	0	146
10:00 - 10:59	10	10	37	54	19	2	0	0	0	0	0	0	0	0	0	132
11:00 - 11:59	5	14	55	63	21	3	0	0	0	0	0	0	0	0	0	161
12:00 - 12:59	7	14	42	71	28	2	1	0	0	0	0	0	0	0	0	165
13:00 - 13:59	6	11	66	82	33	5	0	0	0	0	0	0	0	0	0	203
14:00 - 14:59	8	13	65	70	25	1	0	0	0	0	0	0	0	0	0	182
15:00 - 15:59	10	11	62	93	44	6	0	0	0	0	0	0	0	0	0	226
16:00 - 16:59	10	11	59	115	43	6	0	0	0	0	0	0	0	0	0	244
17:00 - 17:59	9	16	85	124	41	4	1	0	0	0	0	0	0	0	0	280
18:00 - 18:59	9	10	82	124	49	0	0	0	0	0	0	0	0	0	0	274
19:00 - 19:59	4	12	50	66	29	6	0	0	0	0	0	0	0	0	0	167
20:00 - 20:59	3	4	27	42	25	2	0	0	0	0	0	1	0	0	0	104
21:00 - 21:59	2	4	18	43	19	3	0	0	0	0	0	0	0	0	0	89
22:00 - 22:59	2	4	16	31	7	5	0	0	0	0	0	0	0	0	0	65
23:00 - 23:59	2	3	11	19	11	0	1	1	0	0	0	0	0	0	0	48
Totals	122	155	788	1181	499	62	4	1	1	0	0	1	1	0	0	2815
Percent of Total	4.3	5.5	28.0	42.0	17.7	2.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	6.5	5.5	26.7	39.2	18.9	2.9	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	100
Percent of PM	3.5	5.5	28.5	43.0	17.3	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.5 MPH
Mean Speed:	26.0 MPH	Percent in Ten Mile Pace:	69.9%	15th Percentile:	20.9 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.9 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 11/16/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	5	3	17	15	7	0	0	0	0	0	0	0	0	0	0	47
01:00 - 01:59	1	0	13	8	3	0	0	0	0	0	0	0	0	0	0	25
02:00 - 02:59	0	3	2	11	5	1	0	0	0	0	0	0	0	0	0	22
03:00 - 03:59	3	1	12	12	3	1	0	0	0	0	0	0	0	0	0	32
04:00 - 04:59	0	0	3	10	4	0	0	0	0	0	0	0	0	0	0	17
05:00 - 05:59	1	1	6	13	1	0	0	0	0	0	0	0	0	0	0	22
06:00 - 06:59	3	1	8	15	8	0	0	0	1	0	0	0	0	0	0	36
07:00 - 07:59	8	4	21	25	10	2	1	0	0	0	0	0	0	0	0	71
08:00 - 08:59	4	7	33	70	28	3	0	1	0	0	0	0	0	0	0	146
09:00 - 09:59	8	11	37	69	39	2	0	0	0	0	0	0	0	0	0	166
10:00 - 10:59	6	5	38	55	19	3	1	0	0	0	0	0	0	0	0	127
11:00 - 11:59	6	18	54	44	22	4	1	0	0	0	0	0	0	0	0	149
12:00 - 12:59	16	12	55	49	30	1	0	0	0	0	0	0	0	0	0	163
13:00 - 13:59	8	12	49	78	30	4	1	0	0	0	0	0	0	0	0	182
14:00 - 14:59	6	9	65	113	33	3	0	0	1	0	0	0	0	0	0	230
15:00 - 15:59	6	8	45	112	42	3	0	0	0	0	0	0	0	0	0	216
16:00 - 16:59	6	11	61	114	34	6	0	0	0	0	2	0	0	0	0	234
17:00 - 17:59	10	16	68	112	48	6	0	0	0	0	0	0	0	0	0	260
18:00 - 18:59	8	15	91	128	33	1	0	0	0	0	0	0	0	0	0	276
19:00 - 19:59	2	5	47	57	24	2	0	0	0	0	0	0	0	0	0	137
20:00 - 20:59	4	9	32	53	12	3	1	0	0	0	0	0	0	0	0	114
21:00 - 21:59	4	2	22	50	25	3	1	0	0	0	0	0	0	0	0	107
22:00 - 22:59	7	8	18	25	15	3	1	0	0	0	0	0	0	0	0	77
23:00 - 23:59	3	3	15	25	8	0	0	0	0	0	0	0	0	0	0	54
Totals	125	164	812	1263	483	51	7	1	2	0	2	0	0	0	0	2910
Percent of Total	4.3	5.6	27.9	43.4	16.6	1.8	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	5.2	6.3	28.4	40.3	17.3	1.9	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.9	5.4	27.7	44.7	16.3	1.7	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.8 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.9 MPH	Percent in Ten Mile Pace:	71.3%	15th Percentile:	20.9 MPH
Median Speed:	26.4 MPH			90th Percentile:	32.6 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.1 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 11/17/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	4	3	4	12	2	1	0	0	0	0	0	0	0	0	0	26
01:00 - 01:59	3	4	8	8	4	0	1	0	0	0	0	0	0	0	0	28
02:00 - 02:59	5	3	5	8	3	0	0	0	0	0	0	0	0	0	0	24
03:00 - 03:59	1	1	2	10	3	0	0	0	0	0	0	0	0	0	0	17
04:00 - 04:59	1	2	3	11	3	0	0	0	0	0	0	0	0	0	0	20
05:00 - 05:59	2	0	8	11	3	0	0	0	0	0	0	0	0	0	0	24
06:00 - 06:59	1	8	5	17	2	0	0	1	0	0	0	0	0	0	0	34
07:00 - 07:59	4	7	20	22	12	2	1	0	0	0	0	0	0	0	0	68
08:00 - 08:59	7	4	36	59	37	6	0	0	0	0	0	0	0	0	0	149
09:00 - 09:59	4	6	31	72	32	7	2	0	0	0	0	1	0	0	0	155
10:00 - 10:59	6	12	32	43	23	3	1	0	0	0	0	0	0	0	0	120
11:00 - 11:59	12	8	53	66	17	1	0	0	1	0	0	0	0	0	0	158
12:00 - 12:59	9	15	44	75	28	8	0	0	0	0	0	0	0	0	0	179
13:00 - 13:59	13	11	62	79	23	7	0	0	1	0	0	0	0	0	0	196
14:00 - 14:59	9	7	45	97	35	2	0	0	0	0	0	0	0	0	0	195
15:00 - 15:59	9	11	70	106	35	8	1	0	0	0	0	0	0	0	0	240
16:00 - 16:59	11	6	77	91	38	6	1	0	0	0	0	0	0	0	0	230
17:00 - 17:59	14	18	82	90	41	3	0	0	0	0	0	0	0	0	0	248
18:00 - 18:59	8	17	98	113	28	6	0	1	0	0	1	0	0	0	0	272
19:00 - 19:59	5	16	45	64	25	5	2	0	0	0	0	0	0	0	0	162
20:00 - 20:59	5	3	47	58	23	0	0	0	0	0	0	0	0	0	0	136
21:00 - 21:59	6	7	30	42	20	3	0	0	0	0	0	0	0	0	0	108
22:00 - 22:59	4	5	19	26	5	0	0	0	0	0	0	0	0	0	0	59
23:00 - 23:59	2	8	25	26	7	2	2	0	0	0	0	0	0	0	0	72
Totals	145	182	851	1206	449	70	11	2	2	0	1	1	0	0	0	2920
Percent of Total	5.0	6.2	29.1	41.3	15.4	2.4	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	6.1	7.0	25.2	41.2	17.1	2.4	0.6	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	100
Percent of PM	4.5	5.9	30.7	41.3	14.7	2.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.0 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.1 MPH
Mean Speed:	25.7 MPH	Percent in Ten Mile Pace:	70.4%	15th Percentile:	20.6 MPH
Median Speed:	26.2 MPH			90th Percentile:	32.7 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Daily Total Speeds (MPH)

Study Date: Thursday, 11/18/2021

Unit ID: E Gay (A)

Location: East Gay St, West of Broad

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	1	6	11	10	4	3	0	0	0	0	0	0	0	0	0	35
01:00 - 01:59	1	1	10	5	7	0	0	0	0	0	0	0	0	0	0	24
02:00 - 02:59	0	0	4	13	3	0	0	0	0	0	0	0	0	0	0	20
03:00 - 03:59	0	2	8	8	4	2	0	0	0	0	0	0	0	0	0	24
04:00 - 04:59	0	0	9	3	3	0	0	0	0	0	0	0	0	0	0	15
05:00 - 05:59	0	1	9	10	1	0	0	0	0	0	0	0	0	0	0	21
06:00 - 06:59	2	2	4	18	8	0	0	1	0	0	0	0	0	0	0	35
07:00 - 07:59	4	2	25	24	15	1	1	0	0	0	0	0	0	0	0	72
08:00 - 08:59	9	7	41	65	27	1	3	0	0	0	0	0	0	0	0	153
09:00 - 09:59	11	2	43	57	24	6	1	0	0	0	0	0	0	0	0	144
10:00 - 10:59	10	7	36	47	34	6	0	0	0	0	0	0	0	0	0	140
11:00 - 11:59	7	8	40	61	26	2	0	0	0	0	0	0	0	0	0	144
12:00 - 12:59	3	8	43	66	44	5	0	1	0	0	0	0	0	0	0	170
13:00 - 13:59	7	13	58	76	37	6	0	0	0	0	0	0	0	0	0	197
14:00 - 14:59	9	19	72	71	26	2	0	1	1	0	0	0	0	0	0	201
15:00 - 15:59	6	19	79	83	27	5	1	0	0	1	0	1	0	0	0	222
16:00 - 16:59	12	13	73	70	25	3	0	0	0	0	0	0	0	0	0	196
17:00 - 17:59	8	24	85	102	33	6	0	0	0	0	0	0	0	0	0	258
18:00 - 18:59	9	17	69	134	37	6	1	0	0	0	0	0	0	0	0	273
19:00 - 19:59	5	11	47	73	37	2	0	0	0	0	0	0	0	0	0	175
20:00 - 20:59	0	7	40	68	26	5	0	0	0	0	0	0	0	0	0	146
21:00 - 21:59	12	0	28	45	12	4	0	0	0	0	0	0	0	0	0	101
22:00 - 22:59	3	5	24	29	10	0	0	0	0	0	0	0	0	0	0	71
23:00 - 23:59	5	3	15	25	7	3	0	0	0	0	0	0	0	0	0	58
Totals	124	177	873	1163	477	68	7	3	1	1	0	1	0	0	0	2895
Percent of Total	4.3	6.1	30.2	40.2	16.5	2.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	5.4	4.6	29.0	38.8	18.9	2.5	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	3.8	6.7	30.6	40.7	15.5	2.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	5.9 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	31.3 MPH
Mean Speed:	25.8 MPH	Percent in Ten Mile Pace:	70.3%	15th Percentile:	20.8 MPH
Median Speed:	26.2 MPH			90th Percentile:	32.8 MPH
Modal Speed:	27.5 MPH			95th Percentile:	34.3 MPH

Attachment B Synchro Analysis Worksheets

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕					↕		
Traffic Vol, veh/h	62	200	15	10	123	10	0	0	0	11	103	25
Future Vol, veh/h	62	200	15	10	123	10	0	0	0	11	103	25
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	3	0	0	3	10	0	0	0	36	12	12
Mvmt Flow	78	253	19	13	156	13	0	0	0	14	130	32

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	171	0	0	280	0	0	612	627	168
Stage 1	-	-	-	-	-	-	191	191	-
Stage 2	-	-	-	-	-	-	421	436	-
Critical Hdwy	4.18	-	-	4.1	-	-	6.76	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.76	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.76	5.62	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.824	4.108	3.408
Pot Cap-1 Maneuver	1371	-	-	1294	-	-	406	387	851
Stage 1	-	-	-	-	-	-	766	724	-
Stage 2	-	-	-	-	-	-	595	563	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1368	-	-	1294	-	-	373	0	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	0	-
Stage 1	-	-	-	-	-	-	713	0	-
Stage 2	-	-	-	-	-	-	587	0	-

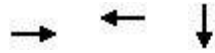
Approach	EB		WB		SB	
HCM Control Delay, s	1.7		0.5		13.3	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1368	-	-	1294	-	-	610
HCM Lane V/C Ratio	0.057	-	-	0.01	-	-	0.288
HCM Control Delay (s)	7.8	0	-	7.8	0	-	13.3
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.2

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	9.8
Level of Service	B
Crosswalk	
Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	323
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.66
Prob of Blocked Lane	0.42
Delay for adq Gap	14.83
Avg Ped Delay (s)	9.84
Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	21.1
Level of Service	D
Crosswalk	
Length (ft)	47
Lanes Crossed	2
Veh Vol Crossed	323
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	16.43
Prob of Delayed X-ing	0.77
Prob of Blocked Lane	0.52
Delay for adq Gap	27.36
Avg Ped Delay (s)	21.10

Queues
2: Noll Dr & Gay St

Existing AM
01/27/2022



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	234	95	323
v/c Ratio	0.28	0.24	0.17
Control Delay	11.8	21.1	5.6
Queue Delay	0.0	0.0	0.0
Total Delay	11.8	21.1	5.6
Queue Length 50th (ft)	21	42	13
Queue Length 95th (ft)	32	75	36
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1191	569	1880
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	0.17	0.17
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

Existing AM
01/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↓						↑↑	
Traffic Volume (vph)	0	208	0	9	76	0	0	0	0	14	208	65
Future Volume (vph)	0	208	0	9	76	0	0	0	0	14	208	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						5.3	
Lane Util. Factor		0.95			1.00						0.95	
Frb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		3471			1785						3359	
Flt Permitted		1.00			0.92						1.00	
Satd. Flow (perm)		3471			1658						3359	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	234	0	10	85	0	0	0	0	16	234	73
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	37	0
Lane Group Flow (vph)	0	234	0	0	95	0	0	0	0	0	286	0
Confl. Peds. (#/hr)	9		2	2		9			5	5		
Heavy Vehicles (%)	0%	4%	0%	22%	4%	0%	0%	0%	0%	0%	4%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		7.4			7.4						18.0	
Effective Green, g (s)		7.4			7.4						18.0	
Actuated g/C Ratio		0.20			0.20						0.49	
Clearance Time (s)		6.3			6.3						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		694			331						1634	
v/s Ratio Prot		c0.07										
v/s Ratio Perm					0.06						0.09	
v/c Ratio		0.34			0.29						0.17	
Uniform Delay, d1		12.7			12.6						5.3	
Progression Factor		1.00			1.83						1.00	
Incremental Delay, d2		0.3			0.5						0.2	
Delay (s)		13.0			23.5						5.6	
Level of Service		B			C						A	
Approach Delay (s)		13.0			23.5			0.0			5.6	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			10.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			37.0			Sum of lost time (s)			11.6			
Intersection Capacity Utilization			34.3%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	51.6	40.5	36.6	34.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	0	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	18.5	18.5	18.5	18.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.02	2.01	1.79	1.82
Pedestrian Crosswalk LOS	B	B	B	B

Queues
3: Main St & Gay St

Existing AM
01/27/2022

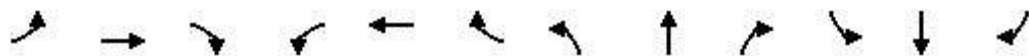


Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	263	77	41	203
v/c Ratio	0.53	0.24	0.14	0.09
Control Delay	24.4	26.4	9.0	4.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.4	26.4	9.0	4.4
Queue Length 50th (ft)	38	31	0	12
Queue Length 95th (ft)	56	57	20	27
Internal Link Dist (ft)	190	213		279
Turn Bay Length (ft)				
Base Capacity (vph)	1187	768	643	2242
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.22	0.10	0.06	0.09
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

