

FINAL REPORT | JULY 2024

DINKEL AVENUE/FRIEDENS CHURCH ROAD

SMALL AREA STUDY

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1

Project Background

The Central Shenandoah Planning District Commission (CSPDC) and Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO) initiated a Small Area Study for the Dinkel Avenue/Friedens Church Road corridor between I-81 Exit 240 in Rockingham County and Main Street (Virginia Route 42) in the Town of Bridgewater to develop a vision for the corridor matching anticipated future development.

1.1 Project Team

The project team included the people listed below alongside their organization.

- › Ann Cundy - CSPDC
- › Zach Beard - CSPDC
- › Garreth Bartholomew - CSPDC
- › Paula Melester - CSPDC
- › Ansley Heller - CSPDC
- › Brad Reed – VDOT Staunton Planning
- › Adam Campbell – VDOT Staunton Planning
- › Jeremy Mason – VDOT Staunton Planning
- › Shane McCabe – VDOT Staunton Planning
- › Don Komara – VDOT Harrisonburg Residency Engineer
- › Alex Wilmer – Town of Bridgewater
- › Dylan Nicely – Rockingham County
- › Casey Armstrong – Rockingham County
- › Stephen King – Rockingham County
- › Kayla Yankey – Rockingham County

- › Libby Clark – Town of Mount Crawford
- › Royce Hylton – Town of Mount Crawford
- › Neal Dillard – Town of Mount Crawford
- › Sean Becker – VHB Project Manager
- › Majeed Algomaiah – VHB Technical Lead
- › Chris Daily – VHB Project Support

1.2 Project Overview

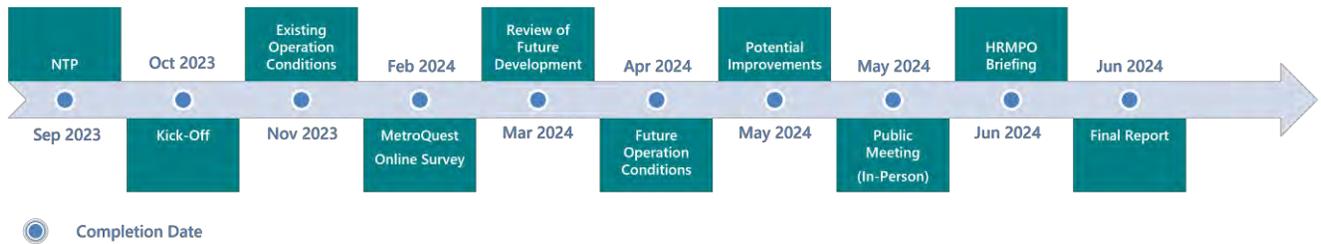
The Central Shenandoah Planning District Commission (CSPDC) and Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO) engaged VHB to support this Small Area Study. This corridor runs 3.28 miles through Rockingham County from I-81 Exit 240 to Main Street (VA-42) in downtown Bridgewater as shown in **Figure 1**. CSPDC/HRMPO goals for this study were to align the future projected land uses of this corridor with the transportation infrastructure by balancing multimodal needs with existing freight traffic and other demands. This study was completed as a companion to Rockingham County Comprehensive plan updates that occurred during the same time period.

Figure 1 Study Area Overview



This project analyzed existing corridor conditions and forecast future travel demand leveraging existing locality comprehensive plans, ultimately developing three (3) proposed typical roadway cross sections for the corridor. A summary of the project timeline is included below in **Figure 2**. Public engagement (both virtual and in person) was completed as part of this project to gain insights on areas of concern and interest along the corridor. A project presentation and briefing to the HRMPO Policy Board was completed on June 20, 2024.

Figure 2 Study Timeline



1.3 Methodology

This section summarizes the methodology follow for the Dinkel Avenue/Friedens Church Small Area Study, results of these analyses are discussed in subsequent chapters. Analysis and review completed under this study included:

- › Traffic Data Collection
- › Crash Data Analysis
- › Existing Operation Conditions
- › Review of Comprehensive Plans and Future Developments
- › Traffic Forecasting
- › Future Operation Conditions
- › Potential Improvement

The study area was divided into several segments. with different characteristics as shown in **Figure 3**. Also, **Table 1** below summarizes the details of segments in terms of length, number of lanes, lane width, and posted speed.

Figure 3 Study Area Segments

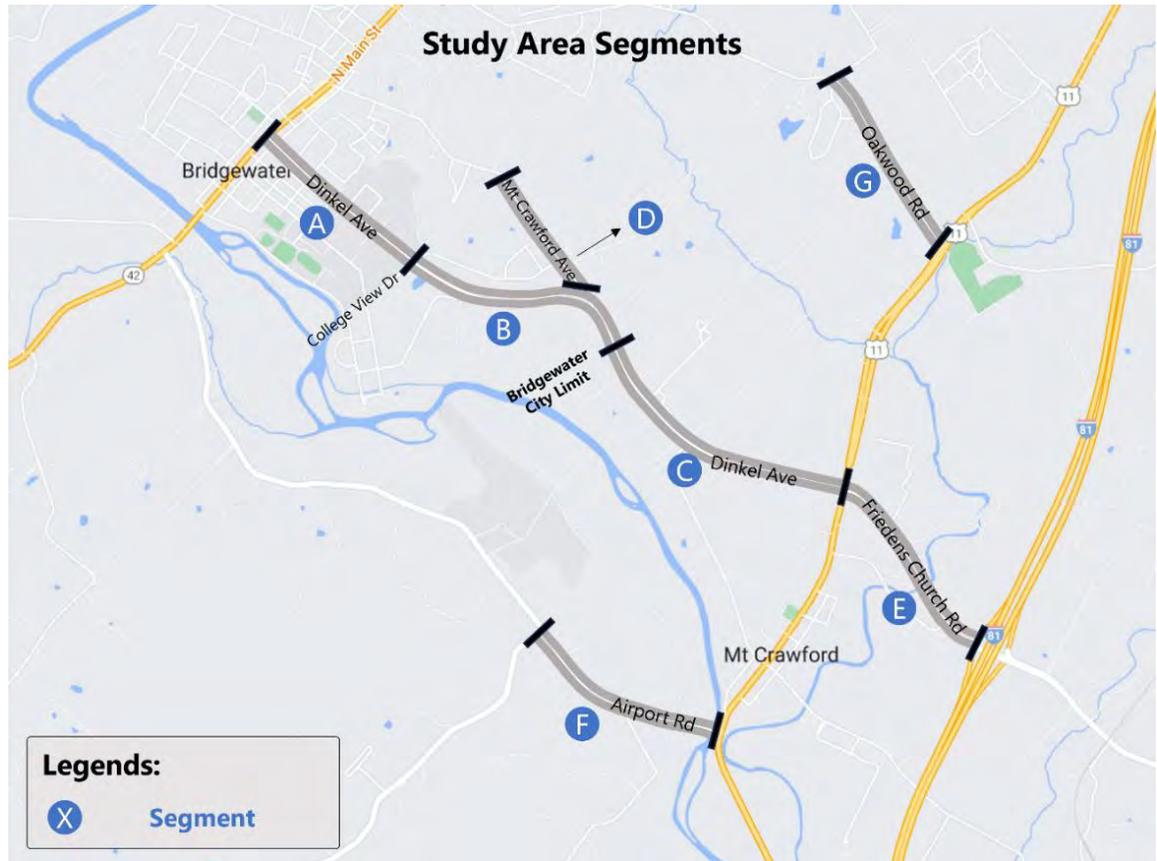


Table 1 Study Area Segment Details

Segment	Road Name	Start	End	Length (mile)	Number of Lanes	Posted Speed (mph)
A	Dinkel Ave	N Main St	College View Dr	0.68	2	25
B	Dinkel Ave	College View Dr	Bridgewater City Limit	1.06	2	45
C	Dinkel Ave	Bridgewater City Limit	US-11	0.76	2	55
D	Mt Crawford Ave	College View Dr	Dinkel Ave	0.22	2	40
E	Friedens Church Rd	US-11	I-81 Ramps	0.74	4	55
F	Airport Rd	US-11	Route 698	0.76	2	45
G*	Oakwood Dr	Lewis Byrd Dr	US-11	0.51	2	45

* Review of this segment was based on VDOT provided data

1.3.1 Data Collection

The study team partnered with Peggy Malone Associates (PMA) to collect traffic counts as identified in the project scope of work, including those listed below. Additional detail on data collection is provided in 2.2.1

- › **48-hour Tube Count with Vehicle Classification**
 - Dinkel Ave between N Liberty St and N 3rd St
 - Dinkel Ave between College View Dr and Mt Crawford Ave
 - Dinkel Ave between Old Bridgewater Rd and Shenandoah's Pride Dairy entrance
 - Mt Crawford Ave between College View Dr and Dinkel Ave
 - Friedens Church Rd between US-11 and future Parsons Ct
 - Airport Rd between US-11 and VA-698/Wise Hollow Rd
- › **12-Hour Turning Movement Count with Vehicle Classification**
 - Dinkel Ave & Mt. Crawford Ave
- › **6-Hour AM/PM Peak Turning Movement Count with Vehicle Classification**
 - Dinkel Ave & VA-42
 - Dinkel Ave & Don Liten Pkwy
 - Dinkel Ave & Old Bridgewater Rd
 - Dinkel Ave & US-11

1.3.2 Crash Analysis

The crash data is a major indicator of the safety status at the study corridor. To support a robust review of the crash history along the study corridor, the team gathered crash data from VDOT website for six-year span from 2018 to 2023. The following aspects of crash data were considered in the crash analysis along the study corridor:

- › **Crash Type**
- › **Crash Severity**

1.3.3 Existing Corridor Analysis

To understand existing conditions, several types of traffic data were collected and analyzed. Information about the existing operation conditions of the corridor was gathered through field traffic count data collection, data provided by VDOT, and desktop reviews, crash data. The study team conducted the operational analysis of the study corridor using *HCS 2023* software as outlined by VDOT Traffic Operations and Safety Analysis Manual (*TOSAM*), and was evaluated on a segment basis rather than studying individual intersection operations. Measures of effectiveness for this project were coordinated with CSPDC and selected as:

- › **Follower Density (followers/mile/lane)**
- › **Percent Followers (%)**

1.3.4 Review of Comprehensive Plans and Future Developments

To anticipate the additional future traffic along the study corridor, comprehensive plans for the Town of Bridgewater, Town of Mount Crawford, and Rockingham County were reviewed and a series of meetings was held with locality staff to discuss potential developments impacting the corridor. Developments were categorized into known, anticipated, and speculative to account for the likelihood of the development materializing and allow for appropriate factors to be applied when generating traffic volumes. The study team utilized the following sources:

- › Rockingham County Comprehensive Plan
- › Town of Mount Crawford Comprehensive Plan
- › VDOT Staunton Planning
- › Additional maps and interviews with locality staff