Existing AM
01/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↑	↗		↕↕				
Traffic Volume (vph)	93	133	0	0	66	35	18	139	17	0	0	0
Future Volume (vph)	93	133	0	0	66	35	18	139	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6			5.6	5.6		5.1				
Lane Util. Factor		0.95			1.00	1.00		0.95				
Frbp, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		0.98			1.00	1.00		0.99				
Satd. Flow (prot)		3381			1810	1462		3299				
Flt Permitted		0.81			1.00	1.00		0.99				
Satd. Flow (perm)		2796			1810	1462		3299				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	108	155	0	0	77	41	21	162	20	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	34	0	6	0	0	0	0
Lane Group Flow (vph)	0	263	0	0	77	7	0	197	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1			3	3		
Heavy Vehicles (%)	4%	5%	0%	0%	5%	9%	11%	6%	12%	0%	0%	0%
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Actuated Green, G (s)		13.1			13.1	13.1		50.2				
Effective Green, g (s)		13.1			13.1	13.1		50.2				
Actuated g/C Ratio		0.18			0.18	0.18		0.68				
Clearance Time (s)		5.6			5.6	5.6		5.1				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		494			320	258		2237				
v/s Ratio Prot					0.04							
v/s Ratio Perm		c0.09				0.00		0.06				
v/c Ratio		0.53			0.24	0.03		0.09				
Uniform Delay, d1		27.7			26.2	25.2		4.1				
Progression Factor		0.76			1.00	1.00		1.00				
Incremental Delay, d2		1.1			0.4	0.0		0.1				
Delay (s)		22.1			26.6	25.2		4.1				
Level of Service		C			C	C		A				
Approach Delay (s)		22.1			26.1			4.1			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.7				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.18									
Actuated Cycle Length (s)			74.0				Sum of lost time (s)		10.7			
Intersection Capacity Utilization			46.5%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	48.1	24.0	27.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.0	37.0	37.0	37.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.04	2.19	1.80	1.84
Pedestrian Crosswalk LOS	B	B	B	B

Queues
4: N Mason St & Gay St

Existing AM
01/27/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	158	21	113	79	95	13	106
v/c Ratio	0.00	0.39	0.06	0.29	0.16	0.10	0.02	0.09
Control Delay	20.0	25.8	20.7	31.6	15.2	24.2	13.3	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	25.8	20.7	31.6	15.2	24.2	13.3	22.8
Queue Length 50th (ft)	1	58	8	54	26	21	4	24
Queue Length 95th (ft)	5	107	22	96	48	37	13	40
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	424	403	370	394	507	940	581	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.39	0.06	0.29	0.16	0.10	0.02	0.09

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

Existing AM
01/27/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	65	68	18	78	17	66	73	7	11	89	0
Future Volume (vph)	2	65	68	18	78	17	66	73	7	11	89	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1802	1632		1621	1729		1697	3227		1654	3406	
Flt Permitted	0.68	1.00		0.66	1.00		0.69	1.00		0.59	1.00	
Satd. Flow (perm)	1298	1632		1121	1729		1224	3227		1028	3406	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	2	77	81	21	93	20	79	87	8	13	106	0
RTOR Reduction (vph)	0	38	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	2	120	0	21	105	0	79	89	0	13	106	0
Confl. Peds. (#/hr)	3		7	7		3	5		2	2		5
Heavy Vehicles (%)	0%	6%	7%	11%	3%	24%	6%	10%	14%	9%	6%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	424	365		371	387		507	935		581	1158	
v/s Ratio Prot	0.00	c0.07		c0.00	0.06		c0.01	0.03		0.00	c0.03	
v/s Ratio Perm	0.00			0.01			c0.05			0.01		
v/c Ratio	0.00	0.33		0.06	0.27		0.16	0.10		0.02	0.09	
Uniform Delay, d1	24.7	32.5		25.0	32.1		20.2	25.9		13.8	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	2.4		0.3	1.7		0.7	0.2		0.1	0.2	
Delay (s)	24.7	34.9		25.3	33.8		20.8	26.1		13.8	22.6	
Level of Service	C	C		C	C		C	C		B	C	
Approach Delay (s)		34.8			32.5			23.7			21.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.19									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		27.2			
Intersection Capacity Utilization			61.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.2	61.1	60.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	6	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.21	2.19	2.38	2.35
Pedestrian Crosswalk LOS	B	B	B	B

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	7	62	6	2	84	1	5	6	4	0	10	13
Future Vol, veh/h	7	62	6	2	84	1	5	6	4	0	10	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	14	2	0	50	4	100	0	0	0	0	0	0
Mvmt Flow	8	75	7	2	101	1	6	7	5	0	12	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	85	0	0	215	200	78	207	207	103
Stage 1	-	-	-	-	-	-	94	94	-	106	106	-
Stage 2	-	-	-	-	-	-	121	106	-	101	101	-
Critical Hdwy	4.24	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1257	-	-	746	699	988	755	693	957
Stage 1	-	-	-	-	-	-	918	821	-	905	811	-
Stage 2	-	-	-	-	-	-	888	811	-	910	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1418	-	-	1253	-	-	717	691	985	741	685	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	717	691	-	741	685	-
Stage 1	-	-	-	-	-	-	910	814	-	900	809	-
Stage 2	-	-	-	-	-	-	858	809	-	892	808	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			9.8			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	761	1418	-	-	1253	-	-	816
HCM Lane V/C Ratio	0.024	0.006	-	-	0.002	-	-	0.034
HCM Control Delay (s)	9.8	7.6	0	-	7.9	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	9.6
Level of Service	B

Crosswalk

Length (ft)	56
Lanes Crossed	2
Veh Vol Crossed	146
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	0.54
Prob of Blocked Lane	0.32
Delay for adq Gap	17.92
Avg Ped Delay (s)	9.63

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	3.5
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	146
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.39
Prob of Blocked Lane	0.22
Delay for adq Gap	9.12
Avg Ped Delay (s)	3.55

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	70	215	21	6	196	15	0	0	0	27	89	44
Future Vol, veh/h	70	215	21	6	196	15	0	0	0	27	89	44
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	1	0	0	1	0	0	0	0	11	6	0
Mvmt Flow	79	242	24	7	220	17	0	0	0	30	100	49

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	239	0	0	268	0	0	657	671	232
Stage 1	-	-	-	-	-	-	245	245	-
Stage 2	-	-	-	-	-	-	412	426	-
Critical Hdwy	4.14	-	-	4.1	-	-	6.51	6.56	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.51	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.51	5.56	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.599	4.054	3.3
Pot Cap-1 Maneuver	1316	-	-	1307	-	-	416	373	812
Stage 1	-	-	-	-	-	-	775	696	-
Stage 2	-	-	-	-	-	-	650	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1313	-	-	1307	-	-	383	0	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	0	-
Stage 1	-	-	-	-	-	-	718	0	-
Stage 2	-	-	-	-	-	-	645	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	1.8			0.2			14.2		
HCM LOS							B		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	1307	-	-	569
HCM Lane V/C Ratio	0.06	-	-	0.005	-	-	0.316
HCM Control Delay (s)	7.9	0	-	7.8	0	-	14.2
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.3

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	14.1
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	411
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.75
Prob of Blocked Lane	0.50
Delay for adq Gap	18.85
Avg Ped Delay (s)	14.14

Approach

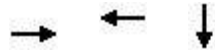
Approach Direction	WB
Median Present?	No
Approach Delay(s)	32.0
Level of Service	E

Crosswalk

Length (ft)	47
Lanes Crossed	2
Veh Vol Crossed	411
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	16.43
Prob of Delayed X-ing	0.85
Prob of Blocked Lane	0.61
Delay for adq Gap	37.75
Avg Ped Delay (s)	31.96

Queues
2: Noll Dr & Gay St

Existing PM
01/27/2022

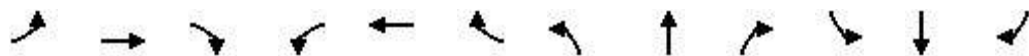


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	265	206	368
v/c Ratio	0.28	0.46	0.22
Control Delay	12.6	22.6	7.4
Queue Delay	0.0	0.0	0.0
Total Delay	12.6	22.6	7.4
Queue Length 50th (ft)	28	108	21
Queue Length 95th (ft)	38	152	55
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1456	705	1646
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.18	0.29	0.22
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

Existing PM
01/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↔						↑↑	
Traffic Volume (vph)	0	239	2	28	159	0	0	0	0	43	233	59
Future Volume (vph)	0	239	2	28	159	0	0	0	0	43	233	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						5.3	
Lane Util. Factor		0.95			1.00						0.95	
Frb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		3501			1874						3393	
Flt Permitted		1.00			0.90						0.99	
Satd. Flow (perm)		3501			1697						3393	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	263	2	31	175	0	0	0	0	47	256	65
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	31	0
Lane Group Flow (vph)	0	264	0	0	206	0	0	0	0	0	337	0
Confl. Peds. (#/hr)	13		3	3		13	3		8	8		3
Heavy Vehicles (%)	0%	3%	0%	4%	0%	0%	0%	0%	0%	0%	3%	2%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		12.0			12.0						21.4	
Effective Green, g (s)		12.0			12.0						21.4	
Actuated g/C Ratio		0.27			0.27						0.48	
Clearance Time (s)		6.3			6.3						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		933			452						1613	
v/s Ratio Prot		0.08										
v/s Ratio Perm					0.12						0.10	
v/c Ratio		0.28			0.46						0.21	
Uniform Delay, d1		13.1			13.8						6.9	
Progression Factor		1.00			1.51						1.00	
Incremental Delay, d2		0.2			0.7						0.3	
Delay (s)		13.3			21.5						7.2	
Level of Service		B			C						A	
Approach Delay (s)		13.3			21.5			0.0			7.2	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			45.0			Sum of lost time (s)			11.6			
Intersection Capacity Utilization			56.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	51.6	40.5	36.6	34.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	0	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	22.5	22.5	22.5	22.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.06	2.06	1.81	1.85
Pedestrian Crosswalk LOS	B	B	B	B

Queues
3: Main St & Gay St

Existing PM
01/27/2022



Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	309	151	79	480
v/c Ratio	0.62	0.44	0.22	0.20
Control Delay	37.3	35.3	8.2	5.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.3	35.3	8.2	5.4
Queue Length 50th (ft)	97	77	0	41
Queue Length 95th (ft)	132	122	33	77
Internal Link Dist (ft)	190	213		279
Turn Bay Length (ft)				
Base Capacity (vph)	1039	718	666	2377
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.12	0.20
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

Existing PM
01/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕↕			↑	↗		↕↕					
Traffic Volume (vph)	99	182	0	0	137	72	42	350	45	0	0	0	
Future Volume (vph)	99	182	0	0	137	72	42	350	45	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.6			5.6	5.6		5.1					
Lane Util. Factor		0.95			1.00	1.00		0.95					
Frbp, ped/bikes		1.00			1.00	1.00		1.00					
Flpb, ped/bikes		1.00			1.00	1.00		1.00					
Frt		1.00			1.00	0.85		0.98					
Flt Protected		0.98			1.00	1.00		1.00					
Satd. Flow (prot)		3466			1881	1615		3406					
Flt Permitted		0.77			1.00	1.00		1.00					
Satd. Flow (perm)		2719			1881	1615		3406					
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	109	200	0	0	151	79	46	385	49	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	64	0	6	0	0	0	0	
Lane Group Flow (vph)	0	309	0	0	151	15	0	474	0	0	0	0	
Confl. Peds. (#/hr)			15	15			4		4	4		4	
Heavy Vehicles (%)	3%	2%	0%	0%	1%	0%	0%	4%	4%	0%	0%	0%	
Turn Type	Perm	NA			NA	Perm	Perm	NA					
Protected Phases		4			4			2					
Permitted Phases	4					4	2						
Actuated Green, G (s)		16.6			16.6	16.6		62.7					
Effective Green, g (s)		16.6			16.6	16.6		62.7					
Actuated g/C Ratio		0.18			0.18	0.18		0.70					
Clearance Time (s)		5.6			5.6	5.6		5.1					
Vehicle Extension (s)		3.0			3.0	3.0		3.0					
Lane Grp Cap (vph)		501			346	297		2372					
v/s Ratio Prot					0.08								
v/s Ratio Perm		c0.11				0.01		0.14					
v/c Ratio		0.62			0.44	0.05		0.20					
Uniform Delay, d1		33.8			32.6	30.2		4.8					
Progression Factor		0.97			1.00	1.00		1.00					
Incremental Delay, d2		2.2			0.9	0.1		0.2					
Delay (s)		34.9			33.4	30.3		5.0					
Level of Service		C			C	C		A					
Approach Delay (s)		34.9			32.3			5.0			0.0		
Approach LOS		C			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			20.2		HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.29										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				10.7				
Intersection Capacity Utilization			51.8%		ICU Level of Service				A				
Analysis Period (min)			15										

c Critical Lane Group

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	48.1	24.0	27.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.09	2.24	1.92	1.96
Pedestrian Crosswalk LOS	B	B	B	B

Queues
4: N Mason St & Gay St

Existing PM
01/27/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	231	29	131	102	186	31	124
v/c Ratio	0.05	0.55	0.09	0.32	0.19	0.18	0.05	0.10
Control Delay	20.6	32.8	21.0	31.2	15.5	25.9	13.6	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	32.8	21.0	31.2	15.5	25.9	13.6	21.2
Queue Length 50th (ft)	8	104	12	62	34	44	10	26
Queue Length 95th (ft)	23	182	30	116	63	72	25	46
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	395	419	326	407	532	1024	583	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.55	0.09	0.32	0.19	0.18	0.05	0.10

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

Existing PM
01/27/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	108	109	27	93	30	96	161	14	29	108	8
Future Volume (vph)	18	108	109	27	93	30	96	161	14	29	108	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1702	1708		1684	1768		1803	3510		1750	3567	
Flt Permitted	0.67	1.00		0.51	1.00		0.67	1.00		0.54	1.00	
Satd. Flow (perm)	1206	1708		903	1768		1278	3510		997	3567	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	115	116	29	99	32	102	171	15	31	115	9
RTOR Reduction (vph)	0	36	0	0	12	0	0	6	0	0	6	0
Lane Group Flow (vph)	19	195	0	29	119	0	102	180	0	31	118	0
Confl. Peds. (#/hr)	1		6	6		1	2		3	3		2
Heavy Vehicles (%)	6%	3%	1%	7%	1%	10%	0%	1%	7%	3%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	396	382		326	396		532	1017		583	1212	
v/s Ratio Prot	0.00	c0.11		c0.01	0.07		c0.02	0.05		0.01	c0.03	
v/s Ratio Perm	0.01			0.02			c0.06			0.02		
v/c Ratio	0.05	0.51		0.09	0.30		0.19	0.18		0.05	0.10	
Uniform Delay, d1	24.9	34.0		25.1	32.3		20.4	26.6		13.9	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	4.8		0.5	1.9		0.8	0.4		0.2	0.2	
Delay (s)	25.1	38.8		25.7	34.2		21.2	26.9		14.1	22.7	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		37.7			32.7			24.9			21.0	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			27.2			
Intersection Capacity Utilization			64.6%			ICU Level of Service					C	
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.2	61.1	60.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	6	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.24	2.21	2.40	2.38
Pedestrian Crosswalk LOS	B	B	B	B

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	14	119	15	3	92	4	14	15	4	10	10	20
Future Vol, veh/h	14	119	15	3	92	4	14	15	4	10	10	20
Conflicting Peds, #/hr	2	0	4	4	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	25	0	0	0	0	0	0
Mvmt Flow	16	140	18	4	108	5	16	18	5	12	12	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	162	0	0	314	299	144	314	315	114
Stage 1	-	-	-	-	-	-	176	176	-	121	121	-
Stage 2	-	-	-	-	-	-	138	123	-	193	194	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1487	-	-	1429	-	-	643	616	909	643	604	944
Stage 1	-	-	-	-	-	-	831	757	-	888	800	-
Stage 2	-	-	-	-	-	-	870	798	-	813	744	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1484	-	-	1424	-	-	608	603	906	617	591	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	603	-	617	591	-
Stage 1	-	-	-	-	-	-	818	745	-	876	796	-
Stage 2	-	-	-	-	-	-	832	794	-	780	732	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			11.1			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	631	1484	-	-	1424	-	-	736
HCM Lane V/C Ratio	0.062	0.011	-	-	0.002	-	-	0.064
HCM Control Delay (s)	11.1	7.5	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	15.9
Level of Service	C

Crosswalk

Length (ft)	56
Lanes Crossed	2
Veh Vol Crossed	211
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	0.67
Prob of Blocked Lane	0.43
Delay for adq Gap	23.67
Avg Ped Delay (s)	15.90

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	5.6
Level of Service	B

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	211
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.51
Prob of Blocked Lane	0.30
Delay for adq Gap	10.92
Avg Ped Delay (s)	5.56

HCM 6th TWSC
1: N Liberty St & Gay St

02/08/2022

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕					↕		
Traffic Vol, veh/h	74	238	18	12	146	12	0	0	0	13	123	30
Future Vol, veh/h	74	238	18	12	146	12	0	0	0	13	123	30
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	8	3	0	0	3	10	0	0	0	36	12	12
Mvmt Flow	80	259	20	13	159	13	0	0	0	14	134	33

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	174	0	0	287	0	0	625	641	171
Stage 1	-	-	-	-	-	-	194	194	-
Stage 2	-	-	-	-	-	-	431	447	-
Critical Hdwy	4.18	-	-	4.1	-	-	6.76	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.76	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.76	5.62	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.824	4.108	3.408
Pot Cap-1 Maneuver	1367	-	-	1287	-	-	398	380	847
Stage 1	-	-	-	-	-	-	764	722	-
Stage 2	-	-	-	-	-	-	589	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1364	-	-	1287	-	-	365	0	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	0	-
Stage 1	-	-	-	-	-	-	709	0	-
Stage 2	-	-	-	-	-	-	581	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0.6		13.5	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	1287	-	-	604
HCM Lane V/C Ratio	0.059	-	-	0.01	-	-	0.299
HCM Control Delay (s)	7.8	0	-	7.8	0	-	13.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.2

Approach

Approach Direction	EB
Median Present?	No
Approach Delay(s)	12.7
Level of Service	C

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	384
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.73
Prob of Blocked Lane	0.48
Delay for adq Gap	17.51
Avg Ped Delay (s)	12.72

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	28.3
Level of Service	D

Crosswalk

Length (ft)	47
Lanes Crossed	2
Veh Vol Crossed	384
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	16.43
Prob of Delayed X-ing	0.83
Prob of Blocked Lane	0.58
Delay for adq Gap	34.20
Avg Ped Delay (s)	28.27

Queues
2: Noll Dr & Gay St

02/08/2022



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	270	110	372
v/c Ratio	0.32	0.28	0.20
Control Delay	12.0	21.5	5.8
Queue Delay	0.0	0.0	0.0
Total Delay	12.0	21.5	5.8
Queue Length 50th (ft)	24	49	15
Queue Length 95th (ft)	36	84	41
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1191	563	1867
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.20	0.20
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↔						↑↑	
Traffic Volume (vph)	0	248	0	11	90	0	0	0	0	17	248	77
Future Volume (vph)	0	248	0	11	90	0	0	0	0	17	248	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						5.3	
Lane Util. Factor		0.95			1.00						0.95	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		3471			1783						3359	
Flt Permitted		1.00			0.91						1.00	
Satd. Flow (perm)		3471			1641						3359	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	270	0	12	98	0	0	0	0	18	270	84
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	44	0
Lane Group Flow (vph)	0	270	0	0	110	0	0	0	0	0	328	0
Confl. Peds. (#/hr)	9		2	2		9			5	5		
Heavy Vehicles (%)	0%	4%	0%	22%	4%	0%	0%	0%	0%	0%	4%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		7.6			7.6						17.8	
Effective Green, g (s)		7.6			7.6						17.8	
Actuated g/C Ratio		0.21			0.21						0.48	
Clearance Time (s)		6.3			6.3						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		712			337						1615	
v/s Ratio Prot		c0.08										
v/s Ratio Perm					0.07						0.10	
v/c Ratio		0.38			0.33						0.20	
Uniform Delay, d1		12.7			12.5						5.5	
Progression Factor		1.00			1.85						1.00	
Incremental Delay, d2		0.3			0.6						0.3	
Delay (s)		13.0			23.7						5.8	
Level of Service		B			C						A	
Approach Delay (s)		13.0			23.7			0.0			5.8	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.0		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			37.0		Sum of lost time (s)				11.6			
Intersection Capacity Utilization			37.7%		ICU Level of Service				A			
Analysis Period (min)			15									

c Critical Lane Group

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	51.6	40.5	36.6	34.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	0	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	18.5	18.5	18.5	18.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.04	2.02	1.80	1.84
Pedestrian Crosswalk LOS	B	B	B	B

Queues

3: Main St & Gay St

02/08/2022



Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	293	86	46	224
v/c Ratio	0.56	0.25	0.15	0.10
Control Delay	24.7	26.0	8.6	4.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.7	26.0	8.6	4.8
Queue Length 50th (ft)	42	34	0	14
Queue Length 95th (ft)	63	64	23	33
Internal Link Dist (ft)	190	213		279
Turn Bay Length (ft)				
Base Capacity (vph)	1180	768	646	2208
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.11	0.07	0.10

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↑	↗		↔↔				
Traffic Volume (vph)	111	158	0	0	79	42	21	165	20	0	0	0
Future Volume (vph)	111	158	0	0	79	42	21	165	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6			5.6	5.6		5.1				
Lane Util. Factor		0.95			1.00	1.00		0.95				
Frb, ped/bikes		1.00			1.00	0.99		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.99				
Flt Protected		0.98			1.00	1.00		0.99				
Satd. Flow (prot)		3380			1810	1462		3299				
Flt Permitted		0.81			1.00	1.00		0.99				
Satd. Flow (perm)		2780			1810	1462		3299				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	172	0	0	86	46	23	179	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	7	0	0	0	0
Lane Group Flow (vph)	0	293	0	0	86	9	0	217	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1			3	3		
Heavy Vehicles (%)	4%	5%	0%	0%	5%	9%	11%	6%	12%	0%	0%	0%
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Actuated Green, G (s)		13.9			13.9	13.9		49.4				
Effective Green, g (s)		13.9			13.9	13.9		49.4				
Actuated g/C Ratio		0.19			0.19	0.19		0.67				
Clearance Time (s)		5.6			5.6	5.6		5.1				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		522			339	274		2202				
v/s Ratio Prot					0.05							
v/s Ratio Perm		c0.11				0.01		0.07				
v/c Ratio		0.56			0.25	0.03		0.10				
Uniform Delay, d1		27.3			25.6	24.6		4.4				
Progression Factor		0.77			1.00	1.00		1.00				
Incremental Delay, d2		1.4			0.4	0.0		0.1				
Delay (s)		22.3			26.0	24.6		4.5				
Level of Service		C			C	C		A				
Approach Delay (s)		22.3			25.5			4.5			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.8				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			74.0				Sum of lost time (s)		10.7			
Intersection Capacity Utilization			47.4%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	48.1	24.0	27.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	37.0	37.0	37.0	37.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.05	2.20	1.81	1.86
Pedestrian Crosswalk LOS	B	B	B	B

Queues

4: N Mason St & Gay St

02/08/2022

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	172	23	123	86	104	14	115
v/c Ratio	0.00	0.43	0.06	0.31	0.17	0.11	0.02	0.10
Control Delay	20.0	27.3	20.8	32.2	15.3	24.2	13.4	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	27.3	20.8	32.2	15.3	24.2	13.4	22.9
Queue Length 50th (ft)	1	66	9	60	28	23	4	26
Queue Length 95th (ft)	6	130	26	112	55	44	15	46
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	421	403	361	394	504	941	577	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.43	0.06	0.31	0.17	0.11	0.02	0.10

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

02/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	77	81	21	93	20	79	87	8	13	106	0
Future Volume (vph)	2	77	81	21	93	20	79	87	8	13	106	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1802	1632		1621	1728		1697	3225		1654	3406	
Flt Permitted	0.68	1.00		0.63	1.00		0.68	1.00		0.59	1.00	
Satd. Flow (perm)	1286	1632		1077	1728		1213	3225		1019	3406	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	84	88	23	101	22	86	95	9	14	115	0
RTOR Reduction (vph)	0	38	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	2	134	0	23	115	0	86	98	0	14	115	0
Confl. Peds. (#/hr)	3		7	7		3	5		2	2		5
Heavy Vehicles (%)	0%	6%	7%	11%	3%	24%	6%	10%	14%	9%	6%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	421	365		361	387		504	935		578	1158	
v/s Ratio Prot	0.00	c0.08		c0.00	0.07		c0.02	0.03		0.00	c0.03	
v/s Ratio Perm	0.00			0.01			c0.05			0.01		
v/c Ratio	0.00	0.37		0.06	0.30		0.17	0.10		0.02	0.10	
Uniform Delay, d1	24.7	32.8		25.0	32.3		20.2	26.0		13.8	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	2.8		0.3	2.0		0.7	0.2		0.1	0.2	
Delay (s)	24.7	35.6		25.3	34.2		21.0	26.2		13.8	22.7	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		35.5			32.8			23.8			21.7	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.7				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.21									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			27.2		
Intersection Capacity Utilization			61.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.2	61.1	60.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	6	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.22	2.20	2.38	2.35
Pedestrian Crosswalk LOS	B	B	B	B

HCM 6th TWSC
5: Broad St & Gay St

02/08/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	8	74	7	2	100	1	6	7	5	0	12	15
Future Vol, veh/h	8	74	7	2	100	1	6	7	5	0	12	15
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
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, %	14	2	0	50	4	100	0	0	0	0	0	0
Mvmt Flow	9	80	8	2	109	1	7	8	5	0	13	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	91	0	0	230	215	83	223	223	111
Stage 1	-	-	-	-	-	-	101	101	-	114	114	-
Stage 2	-	-	-	-	-	-	129	114	-	109	109	-
Critical Hdwy	4.24	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1409	-	-	1250	-	-	729	686	982	737	679	948
Stage 1	-	-	-	-	-	-	910	815	-	896	805	-
Stage 2	-	-	-	-	-	-	880	805	-	901	809	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1409	-	-	1246	-	-	698	678	979	722	671	947
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	678	-	722	671	-
Stage 1	-	-	-	-	-	-	901	807	-	890	803	-
Stage 2	-	-	-	-	-	-	848	803	-	881	801	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			9.9			9.7		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	1409	-	-	1246	-	-	801
HCM Lane V/C Ratio	0.026	0.006	-	-	0.002	-	-	0.037
HCM Control Delay (s)	9.9	7.6	0	-	7.9	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	12.1
Level of Service	C
Crosswalk	
Length (ft)	56
Lanes Crossed	2
Veh Vol Crossed	174
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	0.60
Prob of Blocked Lane	0.37
Delay for adq Gap	20.21
Avg Ped Delay (s)	12.14
Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	4.4
Level of Service	A
Crosswalk	
Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	174
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.44
Prob of Blocked Lane	0.25
Delay for adq Gap	9.86
Avg Ped Delay (s)	4.38

HCM 6th TWSC
1: N Liberty St & Gay St

02/08/2022

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	83	256	25	7	233	18	0	0	0	32	106	52
Future Vol, veh/h	83	256	25	7	233	18	0	0	0	32	106	52
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	4	1	0	0	1	0	0	0	0	11	6	0
Mvmt Flow	90	278	27	8	253	20	0	0	0	35	115	57

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	275	0	0	307	0	0	753	768	266
Stage 1	-	-	-	-	-	-	281	281	-
Stage 2	-	-	-	-	-	-	472	487	-
Critical Hdwy	4.14	-	-	4.1	-	-	6.51	6.56	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.51	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.51	5.56	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.599	4.054	3.3
Pot Cap-1 Maneuver	1277	-	-	1265	-	-	365	327	778
Stage 1	-	-	-	-	-	-	746	671	-
Stage 2	-	-	-	-	-	-	609	544	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	1265	-	-	330	0	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	0	-
Stage 1	-	-	-	-	-	-	681	0	-
Stage 2	-	-	-	-	-	-	604	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0.2		16.7	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	1265	-	-	512
HCM Lane V/C Ratio	0.071	-	-	0.006	-	-	0.403
HCM Control Delay (s)	8	0	-	7.9	0	-	16.7
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.9

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	18.8
Level of Service	C
Crosswalk	
Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	489
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.81
Prob of Blocked Lane	0.56
Delay for adq Gap	23.28
Avg Ped Delay (s)	18.81
Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	44.8
Level of Service	E
Crosswalk	
Length (ft)	47
Lanes Crossed	2
Veh Vol Crossed	489
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	16.43
Prob of Delayed X-ing	0.89
Prob of Blocked Lane	0.67
Delay for adq Gap	50.17
Avg Ped Delay (s)	44.78

Queues
2: Noll Dr & Gay St

02/08/2022

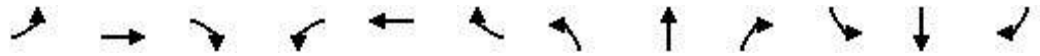


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	311	241	432
v/c Ratio	0.32	0.51	0.27
Control Delay	12.5	23.2	8.1
Queue Delay	0.0	0.0	0.0
Total Delay	12.5	23.2	8.1
Queue Length 50th (ft)	33	121	27
Queue Length 95th (ft)	44	171	65
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1456	697	1604
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.35	0.27
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

02/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑			↓						↑↑		
Traffic Volume (vph)	0	284	2	33	189	0	0	0	0	51	277	70	
Future Volume (vph)	0	284	2	33	189	0	0	0	0	51	277	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.3			6.3						5.3		
Lane Util. Factor		0.95			1.00						0.95		
Frb, ped/bikes		1.00			1.00						1.00		
Flpb, ped/bikes		1.00			1.00						1.00		
Frt		1.00			1.00						0.97		
Flt Protected		1.00			0.99						0.99		
Satd. Flow (prot)		3502			1874						3394		
Flt Permitted		1.00			0.89						0.99		
Satd. Flow (perm)		3502			1679						3394		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	309	2	36	205	0	0	0	0	55	301	76	
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	32	0	
Lane Group Flow (vph)	0	310	0	0	241	0	0	0	0	0	400	0	
Confl. Peds. (#/hr)	13		3	3		13	3		8	8		3	
Heavy Vehicles (%)	0%	3%	0%	4%	0%	0%	0%	0%	0%	0%	3%	2%	
Turn Type		NA		Perm	NA						Perm	NA	
Protected Phases		4			4							2	
Permitted Phases				4						2			
Actuated Green, G (s)		12.6			12.6						20.8		
Effective Green, g (s)		12.6			12.6						20.8		
Actuated g/C Ratio		0.28			0.28						0.46		
Clearance Time (s)		6.3			6.3						5.3		
Vehicle Extension (s)		3.0			3.0						3.0		
Lane Grp Cap (vph)		980			470						1568		
v/s Ratio Prot		0.09											
v/s Ratio Perm					0.14							0.12	
v/c Ratio		0.32			0.51							0.25	
Uniform Delay, d1		12.8			13.6							7.4	
Progression Factor		1.00			1.51							1.00	
Incremental Delay, d2		0.2			0.9							0.4	
Delay (s)		13.0			21.4							7.8	
Level of Service		B			C							A	
Approach Delay (s)		13.0			21.4			0.0				7.8	
Approach LOS		B			C			A				A	
Intersection Summary													
HCM 2000 Control Delay			12.8									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.35										
Actuated Cycle Length (s)			45.0									Sum of lost time (s)	11.6
Intersection Capacity Utilization			59.2%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	51.6	40.5	36.6	34.1
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	3	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	0	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	22.5	22.5	22.5	22.5
Pedestrian Compliance Code	Fair	Fair	Fair	Fair
Pedestrian Crosswalk Score	2.08	2.09	1.83	1.87
Pedestrian Crosswalk LOS	B	B	B	B