1.3.5 Traffic Forecasting

After gathering data and information from the review of comprehensive plans and future developments, the study team considered multiple layers of anticipated additional traffic volumes. The Institute of Transportation Engineers (*ITE Trip Generation Manual*, 11th Edition), was used to determine site-generated traffic for the known developments and re-zoned lands located within the vicinity of the study corridor. The traffic forecasting considered the following layers:

- › Known and Anticipated Developments
- › Re-Zoned Lands
- › General Traffic Growth

1.3.6 Future Corridor Analysis

The forecasted traffic volumes were utilized to conduct operational analysis using as same analysis method and measure of effectiveness as the existing conditions in *HCS 2023*. The future operations conditions considered two different years as requested by CSPDC/HRMPO, and VDOT:

- › Future Interim Year (2035)
- › Future Forecast Year (2045)

1.3.7 Potential Improvements

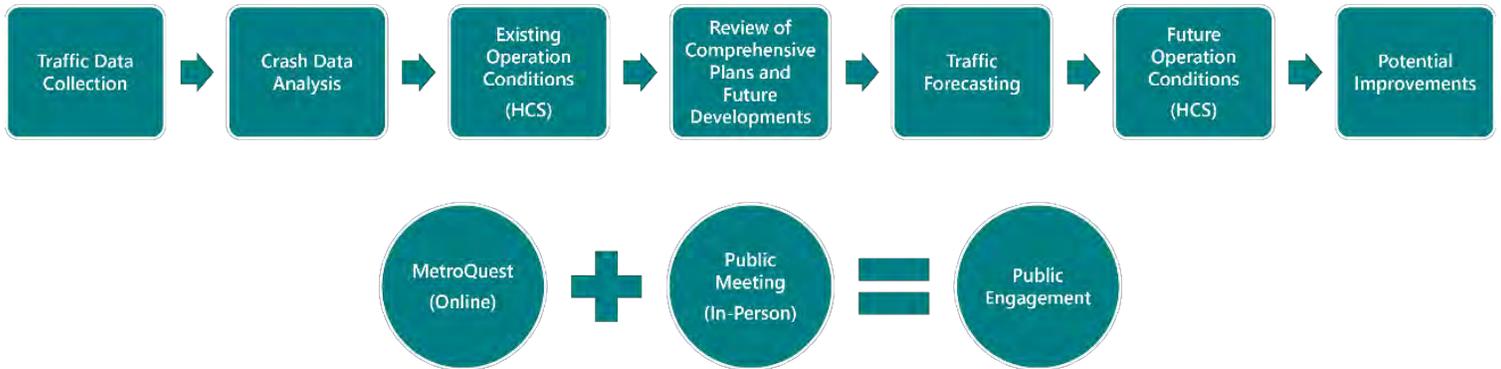
From the analysis of crash data, existing operation conditions, future operation conditions, and feedback from the public (methodology discussed in Chapter 3), the study team proposed improvements to include the following:

- › Typical Roadway Cross Sections
- › Potential Pedestrian and Bike Enhancement
- › Potential Change of Control Device
- › Potential Access Improvements

1.3.8 Summary of Methodology

The components of previous sections along with public engagement components are form the methodology of this study. Figure 4 summarizes the main phases of the methodology in this study.

Figure 4 Summary of Methodology





2

Corridor Analysis

This section describes the existing safety and operational conditions and the future operational conditions of the study corridor. It also outlines the anticipated the additional future traffic based on the reviewed comprehensive plans and locality engagement.

2.1 Crash Analysis

To analyze crash data, the study team develop a summary of crashes by severity and types in maps and figures. The following sections show the details of crash history by highlighting the locations and the percentages of each crash type and crash severity. For the full crash summary table, refer to **Appendix A**.

2.1.1 Crash Types

Figure 5 and **Figure 6** illustrate the details of crashes by type along the corridor. From the figures, the intersection of Dinkel Ave and US-11 had the highest crashes along the corridor with rear-end and angle crashes being the predominant crash type. The second highest location is the intersection of Dinkel Ave and Main Street with angle crashes being the predominant crash type.

Since a six-year time horizon was evaluated neither location would be considered as a crash hotspot or indicated a trend in crashes.

Figure 5 Crash Type Diagram of the Study Corridor (1 of 2)



Crash Type Diagram (1 of 2) Analysis Period: 2018 –2023

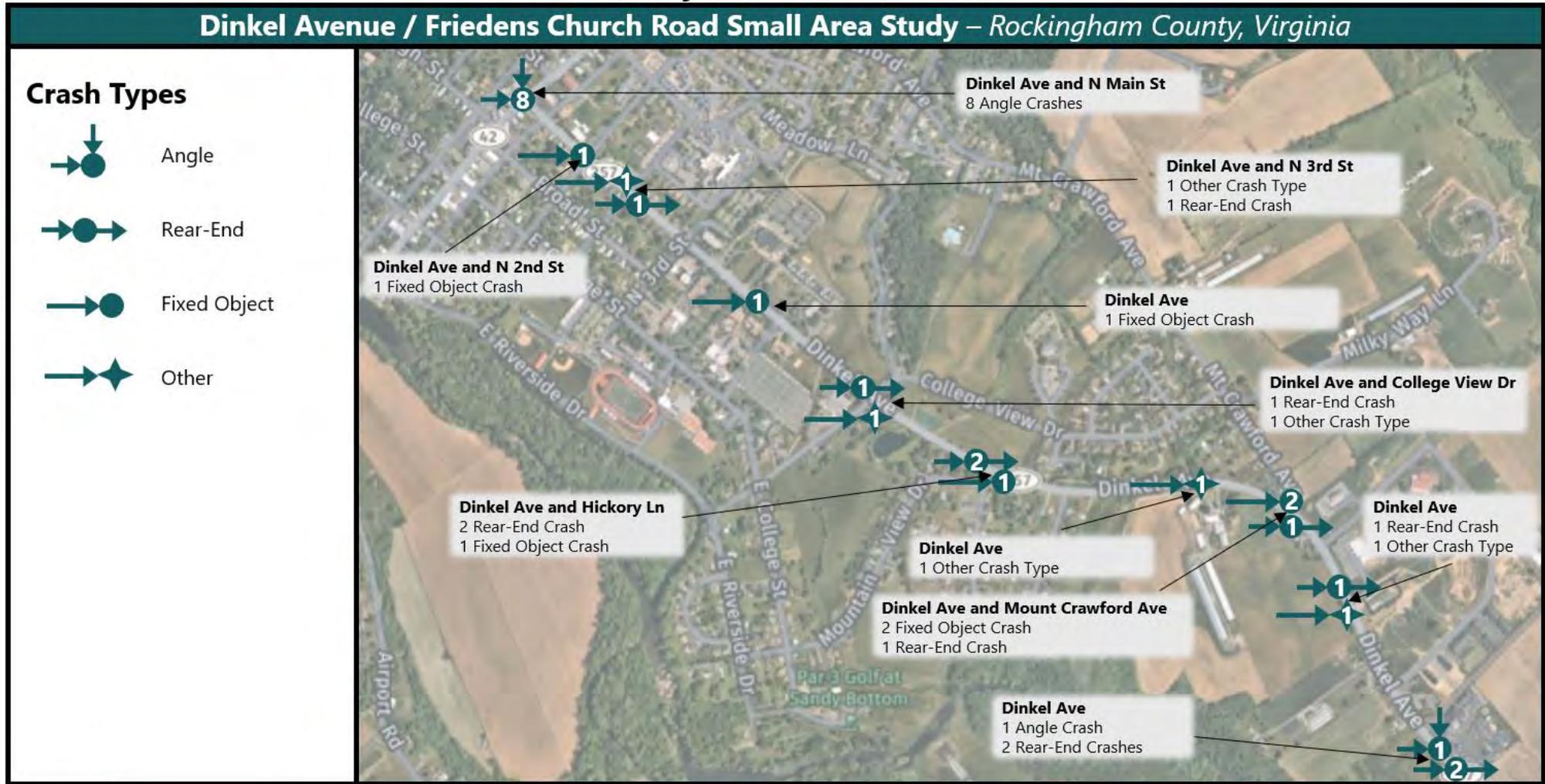


Figure 6 Crash Type Diagram of the Study Corridor (2 of 2)