Queues

3: Main St & Gay St

02/08/2022



















Lane Group	EBT	WBT	WBR	NBT
Lane Group Flow (vph)	364	177	93	566
v/c Ratio	0.65	0.44	0.22	0.25
Control Delay	37.7	33.0	7.0	6.7
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	37.8	33.0	7.0	6.7
Queue Length 50th (ft)	114	88	0	56
Queue Length 95th (ft)	154	133	34	103
Internal Link Dist (ft)	190	213		279
Turn Bay Length (ft)				
Base Capacity (vph)	1007	718	674	2278
Starvation Cap Reductn	63	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.25	0.14	0.25

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

02/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	217	0	0	163	86	50	417	54	0	0	0
Future Volume (vph)	118	217	0	0	163	86	50	417	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6			5.6	5.6		5.1				
Lane Util. Factor		0.95			1.00	1.00		0.95				
Frb, ped/bikes		1.00			1.00	1.00		1.00				
Flpb, ped/bikes		1.00			1.00	1.00		1.00				
Frt		1.00			1.00	0.85		0.98				
Flt Protected		0.98			1.00	1.00		1.00				
Satd. Flow (prot)		3480			1881	1615		3405				
Flt Permitted		0.74			1.00	1.00		1.00				
Satd. Flow (perm)		2636			1881	1615		3405				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	236	0	0	177	93	54	453	59	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	7	0	0	0	0
Lane Group Flow (vph)	0	364	0	0	177	20	0	559	0	0	0	0
Confl. Peds. (#/hr)			15	15			4		4	4		4
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	4%	4%	0%	0%	0%
Turn Type	Perm	NA			NA	Perm	Perm	NA				
Protected Phases		4			4			2				
Permitted Phases	4					4	2					
Actuated Green, G (s)		19.2			19.2	19.2		60.1				
Effective Green, g (s)		19.2			19.2	19.2		60.1				
Actuated g/C Ratio		0.21			0.21	0.21		0.67				
Clearance Time (s)		5.6			5.6	5.6		5.1				
Vehicle Extension (s)		3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)		562			401	344		2273				
v/s Ratio Prot					0.09							
v/s Ratio Perm		c0.14				0.01		0.16				
v/c Ratio		0.65			0.44	0.06		0.25				
Uniform Delay, d1		32.3			30.7	28.2		5.9				
Progression Factor		1.02			1.00	1.00		1.00				
Incremental Delay, d2		2.5			0.8	0.1		0.3				
Delay (s)		35.6			31.5	28.3		6.2				
Level of Service		D			C	C		A				
Approach Delay (s)		35.6			30.4			6.2			0.0	
Approach LOS		D			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			20.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		10.7			
Intersection Capacity Utilization			54.1%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th Signals-Pedestrians
3: Main St & Gay St

02/08/2022

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	36.0	48.1	24.0	27.4
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	3	4	2	2
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	0	2	4	4
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	45.0	45.0	45.0	45.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.11	2.26	1.95	2.00
Pedestrian Crosswalk LOS	B	B	B	B

Queues

4: N Mason St & Gay St

02/08/2022

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	275	34	156	121	222	37	148
v/c Ratio	0.06	0.66	0.12	0.38	0.23	0.22	0.06	0.12
Control Delay	20.7	37.5	21.4	32.9	15.9	26.5	13.7	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	37.5	21.4	32.9	15.9	26.5	13.7	21.7
Queue Length 50th (ft)	9	133	14	76	41	53	12	31
Queue Length 95th (ft)	25	223	34	136	73	84	29	54
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)					100		100	
Base Capacity (vph)	390	419	292	407	524	1024	572	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.66	0.12	0.38	0.23	0.22	0.06	0.12

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

02/08/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	129	130	32	111	36	114	192	17	35	129	10
Future Volume (vph)	21	129	130	32	111	36	114	192	17	35	129	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1702	1708		1685	1768		1803	3509		1750	3566	
Flt Permitted	0.66	1.00		0.42	1.00		0.66	1.00		0.52	1.00	
Satd. Flow (perm)	1179	1708		748	1768		1249	3509		963	3566	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	22	137	138	34	118	38	121	204	18	37	137	11
RTOR Reduction (vph)	0	36	0	0	12	0	0	6	0	0	6	0
Lane Group Flow (vph)	22	239	0	34	144	0	121	216	0	37	142	0
Confl. Peds. (#/hr)	1		6	6		1	2		3	3		2
Heavy Vehicles (%)	6%	3%	1%	7%	1%	10%	0%	1%	7%	3%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	390	382		292	396		524	1017		572	1212	
v/s Ratio Prot	0.00	c0.14		c0.01	0.08		c0.02	0.06		0.01	c0.04	
v/s Ratio Perm	0.01			0.03			c0.07			0.02		
v/c Ratio	0.06	0.62		0.12	0.36		0.23	0.21		0.06	0.12	
Uniform Delay, d1	25.0	35.0		25.4	32.8		20.6	26.9		13.9	22.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	7.5		0.8	2.6		1.0	0.5		0.2	0.2	
Delay (s)	25.2	42.5		26.2	35.4		21.6	27.3		14.2	22.9	
Level of Service	C	D		C	D		C	C		B	C	
Approach Delay (s)		41.2			33.7			25.3			21.1	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.8				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			27.2		
Intersection Capacity Utilization			72.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	48.0	48.2	61.1	60.7
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	4	4	5	5
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	2	6	4	8
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	25	25	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	50.0	50.0	50.0	50.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	2.26	2.22	2.42	2.39
Pedestrian Crosswalk LOS	B	B	B	B

HCM 6th TWSC
5: Broad St & Gay St

02/08/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	17	142	18	4	109	5	17	18	5	12	12	24
Future Vol, veh/h	17	142	18	4	109	5	17	18	5	12	12	24
Conflicting Peds, #/hr	2	0	4	4	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
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, %	0	1	0	0	2	25	0	0	0	0	0	0
Mvmt Flow	18	154	20	4	118	5	18	20	5	13	13	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	178	0	0	343	327	158	344	345	124
Stage 1	-	-	-	-	-	-	194	194	-	131	131	-
Stage 2	-	-	-	-	-	-	149	133	-	213	214	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1474	-	-	1410	-	-	615	595	893	614	581	932
Stage 1	-	-	-	-	-	-	812	744	-	877	792	-
Stage 2	-	-	-	-	-	-	858	790	-	794	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1471	-	-	1405	-	-	577	581	890	586	568	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	581	-	586	568	-
Stage 1	-	-	-	-	-	-	797	731	-	863	788	-
Stage 2	-	-	-	-	-	-	817	786	-	757	716	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			11.4			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1471	-	-	1405	-	-	712
HCM Lane V/C Ratio	0.072	0.013	-	-	0.003	-	-	0.073
HCM Control Delay (s)	11.4	7.5	0	-	7.6	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Approach	
Approach Direction	EB
Median Present?	No
Approach Delay(s)	20.6
Level of Service	D
Crosswalk	
Length (ft)	56
Lanes Crossed	2
Veh Vol Crossed	251
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	19.00
Prob of Delayed X-ing	0.73
Prob of Blocked Lane	0.48
Delay for adq Gap	28.06
Avg Ped Delay (s)	20.60
Approach	
Approach Direction	WB
Median Present?	No
Approach Delay(s)	7.0
Level of Service	B
Crosswalk	
Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	251
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.57
Prob of Blocked Lane	0.35
Delay for adq Gap	12.18
Avg Ped Delay (s)	6.96

HCM 6th TWSC
1: N Liberty St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕					↕		
Traffic Vol, veh/h	62	200	15	10	123	10	0	0	0	11	103	25
Future Vol, veh/h	62	200	15	10	123	10	0	0	0	11	103	25
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	8	3	0	0	3	10	0	0	0	36	12	12
Mvmt Flow	78	253	19	13	156	13	0	0	0	14	130	32

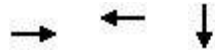
Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	171	0	0	280	0	0	612	627	168
Stage 1	-	-	-	-	-	-	191	191	-
Stage 2	-	-	-	-	-	-	421	436	-
Critical Hdwy	4.18	-	-	4.1	-	-	6.76	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.76	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.76	5.62	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.824	4.108	3.408
Pot Cap-1 Maneuver	1371	-	-	1294	-	-	406	387	851
Stage 1	-	-	-	-	-	-	766	724	-
Stage 2	-	-	-	-	-	-	595	563	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1368	-	-	1294	-	-	373	0	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	0	-
Stage 1	-	-	-	-	-	-	713	0	-
Stage 2	-	-	-	-	-	-	587	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.7		0.5		13.3	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1368	-	-	1294	-	-	610
HCM Lane V/C Ratio	0.057	-	-	0.01	-	-	0.288
HCM Control Delay (s)	7.8	0	-	7.8	0	-	13.3
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.2

Queues
2: Noll Dr & Gay St

04/18/2022



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	234	95	323
v/c Ratio	0.18	0.08	0.59
Control Delay	4.9	3.7	34.7
Queue Delay	0.0	0.0	0.0
Total Delay	4.9	3.7	34.7
Queue Length 50th (ft)	33	10	80
Queue Length 95th (ft)	78	27	108
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1434	1269	907
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	50	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.17	0.07	0.36
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

04/18/2022



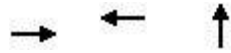
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔						↔↔		
Traffic Volume (vph)	0	208	0	9	76	0	0	0	0	14	208	65	
Future Volume (vph)	0	208	0	9	76	0	0	0	0	14	208	65	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.3			6.3						4.5		
Lane Util. Factor		1.00			1.00						0.95		
Frbp, ped/bikes		1.00			1.00						1.00		
Flpb, ped/bikes		1.00			1.00						1.00		
Frt		1.00			1.00						0.97		
Flt Protected		1.00			0.99						1.00		
Satd. Flow (prot)		1827			1784						3357		
Flt Permitted		1.00			0.99						1.00		
Satd. Flow (perm)		1827			1770						3357		
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	0	234	0	10	85	0	0	0	0	16	234	73	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	35	0	
Lane Group Flow (vph)	0	234	0	0	95	0	0	0	0	0	288	0	
Confl. Peds. (#/hr)	9		2	2		9			5	5			
Heavy Vehicles (%)	0%	4%	0%	22%	4%	0%	0%	0%	0%	0%	4%	3%	
Turn Type		NA		Perm	NA						Perm	NA	
Protected Phases		4			8							1	
Permitted Phases		2		8	2					1			
Actuated Green, G (s)		60.2			60.2							13.7	
Effective Green, g (s)		60.2			60.2							13.7	
Actuated g/C Ratio		0.67			0.67							0.15	
Clearance Time (s)		6.3			6.3							4.5	
Vehicle Extension (s)		3.0			3.0							3.0	
Lane Grp Cap (vph)		1222			1186							511	
v/s Ratio Prot		0.04			0.01								
v/s Ratio Perm		0.09			0.04							0.09	
v/c Ratio		0.19			0.08							0.56	
Uniform Delay, d1		5.7			5.2							35.4	
Progression Factor		1.00			0.77							1.00	
Incremental Delay, d2		0.1			0.0							1.4	
Delay (s)		5.7			4.1							36.8	
Level of Service		A			A							D	
Approach Delay (s)		5.7			4.1			0.0				36.8	
Approach LOS		A			A			A				D	
Intersection Summary													
HCM 2000 Control Delay			20.9									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.26										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	16.1
Intersection Capacity Utilization			38.1%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

Queues

3: Main St & Gay St

04/18/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	263	118	203
v/c Ratio	0.50	0.19	0.13
Control Delay	26.8	10.8	14.1
Queue Delay	0.2	0.0	0.0
Total Delay	27.0	10.8	14.1
Queue Length 50th (ft)	124	28	29
Queue Length 95th (ft)	167	46	60
Internal Link Dist (ft)	190	213	279
Turn Bay Length (ft)			
Base Capacity (vph)	605	596	1606
Starvation Cap Reductn	59	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.48	0.20	0.13
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

04/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Traffic Volume (vph)	93	133	0	0	66	35	18	139	17	0	0	0
Future Volume (vph)	93	133	0	0	66	35	18	139	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	12	12	12	12	12	12
Total Lost time (s)		6.3			6.3			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1779			1581			3295				
Flt Permitted		0.81			1.00			0.99				
Satd. Flow (perm)		1477			1581			3295				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	108	155	0	0	77	41	21	162	20	0	0	0
RTOR Reduction (vph)	0	0	0	0	27	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	263	0	0	91	0	0	196	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1			3	3		
Heavy Vehicles (%)	4%	5%	0%	0%	5%	9%	11%	6%	12%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4	1			1		2					
Actuated Green, G (s)		30.2			30.2			43.7				
Effective Green, g (s)		30.2			30.2			43.7				
Actuated g/C Ratio		0.34			0.34			0.49				
Clearance Time (s)		6.3			6.3			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		550			641			1599				
v/s Ratio Prot		c0.09			0.03							
v/s Ratio Perm		c0.07			0.03			0.06				
v/c Ratio		0.48			0.14			0.12				
Uniform Delay, d1		23.7			20.9			12.7				
Progression Factor		1.24			1.00			1.00				
Incremental Delay, d2		0.7			0.1			0.2				
Delay (s)		29.9			21.0			12.8				
Level of Service		C			C			B				
Approach Delay (s)		29.9			21.0			12.8			0.0	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay			22.2				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		16.1			
Intersection Capacity Utilization			46.0%				ICU Level of Service		A			
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: N Mason St & Gay St

04/18/2022

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	158	21	113	79	95	13	106
v/c Ratio	0.00	0.42	0.06	0.31	0.16	0.10	0.02	0.09
Control Delay	20.0	26.5	20.7	32.1	15.2	24.2	13.3	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	26.5	20.7	32.1	15.2	24.2	13.3	22.8
Queue Length 50th (ft)	1	58	8	55	26	21	4	24
Queue Length 95th (ft)	5	108	22	96	48	37	13	40
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	410	379	358	369	506	940	581	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.42	0.06	0.31	0.16	0.10	0.02	0.09