Crash Type Diagram (2 of 2) Analysis Period: 2018 –2023

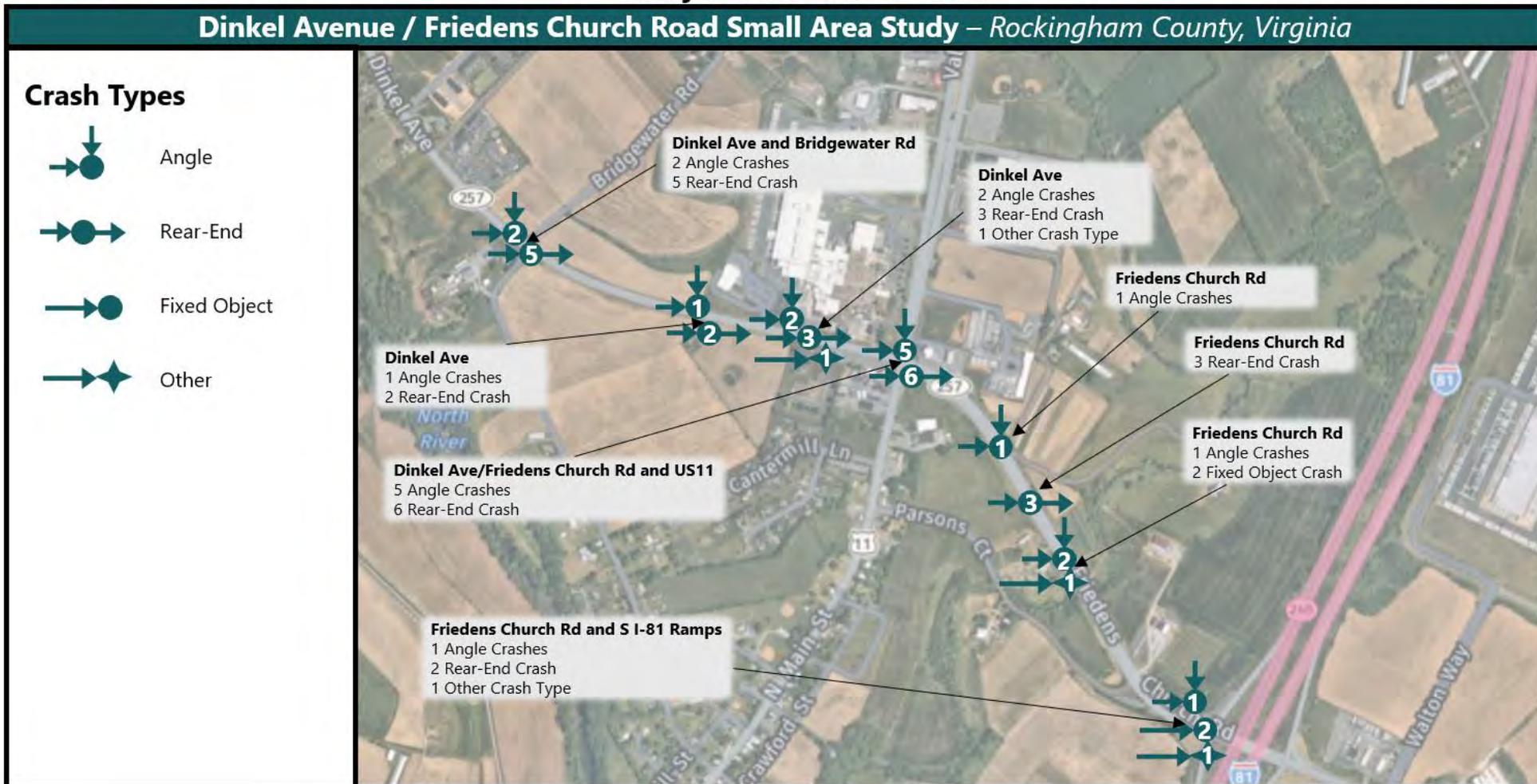
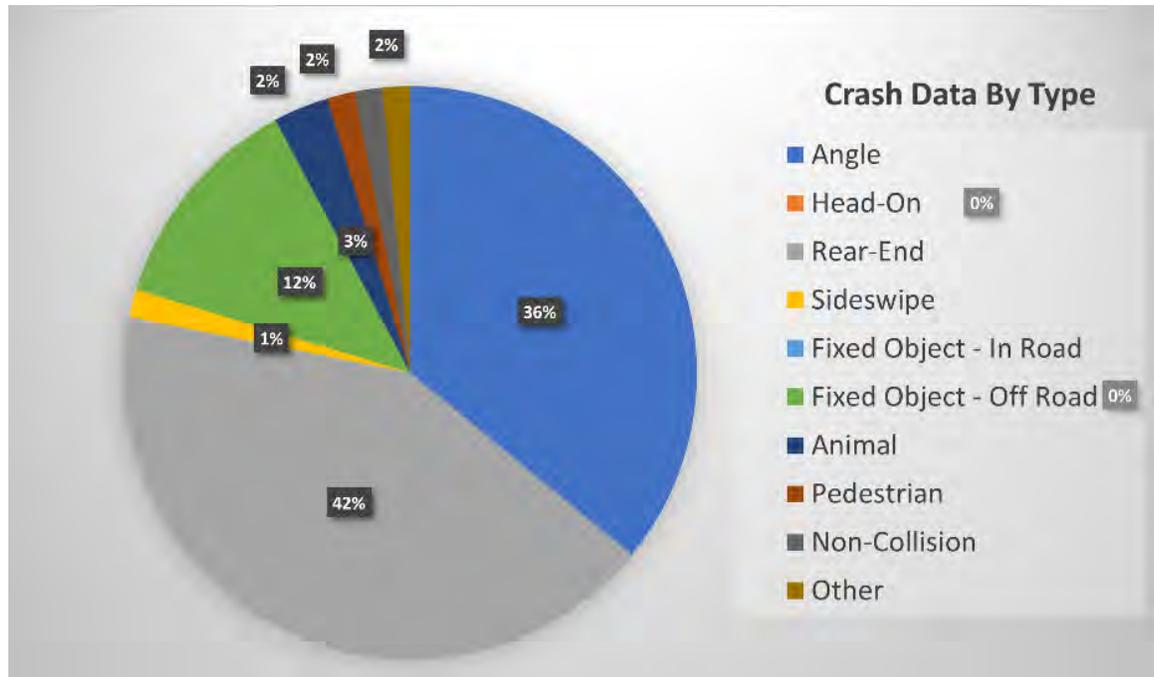


Figure 7 shows a breakdown of crashes by type along the corridor. Along the entire corridor, rear-end (42%) and angle (36%) are the predominant crash types.

Figure 7 Crash Data by Type



2.1.1 Crash Severity

Figure 8 and **Figure 9** illustrate the details of crashes along the corridor in terms of crash severity. From the figures, the intersection of Dinkel Ave and US-11 has the highest crashes along the corridor with property damage only (PDO) and visible injury (B) being the predominant crash severity. The second highest location is the intersection of Dinkel Ave and Main Street with PDO being the predominant crash severity. As shown in the figure, no fatal or ambulatory injuries were recorded on the study corridor during the period of crash evaluation.

Figure 8 Crash Severity Diagram of the Study Corridor (1 of 2)



Crash Severity Diagram (1 of 2) Analysis Period: 2018 – 2023

Dinkel Avenue / Friedens Church Road Small Area Study – Rockingham County, Virginia

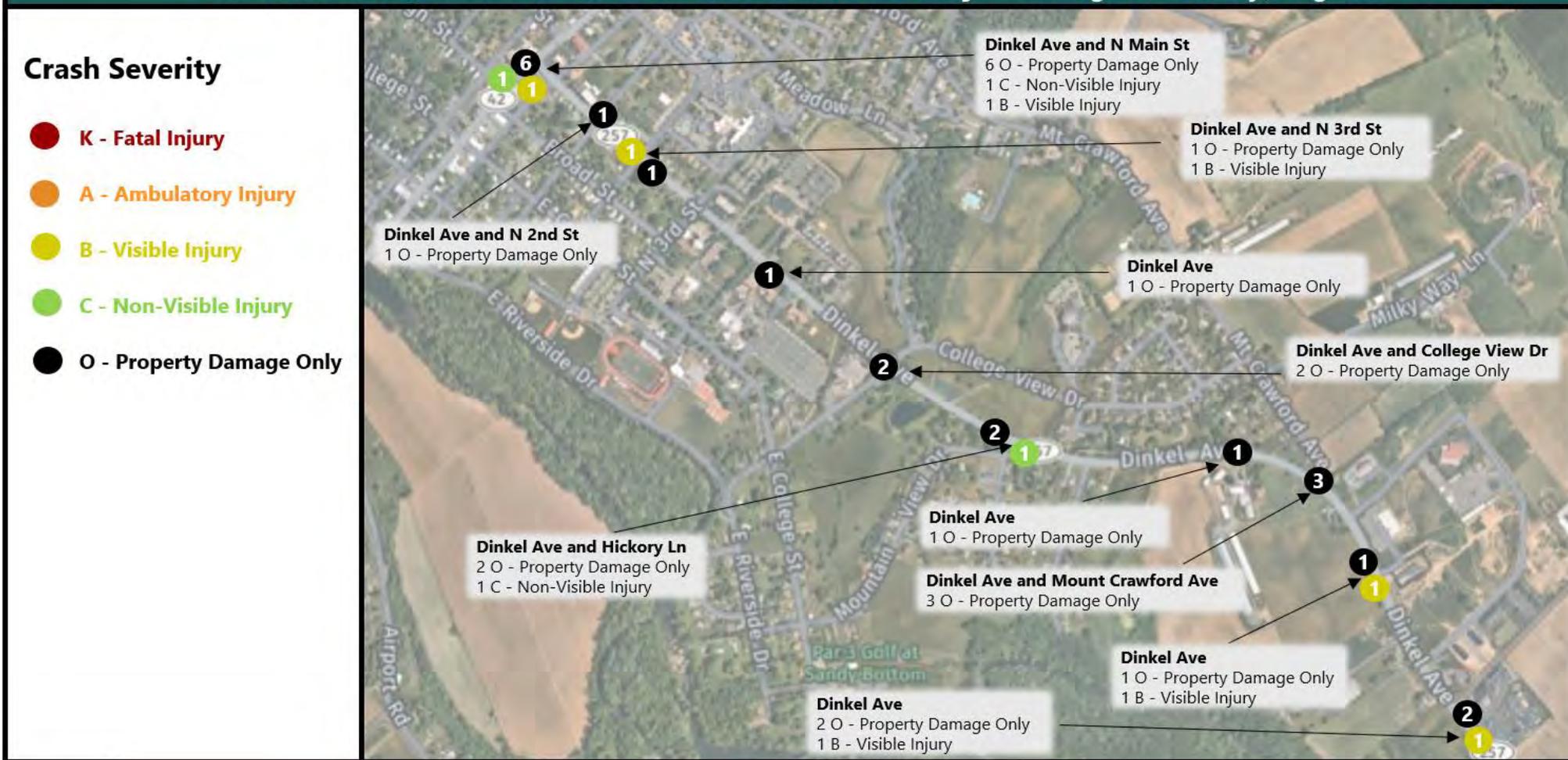


Figure 9 Crash Severity Diagram of the Study Corridor (2 of 2)