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

04/18/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	65	68	18	78	17	66	73	7	11	89	0
Future Volume (vph)	2	65	68	18	78	17	66	73	7	11	89	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	10	12	12	12	12	12	12	12
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1742	1523		1567	1613		1693	3224		1653	3406	
Flt Permitted	0.68	1.00		0.66	1.00		0.69	1.00		0.59	1.00	
Satd. Flow (perm)	1255	1523		1083	1613		1221	3224		1027	3406	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	2	77	81	21	93	20	79	87	8	13	106	0
RTOR Reduction (vph)	0	38	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	2	120	0	21	105	0	79	89	0	13	106	0
Confl. Peds. (#/hr)	3		7	7		3	5		2	2		5
Heavy Vehicles (%)	0%	6%	7%	11%	3%	24%	6%	10%	14%	9%	6%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	410	341		358	361		506	934		580	1158	
v/s Ratio Prot	0.00	c0.08		c0.00	0.07		c0.01	0.03		0.00	c0.03	
v/s Ratio Perm	0.00			0.01			c0.05			0.01		
v/c Ratio	0.00	0.35		0.06	0.29		0.16	0.10		0.02	0.09	
Uniform Delay, d1	24.7	32.7		25.0	32.2		20.2	25.9		13.8	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	2.8		0.3	2.0		0.7	0.2		0.1	0.2	
Delay (s)	24.7	35.5		25.3	34.3		20.8	26.1		13.8	22.6	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		35.4			32.8			23.7			21.7	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.6			HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio			0.20									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)		27.2				
Intersection Capacity Utilization			61.3%			ICU Level of Service		B				
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC
5: Broad St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	62	6	2	84	1	5	6	4	0	10	13
Future Vol, veh/h	7	62	6	2	84	1	5	6	4	0	10	13
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	14	2	0	50	4	100	0	0	0	0	0	0
Mvmt Flow	8	75	7	2	101	1	6	7	5	0	12	16

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	102	0	0	85	0	0	219	204	82	207	207	103
Stage 1	-	-	-	-	-	-	98	98	-	106	106	-
Stage 2	-	-	-	-	-	-	121	106	-	101	101	-
Critical Hdwy	4.24	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1257	-	-	741	696	983	755	693	957
Stage 1	-	-	-	-	-	-	913	818	-	905	811	-
Stage 2	-	-	-	-	-	-	888	811	-	910	815	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1418	-	-	1253	-	-	712	688	980	741	685	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	688	-	741	685	-
Stage 1	-	-	-	-	-	-	905	811	-	900	809	-
Stage 2	-	-	-	-	-	-	858	809	-	892	808	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.7		0.2		9.9		9.6	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	757	1418	-	-	1253	-	-	816
HCM Lane V/C Ratio	0.024	0.006	-	-	0.002	-	-	0.034
HCM Control Delay (s)	9.9	7.6	0	-	7.9	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
1: N Liberty St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕					↕		
Traffic Vol, veh/h	70	215	21	6	196	15	0	0	0	27	89	44
Future Vol, veh/h	70	215	21	6	196	15	0	0	0	27	89	44
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	1	0	0	1	0	0	0	0	11	6	0
Mvmt Flow	79	242	24	7	220	17	0	0	0	30	100	49

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	239	0	0	268	0	0	657	671	232
Stage 1	-	-	-	-	-	-	245	245	-
Stage 2	-	-	-	-	-	-	412	426	-
Critical Hdwy	4.14	-	-	4.1	-	-	6.51	6.56	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.51	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.51	5.56	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.599	4.054	3.3
Pot Cap-1 Maneuver	1316	-	-	1307	-	-	416	373	812
Stage 1	-	-	-	-	-	-	775	696	-
Stage 2	-	-	-	-	-	-	650	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1313	-	-	1307	-	-	383	0	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	0	-
Stage 1	-	-	-	-	-	-	718	0	-
Stage 2	-	-	-	-	-	-	645	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	1.8			0.2			14.2		
HCM LOS							B		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	1307	-	-	569
HCM Lane V/C Ratio	0.06	-	-	0.005	-	-	0.316
HCM Control Delay (s)	7.9	0	-	7.8	0	-	14.2
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.3

Queues
2: Noll Dr & Gay St

04/18/2022



















Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	265	206	368
v/c Ratio	0.28	0.26	0.30
Control Delay	12.6	9.6	20.9
Queue Delay	0.0	0.1	0.0
Total Delay	12.7	9.7	20.9
Queue Length 50th (ft)	82	47	70
Queue Length 95th (ft)	108	64	120
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1073	935	1235
Starvation Cap Reductn	0	219	0
Spillback Cap Reductn	77	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.27	0.29	0.30
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

04/18/2022

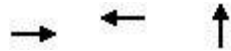
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	239	2	28	159	0	0	0	0	43	233	59
Future Volume (vph)	0	239	2	28	159	0	0	0	0	43	233	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1843			1874						3393	
Flt Permitted		1.00			0.95						0.99	
Satd. Flow (perm)		1843			1787						3393	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	263	2	31	175	0	0	0	0	47	256	65
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	264	0	0	206	0	0	0	0	0	350	0
Confl. Peds. (#/hr)	13		3	3		13	3		8	8		3
Heavy Vehicles (%)	0%	3%	0%	4%	0%	0%	0%	0%	0%	0%	3%	2%
Turn Type		NA		Perm	NA						Split	NA
Protected Phases		4			8						1	1
Permitted Phases		2		8	2							
Actuated Green, G (s)		40.8			40.8						32.3	
Effective Green, g (s)		40.8			40.8						32.3	
Actuated g/C Ratio		0.45			0.45						0.36	
Clearance Time (s)		6.3			6.3						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		835			824						1217	
v/s Ratio Prot		c0.05			0.04						c0.10	
v/s Ratio Perm		0.09			0.07							
v/c Ratio		0.32			0.25						0.29	
Uniform Delay, d1		15.7			15.2						20.6	
Progression Factor		1.00			0.75						1.00	
Incremental Delay, d2		0.2			0.2						0.6	
Delay (s)		15.9			11.6						21.2	
Level of Service		B			B						C	
Approach Delay (s)		15.9			11.6			0.0			21.2	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			17.2			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			16.9			
Intersection Capacity Utilization			59.3%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

Queues

3: Main St & Gay St

04/18/2022

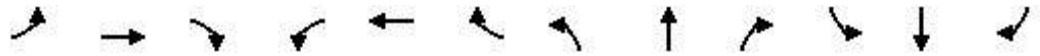


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	309	230	480
v/c Ratio	0.38	0.23	0.48
Control Delay	16.9	7.7	27.5
Queue Delay	0.3	0.0	0.0
Total Delay	17.2	7.7	27.5
Queue Length 50th (ft)	137	44	114
Queue Length 95th (ft)	189	81	161
Internal Link Dist (ft)	190	213	279
Turn Bay Length (ft)			
Base Capacity (vph)	920	989	997
Starvation Cap Reductn	202	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.23	0.48
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

04/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Traffic Volume (vph)	99	182	0	0	137	72	42	350	45	0	0	0
Future Volume (vph)	99	182	0	0	137	72	42	350	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	12	12	12	12	12	12
Total Lost time (s)		6.3			6.3			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.98				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1824			1680			3404				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1504			1680			3404				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	109	200	0	0	151	79	46	385	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	309	0	0	206	0	0	470	0	0	0	0
Confl. Peds. (#/hr)			15	15			4		4	4		4
Heavy Vehicles (%)	3%	2%	0%	0%	1%	0%	0%	4%	4%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			8		2	2				
Permitted Phases	4	1			1							
Actuated Green, G (s)		47.0			47.0			26.1				
Effective Green, g (s)		47.0			47.0			26.1				
Actuated g/C Ratio		0.52			0.52			0.29				
Clearance Time (s)		6.3			6.3			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		837			994			987				
v/s Ratio Prot		c0.06			0.03			c0.14				
v/s Ratio Perm		c0.13			0.09							
v/c Ratio		0.37			0.21			0.48				
Uniform Delay, d1		12.7			11.5			26.3				
Progression Factor		1.56			1.00			1.00				
Incremental Delay, d2		0.3			0.1			1.6				
Delay (s)		20.1			11.6			28.0				
Level of Service		C			B			C				
Approach Delay (s)		20.1			11.6			28.0			0.0	
Approach LOS		C			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			21.9					HCM 2000 Level of Service			C	
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		16.9		
Intersection Capacity Utilization			61.5%					ICU Level of Service			B	
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: N Mason St & Gay St

04/18/2022

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	231	29	131	102	186	31	124
v/c Ratio	0.04	0.39	0.07	0.22	0.23	0.19	0.08	0.13
Control Delay	14.3	20.2	14.6	20.6	22.3	27.1	20.1	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	20.2	14.6	20.6	22.3	27.1	20.1	26.0
Queue Length 50th (ft)	6	81	9	49	42	45	12	28
Queue Length 95th (ft)	19	146	25	94	78	74	31	52
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	494	600	433	595	439	967	407	982
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.39	0.07	0.22	0.23	0.19	0.08	0.13

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

04/18/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	108	109	27	93	30	96	161	14	29	108	8
Future Volume (vph)	18	108	109	27	93	30	96	161	14	29	108	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	10	12	12	12	12	12	12	12
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1645	1594		1627	1650		1801	3507		1747	3564	
Flt Permitted	0.67	1.00		0.58	1.00		0.67	1.00		0.63	1.00	
Satd. Flow (perm)	1166	1594		996	1650		1277	3507		1167	3564	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	115	116	29	99	32	102	171	15	31	115	9
RTOR Reduction (vph)	0	36	0	0	12	0	0	7	0	0	6	0
Lane Group Flow (vph)	19	195	0	29	119	0	102	179	0	31	118	0
Confl. Peds. (#/hr)	1		6	6		1	2		3	3		2
Heavy Vehicles (%)	6%	3%	1%	7%	1%	10%	0%	1%	7%	3%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	40.4	35.4		40.4	35.4		32.4	27.4		32.4	27.4	
Effective Green, g (s)	40.4	35.4		40.4	35.4		32.4	27.4		32.4	27.4	
Actuated g/C Ratio	0.40	0.35		0.40	0.35		0.32	0.27		0.32	0.27	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	495	564		433	584		439	960		407	976	
v/s Ratio Prot	0.00	c0.12		c0.00	0.07		c0.01	0.05		0.00	0.03	
v/s Ratio Perm	0.01			0.02			c0.06			0.02		
v/c Ratio	0.04	0.35		0.07	0.20		0.23	0.19		0.08	0.12	
Uniform Delay, d1	18.0	23.8		18.1	22.5		24.2	27.8		23.3	27.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	1.7		0.3	0.8		1.2	0.4		0.4	0.3	
Delay (s)	18.1	25.4		18.4	23.3		25.5	28.2		23.6	27.5	
Level of Service	B	C		B	C		C	C		C	C	
Approach Delay (s)		24.9			22.4			27.2			26.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			25.5	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)				27.2				
Intersection Capacity Utilization			64.6%	ICU Level of Service				C				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
5: Broad St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	119	15	3	92	4	14	15	4	10	10	20
Future Vol, veh/h	14	119	15	3	92	4	14	15	4	10	10	20
Conflicting Peds, #/hr	2	0	4	4	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	2	25	0	0	0	0	0	0
Mvmt Flow	16	140	18	4	108	5	16	18	5	12	12	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	162	0	0	323	308	153	314	315	114
Stage 1	-	-	-	-	-	-	185	185	-	121	121	-
Stage 2	-	-	-	-	-	-	138	123	-	193	194	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1487	-	-	1429	-	-	634	609	898	643	604	944
Stage 1	-	-	-	-	-	-	821	751	-	888	800	-
Stage 2	-	-	-	-	-	-	870	798	-	813	744	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1484	-	-	1424	-	-	599	596	895	617	591	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	596	-	617	591	-
Stage 1	-	-	-	-	-	-	808	739	-	876	796	-
Stage 2	-	-	-	-	-	-	832	794	-	780	732	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			11.2			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	1484	-	-	1424	-	-	736
HCM Lane V/C Ratio	0.062	0.011	-	-	0.002	-	-	0.064
HCM Control Delay (s)	11.2	7.5	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

HCM 6th TWSC
1: N Liberty St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕					↕		
Traffic Vol, veh/h	74	238	18	12	146	12	0	0	0	13	123	30
Future Vol, veh/h	74	238	18	12	146	12	0	0	0	13	123	30
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	8	3	0	0	3	10	0	0	0	36	12	12
Mvmt Flow	80	259	20	13	159	13	0	0	0	14	134	33

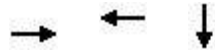
Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	174	0	0	287	0	0	625	641	171
Stage 1	-	-	-	-	-	-	194	194	-
Stage 2	-	-	-	-	-	-	431	447	-
Critical Hdwy	4.18	-	-	4.1	-	-	6.76	6.62	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.76	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.76	5.62	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.824	4.108	3.408
Pot Cap-1 Maneuver	1367	-	-	1287	-	-	398	380	847
Stage 1	-	-	-	-	-	-	764	722	-
Stage 2	-	-	-	-	-	-	589	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1364	-	-	1287	-	-	365	0	843
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	0	-
Stage 1	-	-	-	-	-	-	709	0	-
Stage 2	-	-	-	-	-	-	581	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0.6		13.5	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	1287	-	-	604
HCM Lane V/C Ratio	0.059	-	-	0.01	-	-	0.299
HCM Control Delay (s)	7.8	0	-	7.8	0	-	13.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.2

Queues
2: Noll Dr & Gay St

04/18/2022



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	270	110	372
v/c Ratio	0.21	0.10	0.63
Control Delay	5.4	4.0	35.3
Queue Delay	0.0	0.0	0.0
Total Delay	5.4	4.0	35.3
Queue Length 50th (ft)	42	12	93
Queue Length 95th (ft)	91	31	128
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1389	1222	907
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	89	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.09	0.41
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

04/18/2022



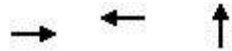
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔						↔		
Traffic Volume (vph)	0	248	0	11	90	0	0	0	0	17	248	77	
Future Volume (vph)	0	248	0	11	90	0	0	0	0	17	248	77	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.3			6.3						4.5		
Lane Util. Factor		1.00			1.00						0.95		
Frb, ped/bikes		1.00			1.00						1.00		
Flpb, ped/bikes		1.00			1.00						1.00		
Frt		1.00			1.00						0.97		
Flt Protected		1.00			0.99						1.00		
Satd. Flow (prot)		1827			1783						3357		
Flt Permitted		1.00			0.98						1.00		
Satd. Flow (perm)		1827			1763						3357		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	0	270	0	12	98	0	0	0	0	18	270	84	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	34	0	
Lane Group Flow (vph)	0	270	0	0	110	0	0	0	0	0	338	0	
Confl. Peds. (#/hr)	9		2	2		9			5	5			
Heavy Vehicles (%)	0%	4%	0%	22%	4%	0%	0%	0%	0%	0%	4%	3%	
Turn Type		NA		Perm	NA						Perm	NA	
Protected Phases		4			8							1	
Permitted Phases		2		8	2					1			
Actuated Green, G (s)		59.0			59.0							14.9	
Effective Green, g (s)		59.0			59.0							14.9	
Actuated g/C Ratio		0.66			0.66							0.17	
Clearance Time (s)		6.3			6.3							4.5	
Vehicle Extension (s)		3.0			3.0							3.0	
Lane Grp Cap (vph)		1197			1159							555	
v/s Ratio Prot		0.04			0.02								
v/s Ratio Perm		0.10			0.04							0.10	
v/c Ratio		0.23			0.09							0.61	
Uniform Delay, d1		6.3			5.7							34.8	
Progression Factor		1.00			0.78							1.00	
Incremental Delay, d2		0.1			0.0							1.9	
Delay (s)		6.4			4.5							36.7	
Level of Service		A			A							D	
Approach Delay (s)		6.4			4.5			0.0				36.7	
Approach LOS		A			A			A				D	
Intersection Summary													
HCM 2000 Control Delay			21.1									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.30										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	16.1
Intersection Capacity Utilization			39.6%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

Queues

3: Main St & Gay St

04/18/2022



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	293	132	224
v/c Ratio	0.52	0.20	0.15
Control Delay	26.0	10.0	15.4
Queue Delay	0.3	0.0	0.0
Total Delay	26.3	10.0	15.4
Queue Length 50th (ft)	138	30	34
Queue Length 95th (ft)	197	52	70
Internal Link Dist (ft)	190	213	279
Turn Bay Length (ft)			
Base Capacity (vph)	631	649	1524
Starvation Cap Reductn	63	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.20	0.15
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

04/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Traffic Volume (vph)	111	158	0	0	79	42	21	165	20	0	0	0
Future Volume (vph)	111	158	0	0	79	42	21	165	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	12	12	12	12	12	12
Total Lost time (s)		6.3			6.3			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1779			1581			3295				
Flt Permitted		0.81			1.00			0.99				
Satd. Flow (perm)		1464			1581			3295				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	172	0	0	86	46	23	179	22	0	0	0
RTOR Reduction (vph)	0	0	0	0	29	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	293	0	0	103	0	0	217	0	0	0	0
Confl. Peds. (#/hr)	1		7	7		1			3	3		
Heavy Vehicles (%)	4%	5%	0%	0%	5%	9%	11%	6%	12%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4	1			1		2					
Actuated Green, G (s)		32.4			32.4			41.5				
Effective Green, g (s)		32.4			32.4			41.5				
Actuated g/C Ratio		0.36			0.36			0.46				
Clearance Time (s)		6.3			6.3			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		588			679			1519				
v/s Ratio Prot		c0.10			0.03							
v/s Ratio Perm		c0.08			0.04			0.07				
v/c Ratio		0.50			0.15			0.14				
Uniform Delay, d1		22.5			19.5			14.0				
Progression Factor		1.26			1.00			1.00				
Incremental Delay, d2		0.7			0.1			0.2				
Delay (s)		29.0			19.6			14.2				
Level of Service		C			B			B				
Approach Delay (s)		29.0			19.6			14.2			0.0	
Approach LOS		C			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			22.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		16.1			
Intersection Capacity Utilization			54.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: N Mason St & Gay St

04/18/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	2	172	23	123	86	104	14	115
v/c Ratio	0.00	0.45	0.07	0.33	0.17	0.11	0.02	0.10
Control Delay	20.0	28.1	20.8	32.8	15.3	24.2	13.4	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	28.1	20.8	32.8	15.3	24.2	13.4	22.9
Queue Length 50th (ft)	1	67	9	60	28	23	4	26
Queue Length 95th (ft)	6	132	26	113	55	44	15	46
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	407	379	349	368	503	940	577	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.45	0.07	0.33	0.17	0.11	0.02	0.10

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

04/18/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	77	81	21	93	20	79	87	8	13	106	0
Future Volume (vph)	2	77	81	21	93	20	79	87	8	13	106	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	10	12	12	12	12	12	12	12
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1742	1523		1567	1612		1693	3222		1653	3406	
Flt Permitted	0.68	1.00		0.63	1.00		0.68	1.00		0.59	1.00	
Satd. Flow (perm)	1244	1523		1041	1612		1211	3222		1019	3406	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	84	88	23	101	22	86	95	9	14	115	0
RTOR Reduction (vph)	0	38	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	2	134	0	23	115	0	86	98	0	14	115	0
Confl. Peds. (#/hr)	3		7	7		3	5		2	2		5
Heavy Vehicles (%)	0%	6%	7%	11%	3%	24%	6%	10%	14%	9%	6%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Effective Green, g (s)	29.8	22.4		29.8	22.4		38.0	29.0		48.0	34.0	
Actuated g/C Ratio	0.30	0.22		0.30	0.22		0.38	0.29		0.48	0.34	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	407	341		349	361		503	934		577	1158	
v/s Ratio Prot	0.00	c0.09		c0.00	0.07		c0.02	0.03		0.00	c0.03	
v/s Ratio Perm	0.00			0.01			c0.05			0.01		
v/c Ratio	0.00	0.39		0.07	0.32		0.17	0.10		0.02	0.10	
Uniform Delay, d1	24.7	33.0		25.0	32.4		20.2	26.0		13.8	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	3.4		0.4	2.3		0.7	0.2		0.1	0.2	
Delay (s)	24.7	36.4		25.4	34.7		21.0	26.2		13.8	22.7	
Level of Service	C	D		C	C		C	C		B	C	
Approach Delay (s)		36.3			33.3			23.8			21.7	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.0				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.22									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				27.2		
Intersection Capacity Utilization			61.3%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC
5: Broad St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	74	7	2	100	1	6	7	5	0	12	15
Future Vol, veh/h	8	74	7	2	100	1	6	7	5	0	12	15
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	14	2	0	50	4	100	0	0	0	0	0	0
Mvmt Flow	9	80	8	2	109	1	7	8	5	0	13	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	91	0	0	234	219	87	223	223	111
Stage 1	-	-	-	-	-	-	105	105	-	114	114	-
Stage 2	-	-	-	-	-	-	129	114	-	109	109	-
Critical Hdwy	4.24	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1409	-	-	1250	-	-	725	683	977	737	679	948
Stage 1	-	-	-	-	-	-	906	812	-	896	805	-
Stage 2	-	-	-	-	-	-	880	805	-	901	809	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1409	-	-	1246	-	-	695	675	974	722	671	947
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	675	-	722	671	-
Stage 1	-	-	-	-	-	-	897	804	-	890	803	-
Stage 2	-	-	-	-	-	-	848	803	-	881	801	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			10			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	746	1409	-	-	1246	-	-	801
HCM Lane V/C Ratio	0.026	0.006	-	-	0.002	-	-	0.037
HCM Control Delay (s)	10	7.6	0	-	7.9	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
1: N Liberty St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	83	256	25	7	233	18	0	0	0	32	106	52
Future Vol, veh/h	83	256	25	7	233	18	0	0	0	32	106	52
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	4	1	0	0	1	0	0	0	0	11	6	0
Mvmt Flow	90	278	27	8	253	20	0	0	0	35	115	57

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	275	0	0	307	0	0	753	768	266
Stage 1	-	-	-	-	-	-	281	281	-
Stage 2	-	-	-	-	-	-	472	487	-
Critical Hdwy	4.14	-	-	4.1	-	-	6.51	6.56	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.51	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.51	5.56	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.599	4.054	3.3
Pot Cap-1 Maneuver	1277	-	-	1265	-	-	365	327	778
Stage 1	-	-	-	-	-	-	746	671	-
Stage 2	-	-	-	-	-	-	609	544	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	1265	-	-	330	0	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	330	0	-
Stage 1	-	-	-	-	-	-	681	0	-
Stage 2	-	-	-	-	-	-	604	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.8		0.2		16.7	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	1265	-	-	512
HCM Lane V/C Ratio	0.071	-	-	0.006	-	-	0.403
HCM Control Delay (s)	8	0	-	7.9	0	-	16.7
HCM Lane LOS	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	-	-	0	-	-	1.9

Queues
2: Noll Dr & Gay St

04/18/2022



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	311	241	432
v/c Ratio	0.32	0.29	0.37
Control Delay	12.3	9.1	22.9
Queue Delay	0.1	0.2	0.0
Total Delay	12.4	9.4	22.9
Queue Length 50th (ft)	93	52	90
Queue Length 95th (ft)	128	73	141
Internal Link Dist (ft)	218	190	193
Turn Bay Length (ft)			
Base Capacity (vph)	1073	931	1173
Starvation Cap Reductn	0	237	0
Spillback Cap Reductn	135	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	0.35	0.37
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

2: Noll Dr & Gay St

04/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1			1						1	1
Traffic Volume (vph)	0	284	2	33	189	0	0	0	0	51	277	70
Future Volume (vph)	0	284	2	33	189	0	0	0	0	51	277	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.99						0.99	
Satd. Flow (prot)		1843			1874						3393	
Flt Permitted		1.00			0.94						0.99	
Satd. Flow (perm)		1843			1773						3393	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	309	2	36	205	0	0	0	0	55	301	76
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	310	0	0	241	0	0	0	0	0	414	0
Confl. Peds. (#/hr)	13		3	3		13	3		8	8		3
Heavy Vehicles (%)	0%	3%	0%	4%	0%	0%	0%	0%	0%	0%	3%	2%
Turn Type		NA		Perm	NA						Split	NA
Protected Phases		4			8					1	1	
Permitted Phases		2		8	2							
Actuated Green, G (s)		42.5			42.5						30.6	
Effective Green, g (s)		42.5			42.5						30.6	
Actuated g/C Ratio		0.47			0.47						0.34	
Clearance Time (s)		6.3			6.3						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		870			855						1153	
v/s Ratio Prot		c0.06			0.05						c0.12	
v/s Ratio Perm		0.10			0.08							
v/c Ratio		0.36			0.28						0.36	
Uniform Delay, d1		15.1			14.5						22.3	
Progression Factor		1.00			0.74						1.00	
Incremental Delay, d2		0.3			0.2						0.9	
Delay (s)		15.3			10.9						23.2	
Level of Service		B			B						C	
Approach Delay (s)		15.3			10.9			0.0			23.2	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			17.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			90.0			Sum of lost time (s)			16.9			
Intersection Capacity Utilization			65.2%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group

Queues

3: Main St & Gay St

04/18/2022

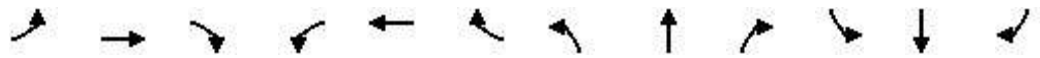


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	364	270	566
v/c Ratio	0.45	0.27	0.57
Control Delay	17.4	8.3	29.1
Queue Delay	0.3	0.0	0.0
Total Delay	17.7	8.3	29.1
Queue Length 50th (ft)	159	56	140
Queue Length 95th (ft)	224	98	193
Internal Link Dist (ft)	190	213	279
Turn Bay Length (ft)			
Base Capacity (vph)	893	970	996
Starvation Cap Reductn	169	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.28	0.57
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

3: Main St & Gay St

04/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Traffic Volume (vph)	118	217	0	0	163	86	50	417	54	0	0	0
Future Volume (vph)	118	217	0	0	163	86	50	417	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	12	12	12	12	12	12
Total Lost time (s)		6.3			6.3			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			0.98				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1832			1680			3403				
Flt Permitted		0.79			1.00			1.00				
Satd. Flow (perm)		1466			1680			3403				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	236	0	0	177	93	54	453	59	0	0	0
RTOR Reduction (vph)	0	0	0	0	24	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	364	0	0	246	0	0	556	0	0	0	0
Confl. Peds. (#/hr)			15	15			4		4	4		4
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	4%	4%	0%	0%	0%
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			8		2	2				
Permitted Phases	4	1			1							
Actuated Green, G (s)		47.0			47.0			26.1				
Effective Green, g (s)		47.0			47.0			26.1				
Actuated g/C Ratio		0.52			0.52			0.29				
Clearance Time (s)		6.3			6.3			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		832			994			986				
v/s Ratio Prot		c0.08			0.05			c0.16				
v/s Ratio Perm		c0.15			0.10							
v/c Ratio		0.44			0.25			0.56				
Uniform Delay, d1		13.3			11.8			27.1				
Progression Factor		1.51			1.00			1.00				
Incremental Delay, d2		0.4			0.1			2.3				
Delay (s)		20.4			11.9			29.5				
Level of Service		C			B			C				
Approach Delay (s)		20.4			11.9			29.5			0.0	
Approach LOS		C			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			22.8					HCM 2000 Level of Service			C	
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			90.0					Sum of lost time (s)		16.9		
Intersection Capacity Utilization			64.8%					ICU Level of Service			C	
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

4: N Mason St & Gay St

04/18/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	275	34	156	121	222	37	148
v/c Ratio	0.05	0.46	0.09	0.26	0.28	0.23	0.09	0.15
Control Delay	14.3	22.5	14.8	21.7	23.3	27.7	20.3	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	22.5	14.8	21.7	23.3	27.7	20.3	26.5
Queue Length 50th (ft)	7	105	11	61	50	55	15	35
Queue Length 95th (ft)	20	180	28	111	90	86	35	60
Internal Link Dist (ft)		214		492		336		379
Turn Bay Length (ft)	100		100		100		100	
Base Capacity (vph)	485	600	398	595	431	967	396	982
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.46	0.09	0.26	0.28	0.23	0.09	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis

4: N Mason St & Gay St

04/18/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	129	130	32	111	36	114	192	17	35	129	10
Future Volume (vph)	21	129	130	32	111	36	114	192	17	35	129	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	10	12	11	10	12	12	12	12	12	12	12
Total Lost time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1645	1594		1628	1651		1801	3506		1748	3563	
Flt Permitted	0.66	1.00		0.52	1.00		0.66	1.00		0.61	1.00	
Satd. Flow (perm)	1140	1594		896	1651		1248	3506		1128	3563	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	22	137	138	34	118	38	121	204	18	37	137	11
RTOR Reduction (vph)	0	36	0	0	12	0	0	7	0	0	6	0
Lane Group Flow (vph)	22	239	0	34	144	0	121	215	0	37	142	0
Confl. Peds. (#/hr)	1		6	6		1	2		3	3		2
Heavy Vehicles (%)	6%	3%	1%	7%	1%	10%	0%	1%	7%	3%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	40.4	35.4		40.4	35.4		32.4	27.4		32.4	27.4	
Effective Green, g (s)	40.4	35.4		40.4	35.4		32.4	27.4		32.4	27.4	
Actuated g/C Ratio	0.40	0.35		0.40	0.35		0.32	0.27		0.32	0.27	
Clearance Time (s)	7.6	7.6		7.6	7.6		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	485	564		398	584		432	960		396	976	
v/s Ratio Prot	0.00	c0.15		c0.00	0.09		c0.01	0.06		0.00	0.04	
v/s Ratio Perm	0.02			0.03			c0.08			0.03		
v/c Ratio	0.05	0.42		0.09	0.25		0.28	0.22		0.09	0.15	
Uniform Delay, d1	18.0	24.5		18.2	22.9		24.5	28.1		23.3	27.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	2.3		0.4	1.0		1.6	0.5		0.5	0.3	
Delay (s)	18.2	26.9		18.6	23.9		26.1	28.6		23.8	27.8	
Level of Service	B	C		B	C		C	C		C	C	
Approach Delay (s)		26.2			22.9			27.7			27.0	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			26.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.34									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			27.2			
Intersection Capacity Utilization			72.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 6th TWSC
5: Broad St & Gay St

04/18/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	142	18	4	109	5	17	18	5	12	12	24
Future Vol, veh/h	17	142	18	4	109	5	17	18	5	12	12	24
Conflicting Peds, #/hr	2	0	4	4	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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, %	0	1	0	0	2	25	0	0	0	0	0	0
Mvmt Flow	18	154	20	4	118	5	18	20	5	13	13	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	178	0	0	353	337	168	344	345	124
Stage 1	-	-	-	-	-	-	204	204	-	131	131	-
Stage 2	-	-	-	-	-	-	149	133	-	213	214	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1474	-	-	1410	-	-	606	587	881	614	581	932
Stage 1	-	-	-	-	-	-	803	737	-	877	792	-
Stage 2	-	-	-	-	-	-	858	790	-	794	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1471	-	-	1405	-	-	568	573	878	586	568	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	573	-	586	568	-
Stage 1	-	-	-	-	-	-	789	724	-	863	788	-
Stage 2	-	-	-	-	-	-	817	786	-	757	716	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			11.5			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	597	1471	-	-	1405	-	-	712
HCM Lane V/C Ratio	0.073	0.013	-	-	0.003	-	-	0.073
HCM Control Delay (s)	11.5	7.5	0	-	7.6	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Attachment C Crash Data