Crash Severity Diagram (2 of 2) Analysis Period: 2018 –2023

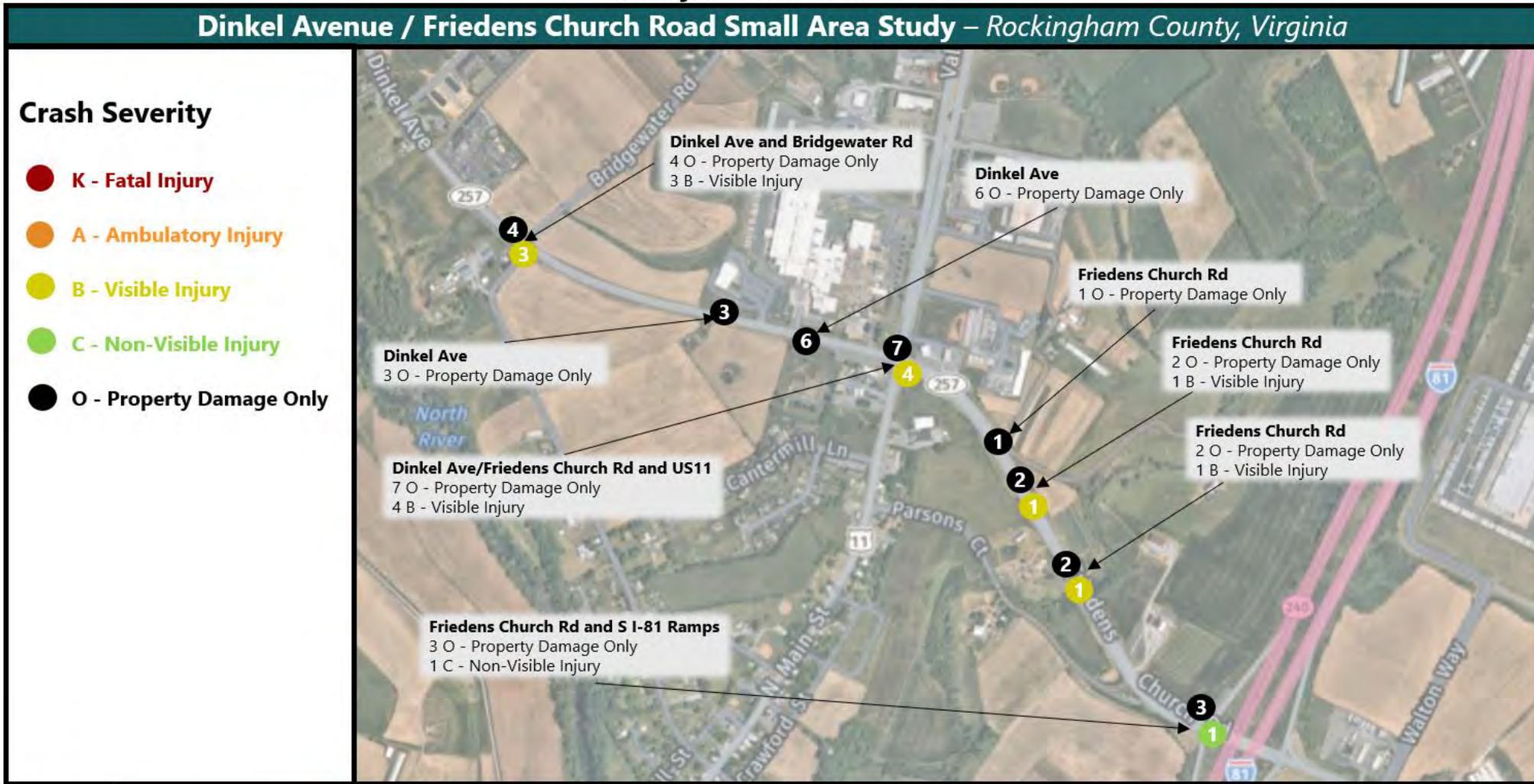
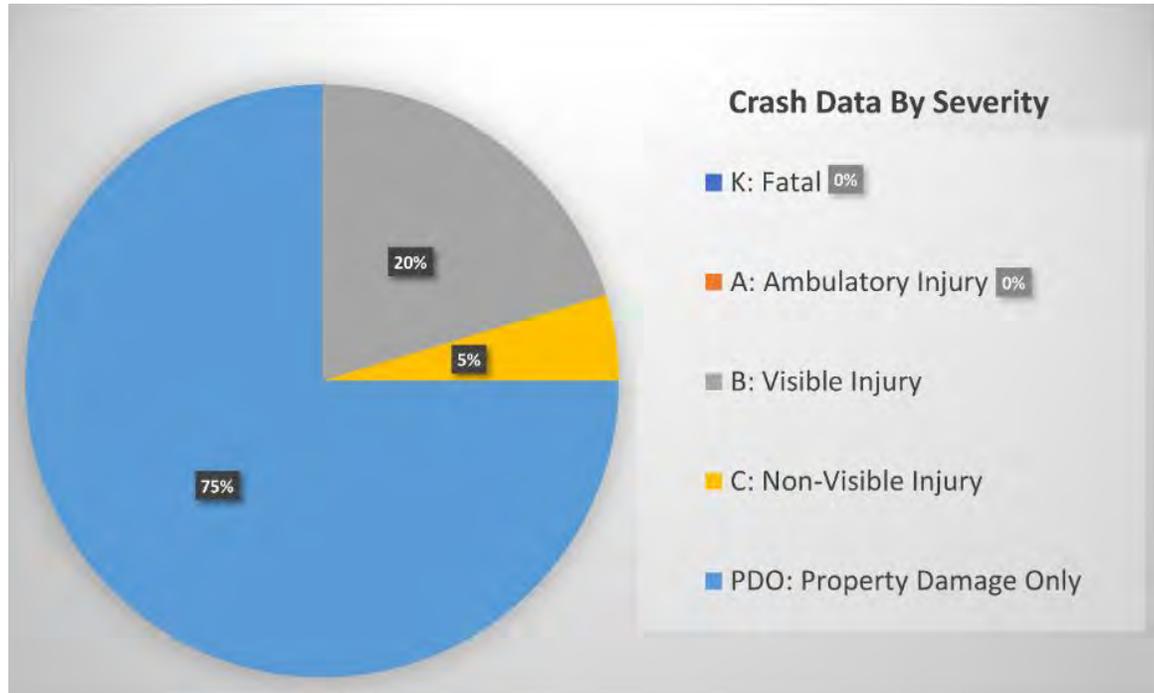


Figure 10 shows a breakdown of crashes along the corridor by severity. Along the entire study corridor, PDO crashes are the predominant crash type at 75% of crashes. The crash severity figure also shows that there were no fatal (K) nor ambulatory injury (A) crashes along the corridor during the study period (2018 to 2023).

Figure 10 Crash Severity in Percentage



2.2 Existing Conditions

The collection of traffic data is integral to effective traffic operation analysis, and provides the foundational information to forecast future traffic demand. The study team utilized the morning peak and afternoon peak hour volumes to understand the level of service at the corridor and the heavy vehicle percentages. This approach highlighted periods of maximum demand, enabling a focused evaluation of traffic flow patterns and potential areas for improvement or intervention.

2.2.1 Existing Traffic Volumes

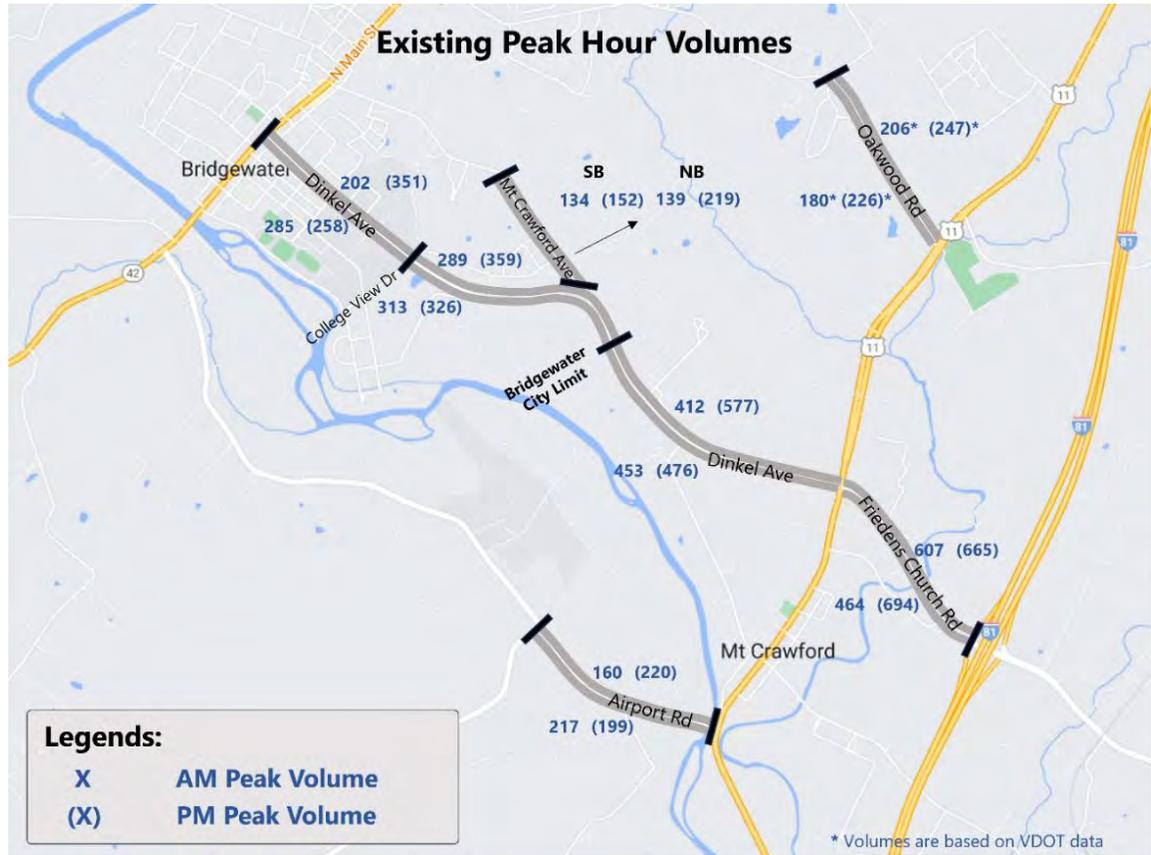
The traffic data collection was conducted on Tuesday October 10, 2023 and Wednesday October 11, 2023 at multiple locations along the corridor:

- › Dinkel Ave between N Liberty St and N 3rd St
- › Dinkel Ave between College View Dr and Mt Crawford Ave
- › Dinkel Ave between Old Bridgewater Rd and Shenandoah’s Pride Dairy entrance
- › Friedens Church Rd between US-11 and future Parsons Ct

The locations represent four different segments along the study corridor. To understand the context of the study area and support analysis of truck routing patterns, data was also collected

at Airport Rd between US-11 and VA-698/Wise Hollow Rd and Mt Crawford Ave between College View Dr and Dinkel Ave. VDOT provided data for Oakwood Rd between US-11 and Lewis Byrd Rd to support a further review of truck routing patterns. **Figure 11** illustrates the existing peak hour volumes at the study area. For the full data collection report, refer to **Appendix B**.

Figure 11 Existing Peak Hour Volumes



From **Figure 11**, the existing peak hour volumes do not indicate excessively high volumes. The highest traffic volumes are along the segment of Friedens Church Rd between US-11 and future Parsons Ct, whereas the lowest traffic volumes are along Mt Crawford Ave between College View Dr and Dinkel Ave.

2.2.2 Existing Traffic Operations

The existing corridor operations were analyzed using the operational analysis tool *HCS 2023*. The Highways Analysis tool in *HCS 2023* is a software component designed to evaluate the performance and operational characteristics of two-lane and multi-lane highways. The software assesses the capacity, level of service (LOS), and various performance measures for segments along the corridor. LOS is the main Measure of Effectiveness (MOE) and it is based on follower density as described in **Table 2**.

Table 2 LOS Criteria Based on Follower Density

LOS	Follower Density (followers/mi/ln)	
	Higher-Speed Highways (Posted Speed Limit ≥ 50 mi/h)	Lower-Speed Highways (Posted Speed Limit < 50 mi/h)
A	≤ 2.0	≤ 2.5
B	> 2.0 – 4.0	> 2.5 – 5.0
C	> 4.0 – 8.0	> 5.0 – 10.0
D	> 8.0 – 12.0	> 10.0 – 15.0
E	> 12.0	> 15.0
F	Demand Exceeds Capacity	

Level of service (LOS) was evaluated for each of each segment for both direction during AM and PM peaks. The existing corridor analysis also included volume-to-capacity (v/c) ratio, follower density, and percent followers. The results are summarized below in **Table 3**. Based on the LOS and v/c results, all corridor segments have sufficient capacity to accommodate the existing traffic demand as the highest v/c ratio is 0.33 (33% of the segment capacity is utilized by existing traffic). The maximum percent followers was 64% on Dinkel Ave between Bridgewater City Limit and US-11. For the full HCS analysis results of existing conditions, refer to **Appendix C**.

Follower Density was not reported for Segment E since that has a 4-lane cross section. HCS follower density can only be analyzed on 2-lane cross sections in *HCS 2023*. Segment E instead used Density reported in passenger cars per mile per lane for analysis and still resulted in a Level of Service of A. As evidenced by the v/c ratio and LOS for this segment, capacity is more than sufficient in existing conditions.

Table 3 Existing HCS Analysis Results

Segment Details					AM				PM			
ID	Road	Start	End	Direction	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)
A	Dinkel Ave	N Main St	College View Dr	NB	0.16	4.8	B	45.0	0.22	7.6	C	51.7
				SB	0.19	6.2	C	48.6	0.19	6.4	C	49.1
B	Dinkel Ave	College View Dr	Bridgewater City Limit	EB	0.23	4.4	B	52.0	0.21	3.9	B	50.1
				WB	0.23	4.4	B	51.9	0.24	4.7	B	53.0
C	Dinkel Ave	Bridgewater City Limit	US-11	EB	0.33	6.6	C	60.0	0.30	5.9	C	57.9
				WB	0.28	5.2	C	55.9	0.38	8.2	D	64.0
E	Friedens Church Rd	US-11	I-81 Ramps	EB	0.14	-	A	-	0.23	-	A	-
				WB	0.20	-	A	-	0.21	-	A	-

Figure 12 and **Figure 13** summarize the existing level of service (LOS) along the study corridor during AM and PM peaks, respectively. The lowest existing LOS is D at Dinkel Ave between Bridgewater City Limit and US-11. The highest LOS is A at Friedens Church Rd between US-11 and I-81 Ramps. Based on the *HCS* analysis results, all segments operate acceptably under existing conditions as the service does not fail (LOS F).

Figure 12 Level of Service of Existing Conditions During AM Peak Hour

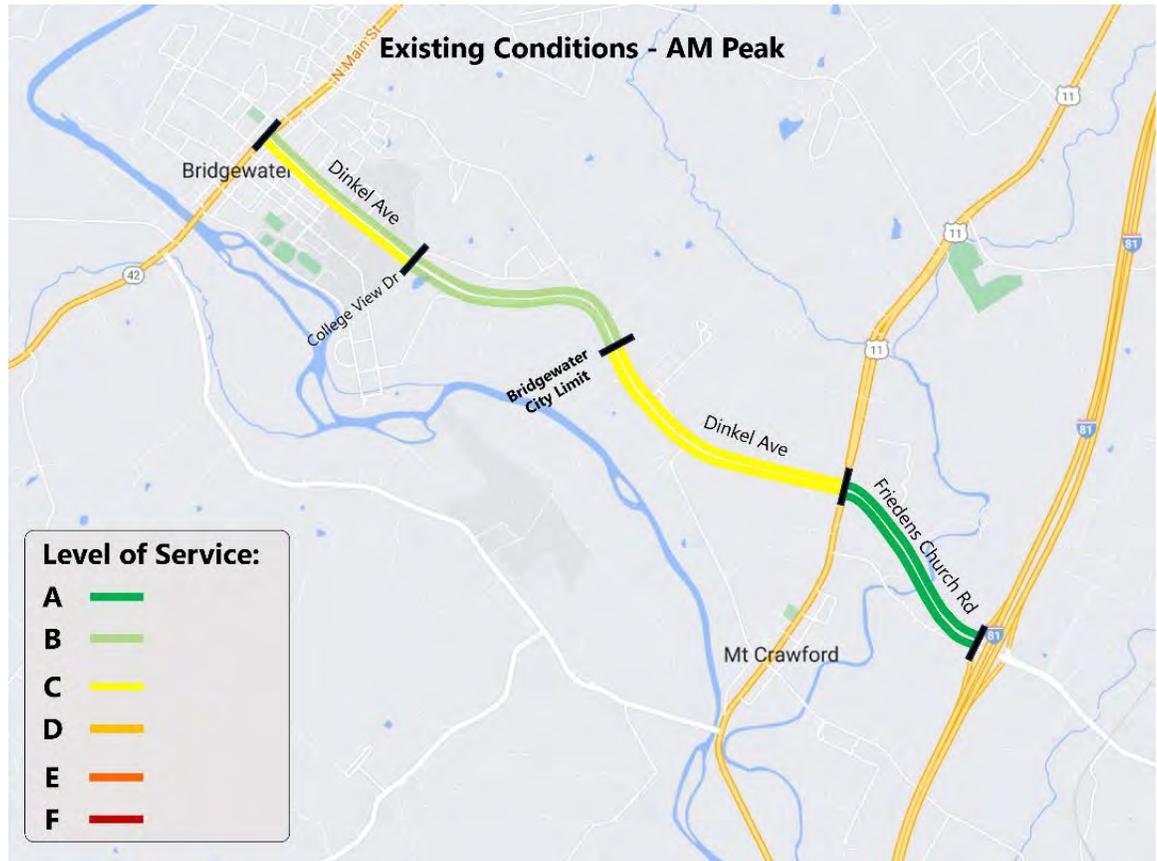


Figure 13 Level of Service of Existing Conditions During PM Peak Hour



2.2.3 Existing Truck Routing

Based on collected traffic volumes for the Dinkel Avenue Small Area Study and the data provided by VDOT, **Figure 14** illustrates the daily heavy vehicle routing and percentages for the existing conditions. The existing truck percentages (HV%) for the entire weekday and during peak hours are included in **Appendix D**. From **Figure 14**, Friedens Church Road has the highest truck percentage and the higher number of trucks for the entire day, while Mt Crawford Ave has the lowest.

Figure 15 shows the truck percentages during AM and PM peaks. Due to the nature of travel patterns to and from Interstate 81, there is a noticeable difference in volume by direction (NB vs SB and WB vs EB) and peak hours (AM vs PM). Mt Crawford Ave, Oakwood Dr, and Airport Rd have very low truck volumes during peak hours (less than 10 veh/hr). The three corridor segments making up Dinkel Ave have relatively low truck volumes during peak hours (less than 23 veh/hr). The highest truck volumes during peak hours are on Friedens Church Road with up to 54 veh/hr due to the surrounding industrial land use and the access to Interstate 81, and connection to US-11.

Figure 14 Existing Daily Heavy Vehicle Volume and Percentage by Segment

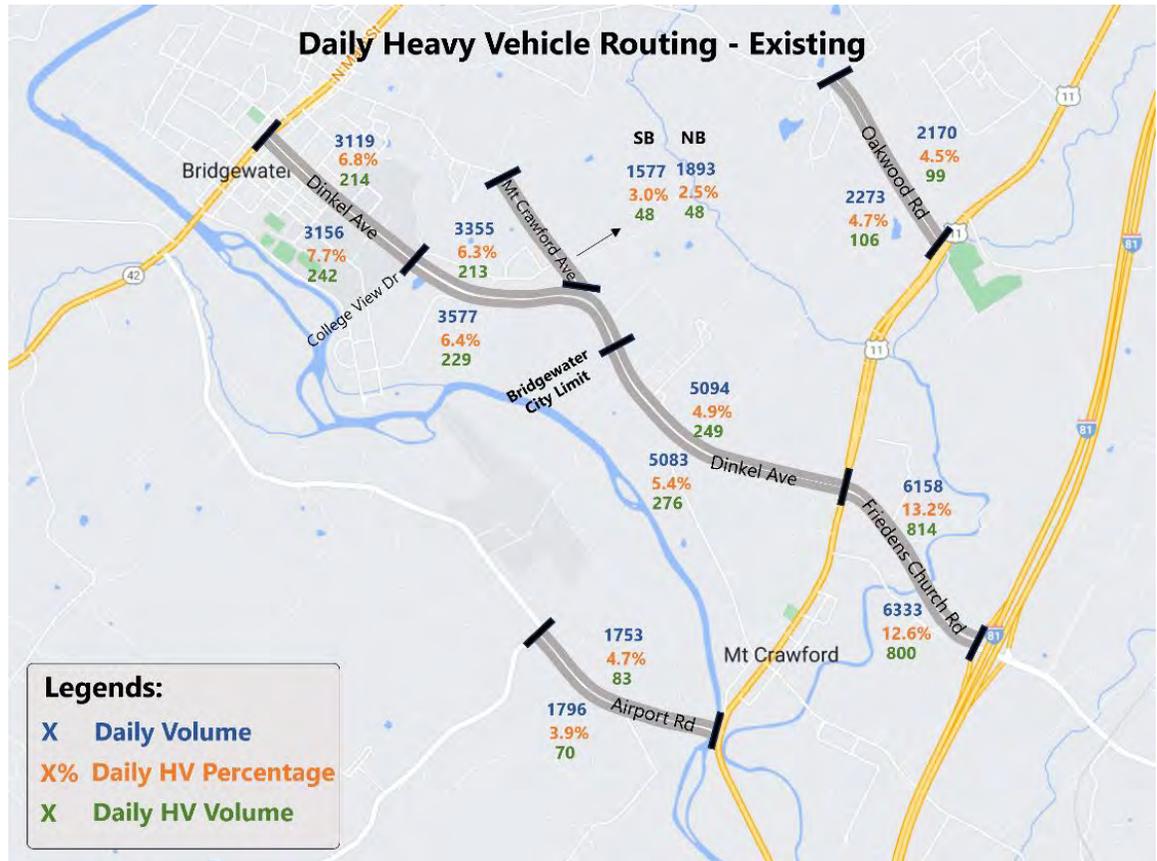
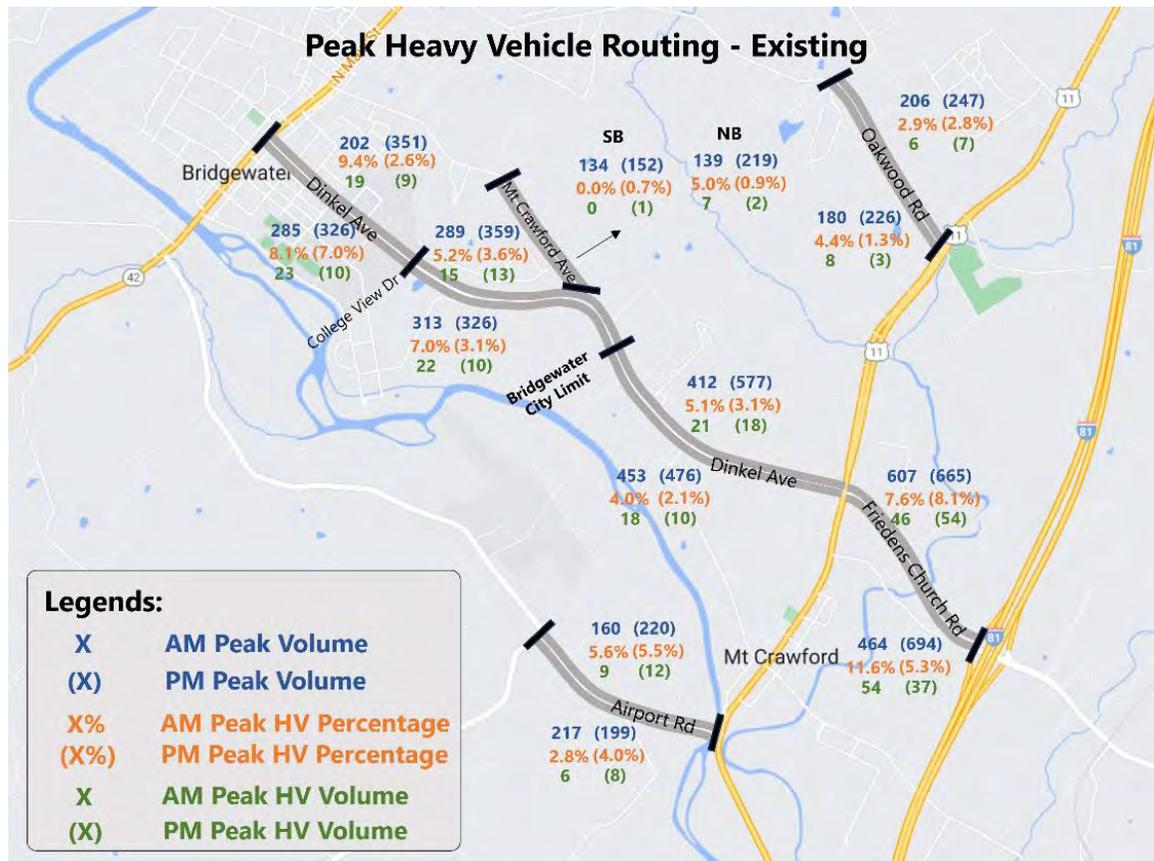