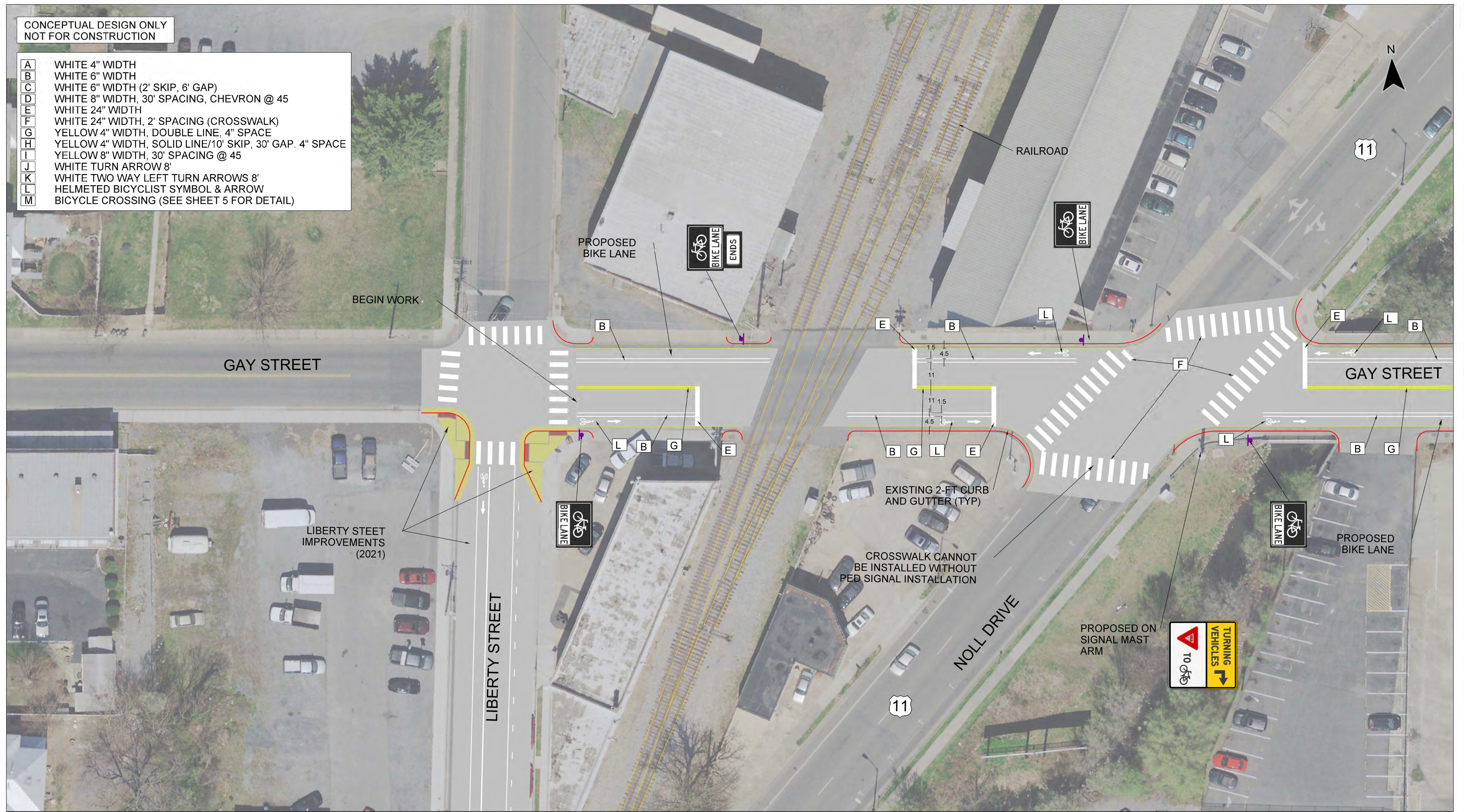
OBJECTID	Driver_injurytype	Driver_Action_Type_Cd	CRASH_MILITARY_TM	COLLISION_TYPE	WEATHER_CONDITION	LIGHT_CONDITION	ROADWAY_SURFACE_COND	RTN_NM	CRASH_DT
388628	PDO	1. No Improper Action	1347	9. Fixed Object - Off Road	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2017
389905	B	40. Fail to Maintain Proper Control	806	9. Fixed Object - Off Road	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2017
396658	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	757	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115NP MASON ST N	2017
405606	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1221	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2017
406933	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	930	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2017
407953	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1630	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2017
411510	PDO;PDO	9. Other Improper Passing;1. No Improper Action	2000	4. Sideswipe - Same Direction	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2017
413593	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1914	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2017
413810	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	924	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR MASON ST N	2017
420091	PDO;PDO	9. Other Improper Passing;1. No Improper Action	1120	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2017
422205	PDO;PDO	37. Other;37. Other	1828	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2017
426774	B;C;NA	22. Disregarded Stop or Yield Sign;1. No Improper Action; n/a	1251	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2017
448247	PDO;B	22. Disregarded Stop or Yield Sign;1. No Improper Action	1707	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2017
460993	PDO	40. Fail to Maintain Proper Control	206	9. Fixed Object - Off Road	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	R-VA US0001NB	2017
463280	PDO;PDO	22. Disregarded Stop or Yield Sign; n/a	1029	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2017
473256	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	305	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST W	2017
474974	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	955	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2017
497746	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	951	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2017
501242	PDO;B;NA	22. Disregarded Stop or Yield Sign;1. No Improper Action; n/a	1030	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2018
507525	C;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1330	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2018
512439	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1600	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2018
519111	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1615	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2018
520587	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1345	3. Head On	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2018
525409	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1125	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2018
526256	PDO;PDO	37. Other;37. Other	1151	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001PA002	2018
527686	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1657	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR GAY ST E	2018
528230	C;B	21. Disregarded Traffic Signal;1. No Improper Action	1930	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR MASON ST N	2018
539408	PDO	17. Other Improper Turn;1. No Improper Action	2100	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST W	2018
555451	PDO;PDO	1. No Improper Action;21. Disregarded Traffic Signal	1130	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR GAY ST W	2018
560032	PDO;PDO	34. Hit and Run; n/a	1901	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2018
562299	PDO	17. Other Improper Turn	400	9. Fixed Object - Off Road	1. No Adverse Condition (Clear/Cloudy)	6. Darkness - Unknown Road Lighting	1. Dry	S-VA115PR GAY ST W	2018
571153	PDO;B	34. Hit and Run;1. No Improper Action	307	1. Rear End	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST E	2018
583170	PDO;PDO	41. Improper Passing;1. No Improper Action	1139	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2018
585426	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1620	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR LIBERTY ST	2018
585599	PDO;PDO	34. Hit and Run;1. No Improper Action	1435	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR GAY ST W	2018
587068	B;C	1. No Improper Action;1. No Improper Action	1320	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2018
608822	PDO;PDO	42. Improper or Unsafe Lane Change;1. No Improper Action	1135	4. Sideswipe - Same Direction	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2018
612441	PDO;PDO	1. No Improper Action;22. Disregarded Stop or Yield Sign	748	2. Angle	5. Rain	2. Daylight	2. Wet	S-VA115PR GAY ST W	2018
613321	PDO;PDO	37. Other;1. No Improper Action	101	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR MAIN ST	2018
647717	PDO;PDO	42. Improper or Unsafe Lane Change;1. No Improper Action	1156	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
650675	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1618	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
653160	PDO;PDO	40. Fail to Maintain Proper Control;1. No Improper Action	1620	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2019
658083	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1526	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
663522	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	2024	3. Head On	5. Rain	4. Darkness - Road Lighted	2. Wet	S-VA115PR GAY ST W	2019
665239	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1825	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2019
673509	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1850	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2019
691699	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action; n/a; n/a	1220	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
698480	B;B	21. Disregarded Traffic Signal;1. No Improper Action	1232	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2019
714771	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	2039	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST E	2019
716538	PDO;PDO	16. Improper Turn From Wrong Lane;1. No Improper Action	1514	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
718237	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1907	16. Other	1. No Adverse Condition (Clear/Cloudy)	3. Dusk	1. Dry	S-VA115PR LIBERTY ST	2019
734043	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1307	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2019
738373	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	1505	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2019
744046	B;NA	1. No Improper Action;34. Hit and Run	1830	4. Sideswipe - Same Direction	5. Rain	5. Darkness - Road Not Lighted	2. Wet	S-VA115PR GAY ST W	2019
766578	PDO;PDO	11. Did Not Have Right-of-Way; n/a	1915	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST E	2020
772355	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1710	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	R-VA US0001PA002	2019
789759	PDO;PDO	12. Following Too Close;1. No Improper Action	838	1. Rear End	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001PA002	2020
792438	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1345	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2020
798587	PDO	1. No Improper Action	932	12. Ped	4. Mist	2. Daylight	2. Wet	S-VA115PR GAY ST E	2020
821086	PDO;PDO	12. Following Too Close;1. No Improper Action	1208	1. Rear End	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2020
823526	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	2238	16. Other	5. Rain	4. Darkness - Road Lighted	2. Wet	S-VA115PR MASON ST N	2020
831822	PDO;PDO	42. Improper or Unsafe Lane Change;1. No Improper Action	906	4. Sideswipe - Same Direction	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2020
842333	PDO;PDO	12. Following Too Close;1. No Improper Action;1. No Improper Action	751	1. Rear End	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2020
846804	PDO;PDO	16. Improper Turn From Wrong Lane;1. No Improper Action	1132	4. Sideswipe - Same Direction	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001PA002	2020
852105	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	2030	2. Angle	1. No Adverse Condition (Clear/Cloudy)	6. Darkness - Unknown Road Lighting	1. Dry	R-VA US0001NB	2020
852159	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1840	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR MASON ST N	2020
863807	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1314	4. Sideswipe - Same Direction	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US0001NB	2020
865751	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1108	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2020
880091	PDO	1. No Improper Action	2013	6. Fixed Object in Road	7. Sleet/Hail	4. Darkness - Road Lighted	4. Icy	S-VA115PR GAY ST E	2021
890521	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1404	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST E	2021
893604	PDO;PDO	22. Disregarded Stop or Yield Sign;1. No Improper Action	2145	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR GAY ST E	2021

894315	C;PDO	21. Disregarded Traffic Signal;1. No Improper Action	2118	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	R-VA US00011NB	2021
897082	PDO;PDO	16. Improper Turn From Wrong Lane;1. No Improper Action	1805	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115NP MASON ST N	2021
899178	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	1508	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2021
901780	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	1326	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US00011NB	2021
905610	PDO;B	11. Did Not Have Right-of-Way;1. No Improper Action	1317	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR LIBERTY ST	2021
908387	PDO;PDO	11. Did Not Have Right-of-Way;1. No Improper Action	827	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	S-VA115PR GAY ST W	2021
943502	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	104	2. Angle	1. No Adverse Condition (Clear/Cloudy)	4. Darkness - Road Lighted	1. Dry	S-VA115PR LIBERTY ST	2021
950725	PDO;PDO	21. Disregarded Traffic Signal;1. No Improper Action	831	2. Angle	1. No Adverse Condition (Clear/Cloudy)	2. Daylight	1. Dry	R-VA US00011PA002	2021

Attachment D Design Concept

CONCEPTUAL DESIGN ONLY
NOT FOR CONSTRUCTION

- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 30' SPACING, CHEVRON @ 45
- E WHITE 24" WIDTH
- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP, 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW
- M BICYCLE CROSSING (SEE SHEET 5 FOR DETAIL)



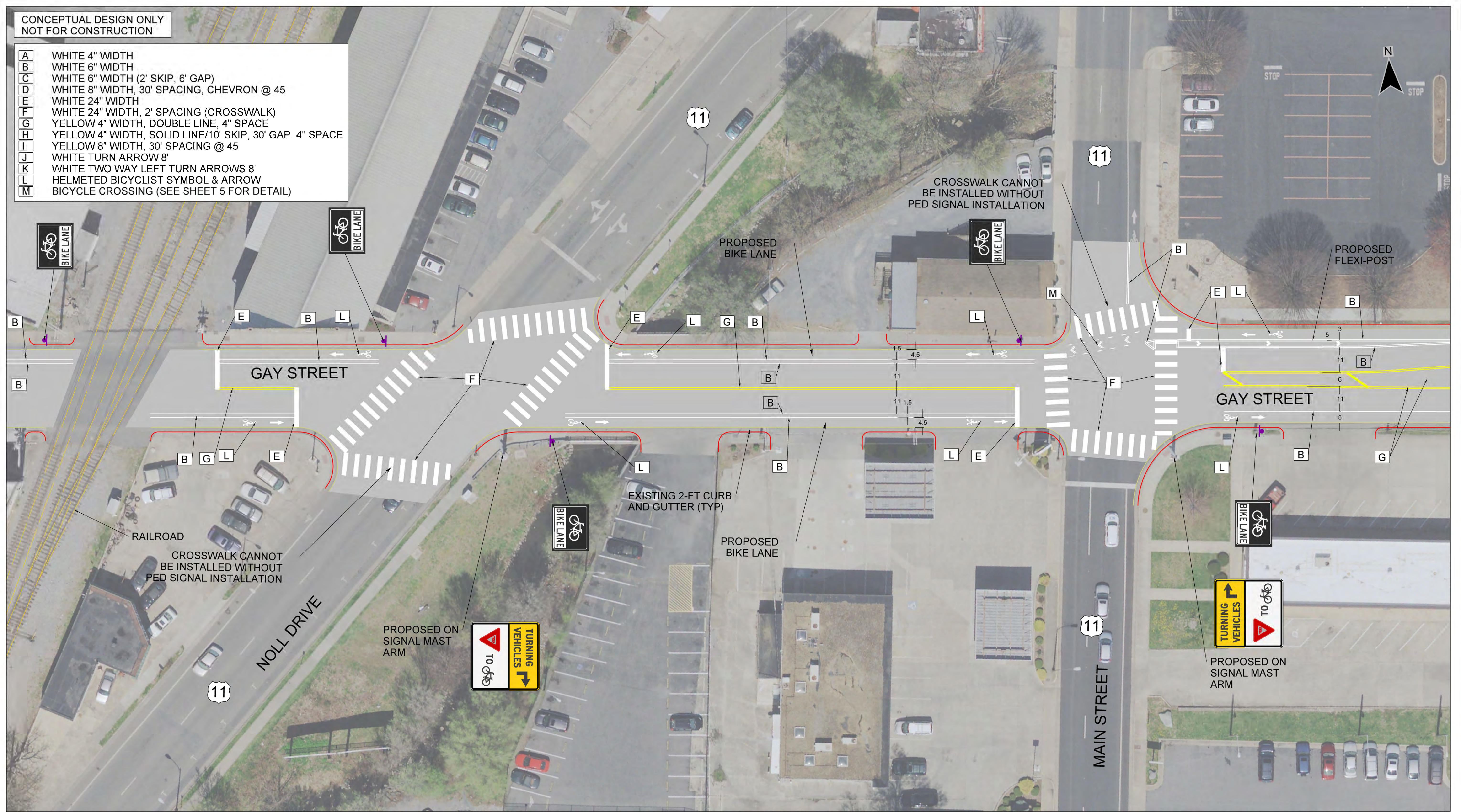
Gay Street Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
1