Figure 15 Existing Peak Hour Heavy Vehicle Volume and Percentage



2.3 Study Area Land Development

Consistent with the purpose of this Small Area Study, the Dinkel Avenue/Friedens Church Road corridor is anticipated to have developments and changes in land use in the coming decades. The introduction of new developments may have an impact on traffic operations in the surrounding areas. As residential, commercial, or industrial projects increase in number, they typically attract more vehicles, leading to higher traffic volumes and possibly congestion, which may warrant changes to signage, intersection control, or roadway cross sections depending on the level of impact.

Land development forecasting is a planning level exercise based on best available information. As such, there is considerable ambiguity in forecasting impacts of future developments. Numerous factors need to be considered including economic trends, population shifts, regulatory changes, and market demand. However, it is possible to reach an approximate traffic growth rate and additional trips through taking into consideration the known and anticipated developments, re-zoned lands, and general growth rate.

As part of the review of future developments along the project corridor, the study team established a ratio to be applied to each development based on whether the development was known (i.e. will assuredly be developed), anticipated (high likelihood of development), or

speculative (high uncertainty around whether development will materialize). All the developments within the study area are classified as either Known or Anticipated based on the project status. Parcels that have already been rezoned are classified as speculative because there no known developments with specific project type yet. Parcels that may be rezoned in the future are captured in the through background growth rate established for the corridor. **Table 4** shows the percentage of considered trips from future developments.

Table 4 Development Trip Generation Factors

Development Status	Trip Generation Adjustment
Known	100%
Anticipated	75%
Speculative	25%

2.3.1 Future Developments and Parcel Rezoning

Based on gathered data from Rockingham County, the Town of Bridgewater, the Town of Mount Crawford, VDOT, and other stakeholders, the study team identified several known and anticipated developments. This process was iterative, consisting of reviewing the locality comprehensive plans, available GIS data, traffic impact analysis for planned developments, and multiple rounds of meetings with stakeholders. **Table 5** summarizes the details of known and anticipated developments.

Table 5 Known and Anticipated Developments within the Study Area

#	Category	Comment	Size	Opening Year	Source	Status
1	Commercial	Buc-ees	74,000 SF	2024	Buc-ee's Operations and Safety Analysis Report	Known
2	Industrial	Warehouse	11,000 SF	2024	Rockingham County, VA	Anticipated
3	Residential	Townhouses	130 Units	2024	Town of Bridgewater	Known
4	Medical	Clinic	5,100 SF	2024	Town of Bridgewater	Known
5	Commercial	Sheetz	18 Pumps	2024	TIA from VDOT	Known
6	Residential	Townhouses	263 Units	2025	TIA from VDOT	Known
7	Residential	Townhouses	17 Units	2025	Town of Mount Crawford	Known
8	Commercial	Hotel (Next to Buc-ees)	250 Rooms	2035	Buc-ee's Operations and Safety Analysis Report	Anticipated
9	Commercial	Restaurants (Next to Buc-ees)	5,000 SF	2035	Buc-ee's Operations and Safety Analysis Report	Anticipated

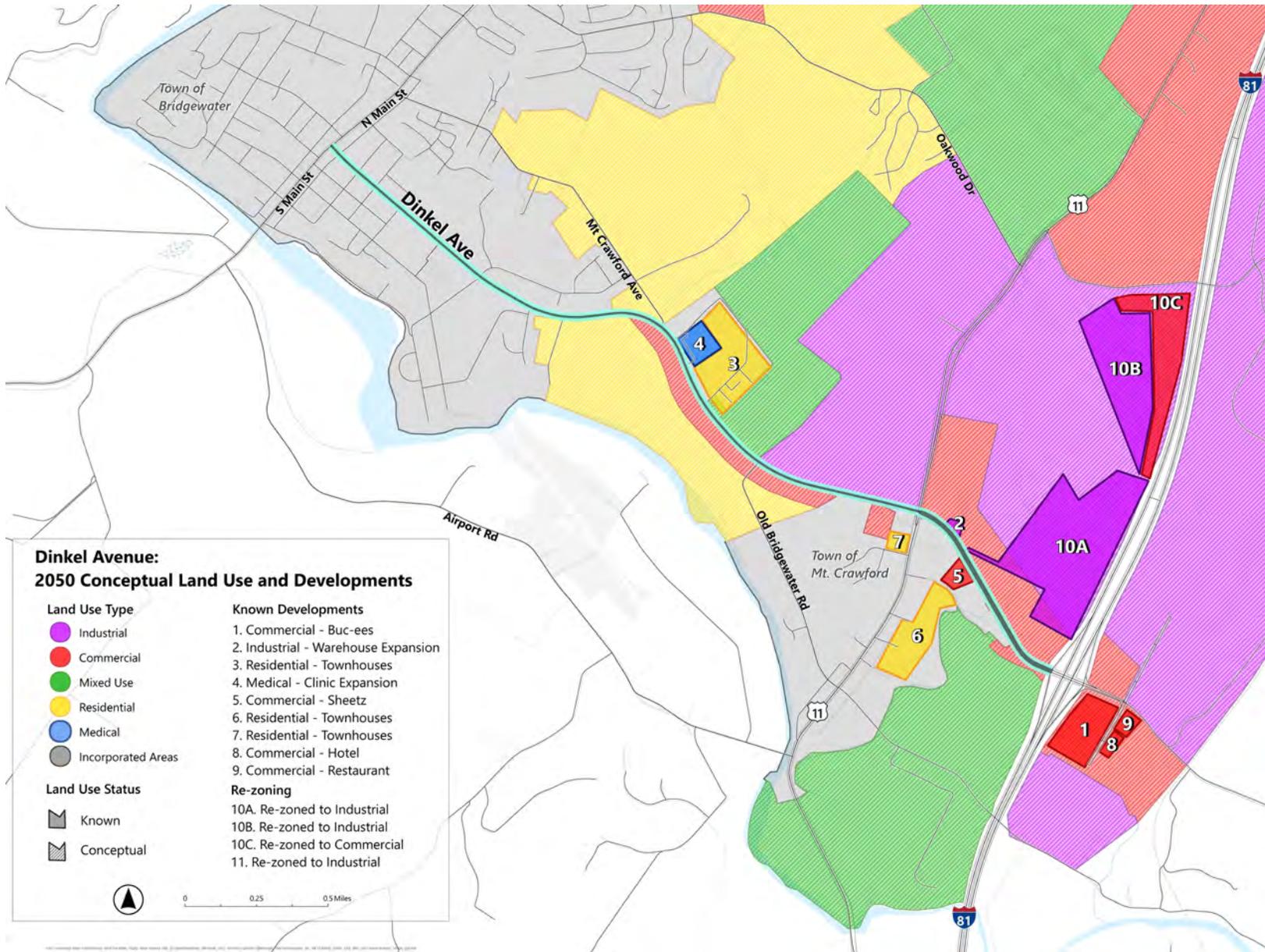
Rockingham County provided information related to the approved re-zoning within the study area. **Table 6** below summarizes the details of the re-zoned lands.

Table 6 Speculative Developments within the Study Area

#	Category	Comment	Size	Opening Year	Source	Status
10A	Industrial	Rezoned Land to I1	127.7 Acre	2040	Rockingham County	Speculative
10B	Industrial	Rezoned Land to I1	54.7 Acre	2040	Rockingham County	Speculative
10C	Commercial	Rezoned Land to B1	43.8 Acre	2040	Rockingham County	Speculative
11	Industrial	Rezoned Land I1	81.9 Acre	2040	Rockingham County	Speculative

Figure 16 below illustrates the location and details of the future developments and the approved re-zoned lands along with 2050 conceptual land use from Rockingham County.

Figure 16 Future Developments and 2050 Conceptual Land Use



2.3.2 Background Growth

In traffic forecasting, the background growth rate refers to the projected increase in traffic volumes over time due to general factors such as population growth, economic development, and changes in land use. The study team relied on two major sources to set the background growth rate. First, the population growth for Rockingham County was utilized as shown in **Table 7**. Second, the population growth within the study area was also considered using Census Tract 115 and Census Tract 116 as shown in **Figure 17** and **Table 8**.