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CONCEPTUAL DESIGN ONLY
NOT FOR CONSTRUCTION

- A WHITE 4" WIDTH
- B WHITE 6" WIDTH
- C WHITE 6" WIDTH (2' SKIP, 6' GAP)
- D WHITE 8" WIDTH, 30' SPACING, CHEVRON @ 45
- E WHITE 24" WIDTH
- F WHITE 24" WIDTH, 2' SPACING (CROSSWALK)
- G YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACE
- H YELLOW 4" WIDTH, SOLID LINE/10' SKIP, 30' GAP, 4" SPACE
- I YELLOW 8" WIDTH, 30' SPACING @ 45
- J WHITE TURN ARROW 8'
- K WHITE TWO WAY LEFT TURN ARROWS 8'
- L HELMETED BICYCLIST SYMBOL & ARROW
- M BICYCLE CROSSING (SEE SHEET 5 FOR DETAIL)



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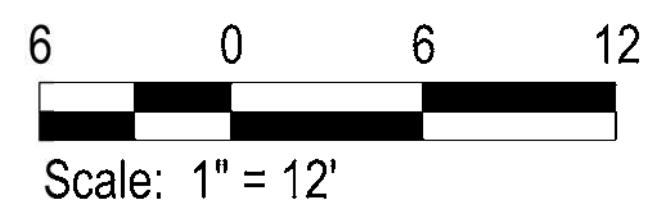
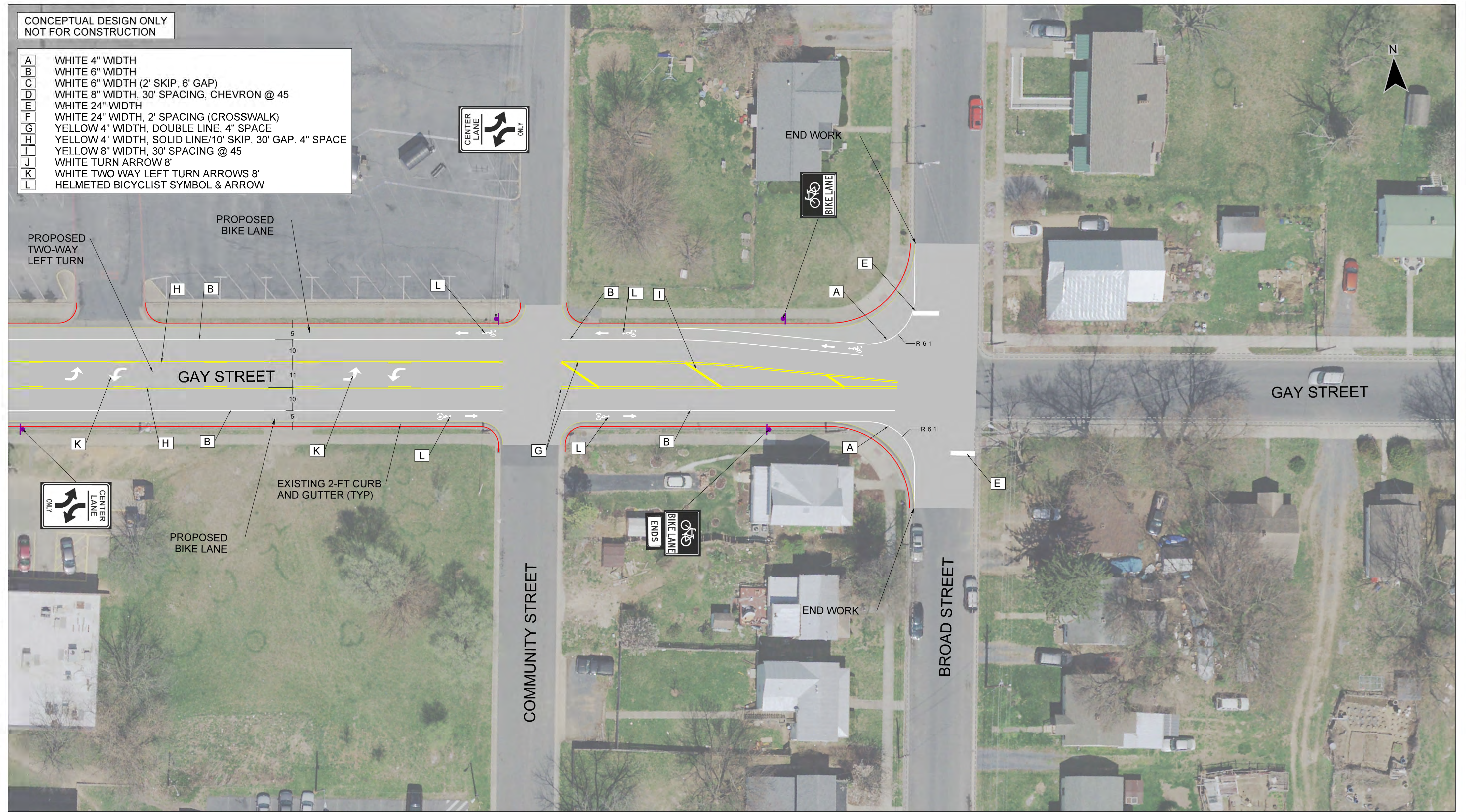
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Gay Street Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
2

CONCEPTUAL DESIGN ONLY
NOT FOR CONSTRUCTION

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

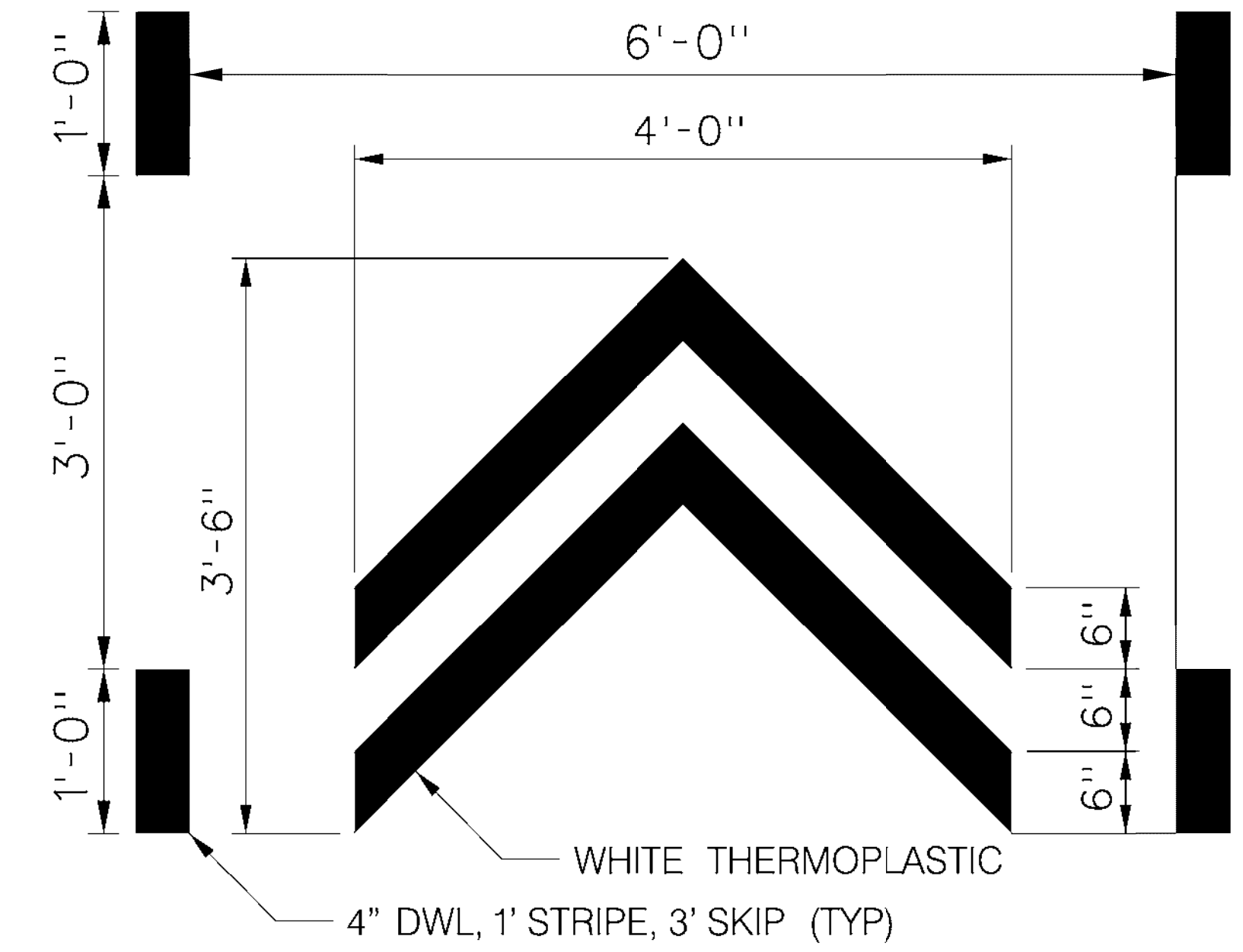
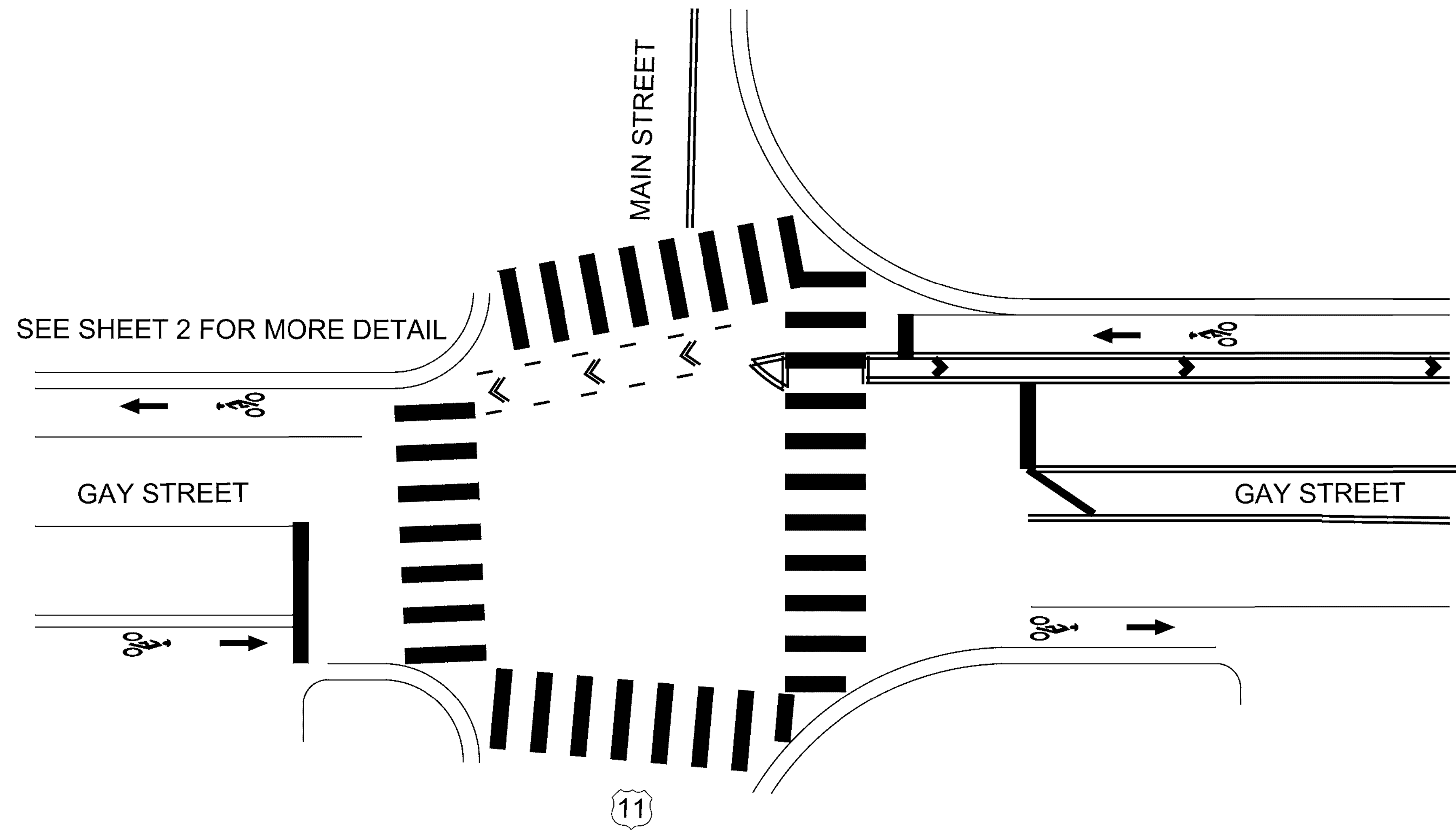


Gay Street Road Reconfiguration Concept
Harrisonburg, Virginia

Figure
4

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CONCEPTUAL DESIGN ONLY
NOT FOR CONSTRUCTION



BIKE LANE TO BIKE LANE CROSSING DETAIL
NOT TO SCALE

Gay Street Road Reconfiguration Pavement Marking Detail
Harrisonburg, Virginia

Figure
5

H:\1\21\21605_VDOT TMDP On-Call\Gay Street Road Reconfiguration\Design\Xref\21605_Task 313_Road Reconfiguration.dgn/4/7/2022-11:16:23AM-kcaviness\Model-Sheet1_Base

Attachment E Cost Estimate

PROJECT COST ESTIMATE

PROJ.: **Gay Street Road Reconfiguration Concept**
SITE: **Harrisonburg, VA**

PROJ.: **Gay Street Road Reconfiguration Concept**
SITE: **Harrisonburg, VA**

ITEM	ITEM DESCRIPTION	UNITS	QUAN.	UNIT PRICE	AMOUNT	Locked
24265	NS MAINTENANCE OF TRAFFIC	LS	1	\$5,000.00	\$ 5,000.00	
50108	SIGN PANEL	SF	102	\$26.94	\$ 2,747.88	
50404	SIGN POST STEEL 4"	LF	238	\$50.00	\$ 11,900.00	
52003	NS TRAFFIC SIGNALIZATION	EA	1	\$5,000.00	\$ 5,000.00	
54043	TY.B CL.II PAVE. LINE MARK.4"	LF	3321	\$4.00	\$ 13,284.00	
54044	TY.B CL.II PAVE. LINE MARK. 6"	LF	3044	\$6.00	\$ 18,264.00	
54045	TY.B CL.II PAVE. LINE MARK.8"	LF	92	\$8.00	\$ 736.00	
54048	TY.B CL.II PAVE.LINE MARK.24"	LF	1500	\$20.77	\$ 31,155.00	
54575	PVMT SYMB MRKG (SGL TURN ARROW) TY B, CL II	EA	10	\$325.66	\$ 3,256.60	
54652	PVMT SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	17	\$500.00	\$ 8,500.00	
54660	PVMT SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	17	\$500.00	\$ 8,500.00	
54664	PVMT SYMB MRKG SHARED LANE TY B, CL II	EA	3	\$250.00	\$ 750.00	

MOBILIZATION	\$	10,909.35	= 10% OF THE SUM OF BID ITEMS
SUBTOTAL	\$	120,002.83	
ENGINEERING	\$	12,000.28	10.0% OF SUBTOTAL
CONTINGENCIES	\$	24,000.57	20.0% OF SUBTOTAL
TOTAL	\$	156,003.68	
Network Version			
Regression Model:	Non-Linear		
District:	Staunton		
Pricing Model Date:	2/8/2022	Current To 11/2021 Letting	

Enter % based on Proj. specific conditions & requirements

Total Number of Bid items = 12

NOTE: 52003 NS TRAFFIC SIGNALIZATION covers signal timing/coordination updates at N Main Street and N Liberty Street.