Table 7 Population Growth in Rockingham County

Year	Population	Growth %
2000	67725	Start Year
2010	76314	1.20%
2020	83757	0.93%
2030	89893	0.71%
2040	96465	0.71%
2050	104481	0.80%
Average		0.87%

Figure 17 Census Tracts within the Study Area

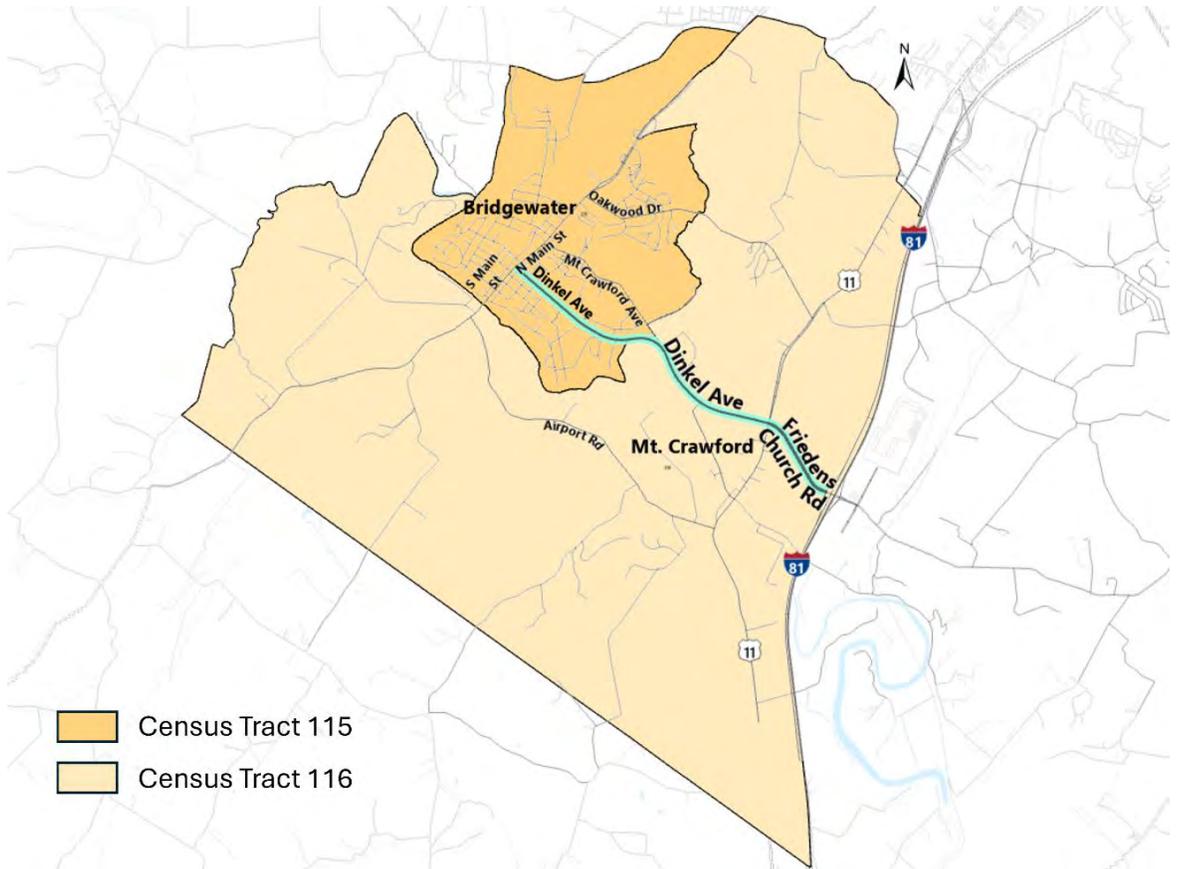


Table 8 Population Growth within the Study Area

Census tract: 115			Census tract: 116		
Year	Population	Growth %	Year	Population	Growth %
2010	5847	Start Year	2010	2031	Start Year
2011	5796	-0.87%	2011	1961	-3.45%
2012	5791	-0.09%	2012	2041	4.08%
2013	5954	2.81%	2013	2138	4.75%
2014	6004	0.84%	2014	2171	1.54%
2015	6005	0.02%	2015	2084	-4.01%
2016	6057	0.87%	2016	2189	5.04%
2017	6161	1.72%	2017	2197	0.37%
2018	6090	-1.15%	2018	2181	-0.73%
2019	6127	0.61%	2019	2111	-3.21%
Average		0.53%	Average		0.49%
Average Study Area Population Growth					0.51%

Rockingham County growth rate average in **Table 7** is 0.87%, while the average growth rate within the study area based on Census Data in **Table 8** is 0.51%. To account for other potential rezoning or developments that are unrealized as of the time of this analysis, the study team selected a high growth rate of 1%.

2.4 Future Conditions

After finding the generated trips from the known, anticipated, and speculative developments and growing the volumes for future years, the traffic volumes of future interim year (2035) and future forecast year (2045) were identified. Forecasting to 2045 was proposed and accepted by the project team to provide a reasonable time horizon which correlates with typical planning practices. Analyzing a 2035 interim year allowed for additional granularity to understand the nearer term impacts of major developments along and adjacent to the corridor. The future traffic volumes were used to analyze the corridor and make recommendations for corridor adjustments that could be studied further.

2.4.1 Future Traffic Volumes

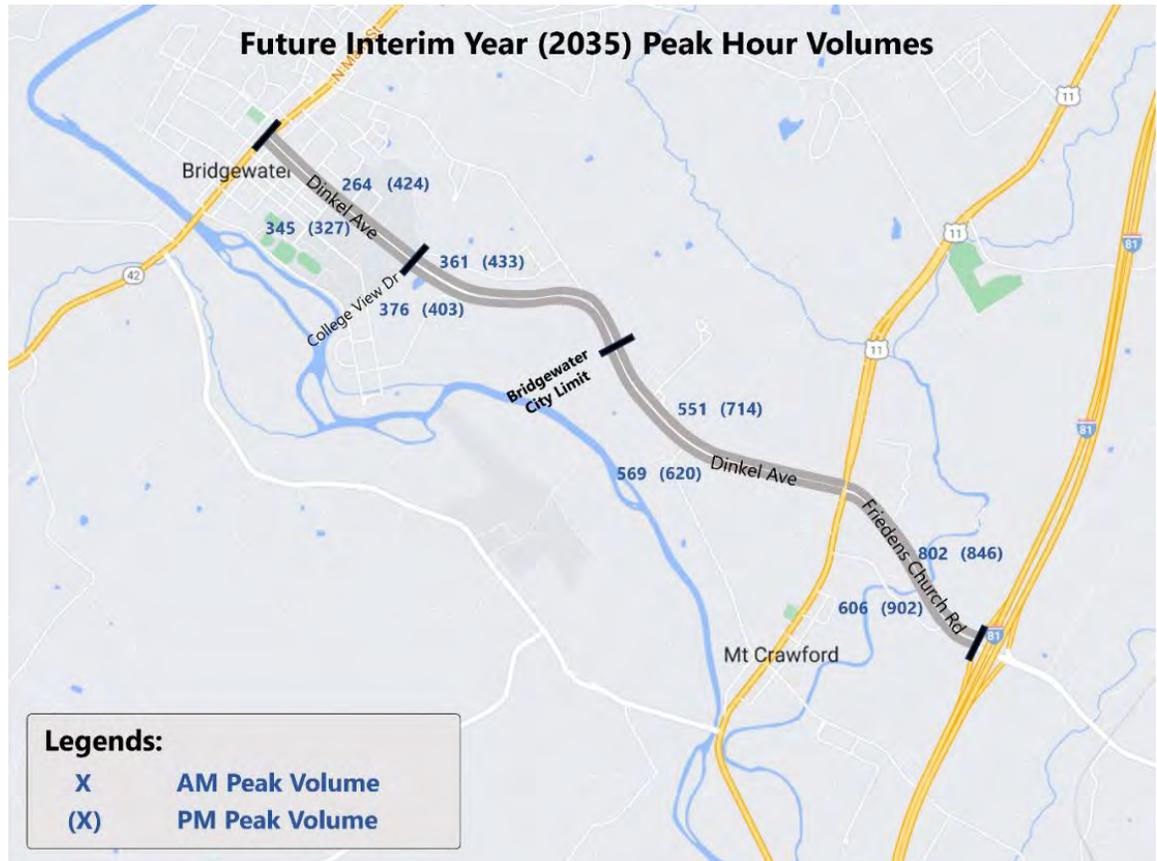
Table 9 summarizes the existing traffic volume comparing to future interim year (2035) and future forecast year (2045) of all segments along the study corridor in terms of peak hour volumes. The table also shows the percentage of expected change in Peak Hour Volume since 2023.

Table 9 Comparison of Existing and Future Traffic Volumes

Segment Details		Peak Hour Volumes						Percentage of Peak Hour Volume Change Since 2023			
		Existing (2023)		Future Interim Year (2035)		Future Forecast Year (2045)		Future Interim Year (2035)		Future Forecast Year (2045)	
ID	Direction	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A	NB	202	351	264	424	295	484	31%	21%	46%	38%
	SB	285	258	345	327	403	364	21%	27%	41%	41%
B	EB	313	326	376	403	437	448	20%	24%	40%	37%
	WB	289	359	361	433	402	494	25%	20%	39%	38%
C	EB	453	476	569	620	661	688	26%	30%	46%	45%
	WB	412	577	551	714	613	812	34%	24%	49%	41%
E	EB	464	694	606	902	815	1014	31%	30%	76%	46%
	WB	607	665	802	846	906	1039	32%	27%	49%	56%

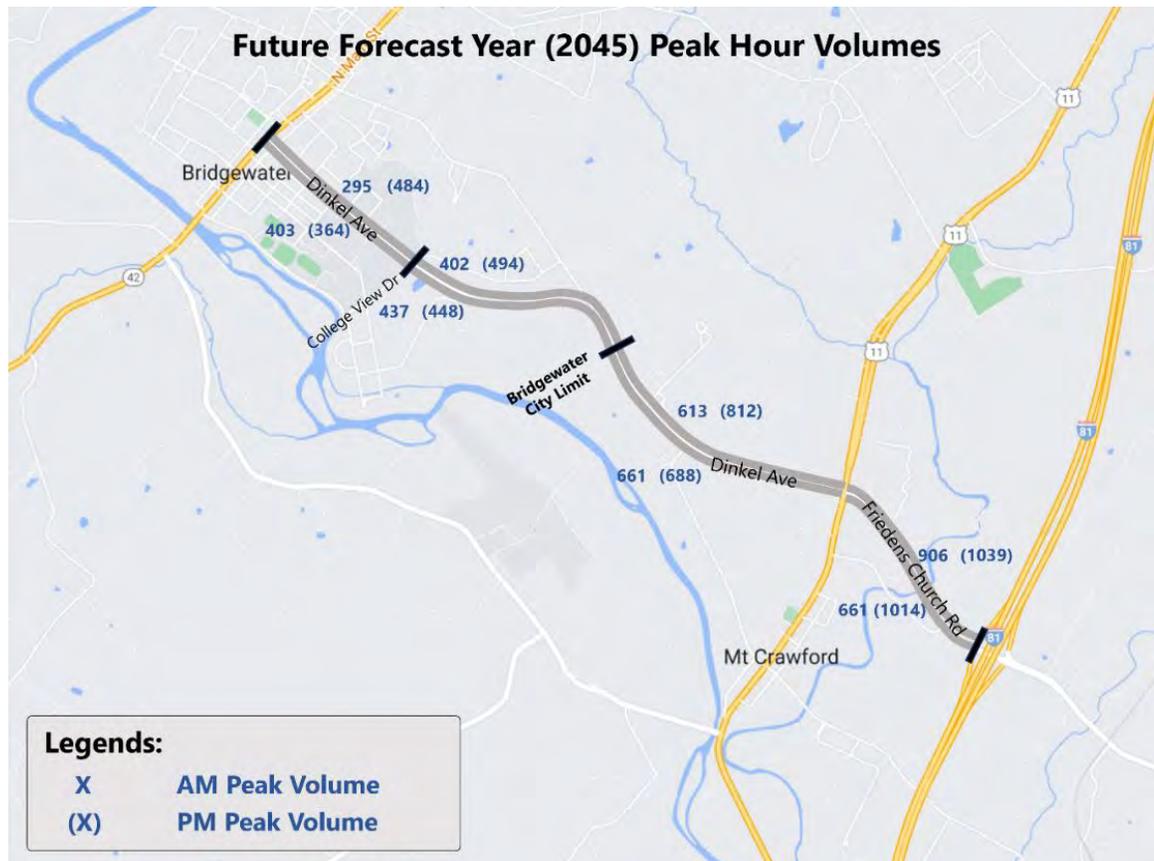
Figure 18 and **Figure 19** illustrate the future traffic volumes along the study corridor for future interim year (2035) and future forecast year (2045), respectively.

Figure 18 Future Interim Year (2035) Peak Hour Volumes



The highest traffic volumes are along the segment of Friedens Church Rd between US-11 and future Parsons Ct. The second highest traffic volumes are on Dinkel Ave between Bridgewater City Limit and US-11.

Figure 19 Future Forecast Year (2045) Peak Hour Volumes



2.4.2 Future Traffic Operations

The future traffic operations were analyzed using the operational analysis tool *HCS 2023*. Level of service (LOS) was evaluated for each of each segment for both direction during AM and PM peaks using volumes from both future interim year (2035) and future forecast year (2045).

2.4.2.1 Interim Year (2035) Traffic Operations

The results of interim year (2035) traffic operations for all segments along the study corridor are summarized below in **Table 10**. Based on the model, all segments have sufficient capacity to accommodate the future 2035 traffic demand as the highest v/c ratio is 0.36 (36% of the segment capacity is utilized by interim year traffic). The maximum percent followers is 69% on Dinkel Ave between Bridgewater City Limit and US-11. For the full traffic operation results from *HCS*, refer to **Appendix C**. As noted in the existing conditions, since the Friedens Church Rd to US-11 segment has a four-lane cross section, density was used instead, which resulted in a LOS A.

Table 10 Future Interim Year (2035) HCS Analysis Results

Segment Details					AM				PM			
ID	Road	Start	End	Direction	v/c Ratio	Follower Density (followers/mi/in)	LOS	Percent Followers (%)	v/c Ratio	Follower Density (followers/mi/in)	LOS	Percent Followers (%)
A	Dinkel Ave	N Main St	College View Dr	NB	0.17	5.2	C	46.0	0.27	10.1	D	56.0
				SB	0.22	7.7	C	51.8	0.21	7.1	C	50.6
B	Dinkel Ave	College View Dr	Bridgewater City Limit	EB	0.24	4.7	B	53.1	0.26	5.2	C	54.8
				WB	0.23	4.4	B	0.52	0.28	5.8	C	56.6
C	Dinkel Ave	Bridgewater City Limit	US-11	EB	0.36	7.7	C	62.7	0.4	8.7	D	65.0
				WB	0.35	7.3	C	61.9	0.46	10.7	D	68.8
E	Friedens Church Rd	US-11	I-81 Ramps	EB	0.18	-	A	-	0.27	-	A	-
				WB	0.26	-	A	-	2.7	-	A	-

Figure 20 and **Figure 21** summarize the future 2035 level of service (LOS) along the study corridor during AM and PM peaks, respectively. The lowest LOS is D at Dinkel Ave between Bridgewater City Limit and US-11 as well as at Dinkel Ave between Main St and College View Dr. The highest LOS is A at Friedens Church Rd between US-11 and I-81 Ramps. Based on the HCS analysis, all segments operate acceptably under existing conditions, with only slight reductions in LOS as compared to existing conditions analysis. Reductions in LOS resulted from growth in traffic volume but still results in acceptable operations when reviewing model outputs. Comparison between Existing and Future analyses is detailed in Section 2.5 below.

Figure 20 Level of Service of Future Interim Year (2035) Conditions During AM Peak Hour

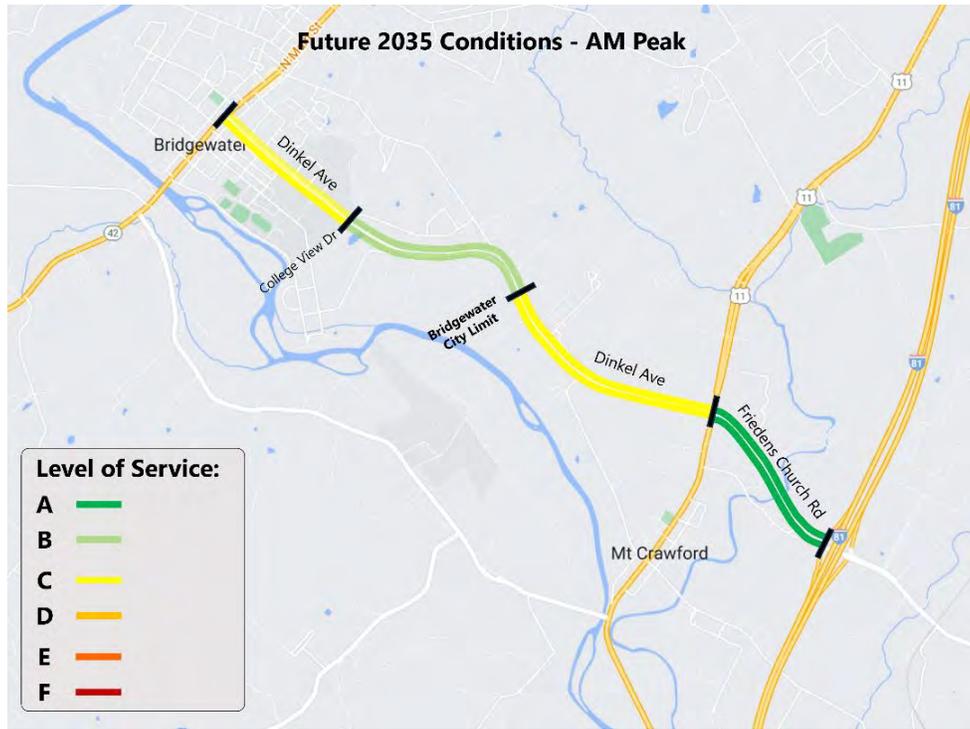
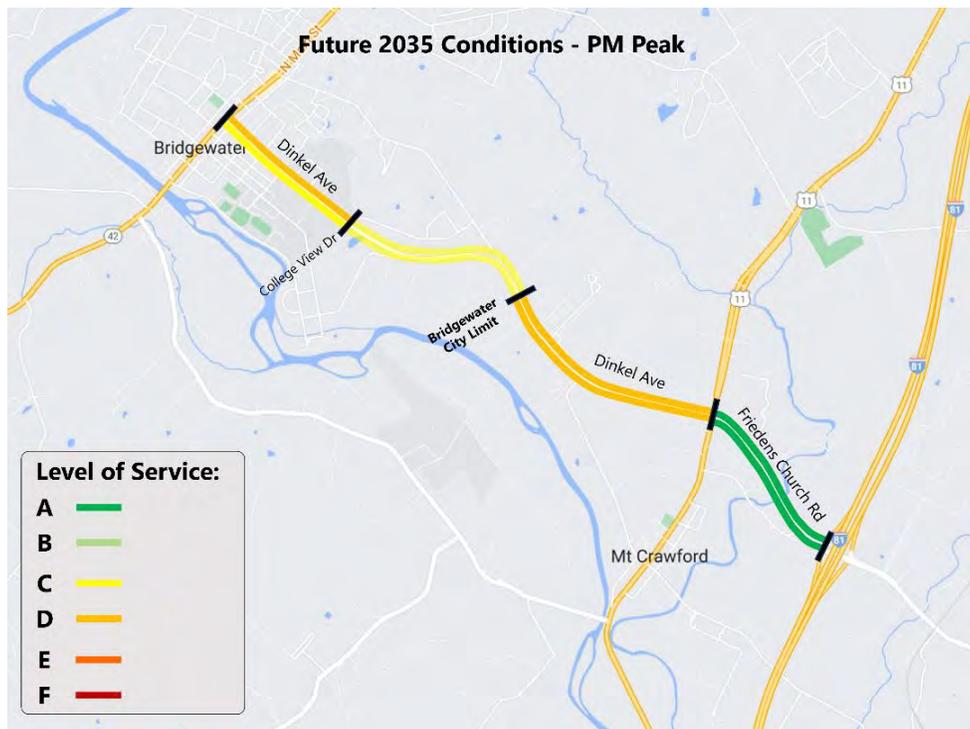


Figure 21 Level of Service of Future Interim Year (2035) Conditions During PM Peak Hour



2.4.2.1 Forecast Year (2045) Traffic Operations

The results of forecast year (2045) traffic operations for all segments along the study corridor are summarized below in **Table 11**. Based on analysis results, all segments have sufficient capacity to accommodate the future 2035 traffic demand as the highest v/c ratio is 0.42 (42% of the segment capacity is utilized by forecast year traffic). The maximum percent followers is 72% on Dinkel Ave between Bridgewater City Limit and US-11. For the full traffic operation results from HCS, refer to **Appendix C**.

Table 11 Future Forecast Year (2045) HCS Analysis Results

Segment Details					AM				PM			
ID	Road	Start	End	Direction	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)
A	Dinkel Ave	N Main St	College View Dr	NB	0.19	6.1	C	48.4	0.3	12.1	D	59.0
				SB	0.26	9.6	C	55.3	0.23	8.3	C	53.0
B	Dinkel Ave	College View Dr	Bridgewater City Limit	EB	0.28	5.9	C	56.9	0.29	6.1	C	57.5
				WB	0.26	5.2	C	54.8	0.32	7	C	60.1
C	Dinkel Ave	Bridgewater City Limit	US-11	EB	0.42	9.6	D	66.7	0.44	10.1	D	67.8
				WB	0.39	8.6	D	64.7	0.52	12.8	E	72.1
E	Friedens Church Rd	US-11	I-81 Ramps	EB	0.24	-	A	-	0.3	-	B	-
				WB	0.29	-	B	-	0.34	-	B	-

Figure 22 and **Figure 23** summarizes the future 2045 level of service (LOS) along the study corridor during AM and PM peaks, respectively. The lowest LOS is E at Dinkel Ave between Bridgewater City Limit and US-11 as well as at Dinkel Ave between Main St and College View Dr. The highest LOS is A at Friedens Church Rd between US-11 and I-81 Ramps. Based on the HCS analysis, all segments operate acceptably. The westbound PM segments from Bridgewater City Limit to US-11 has a LOS E but based on analysis of delay, this segment will still operate acceptably as the service will not fail (LOS F). A review of the modeled average speed along the corridor shows a minimal 1.8% reduction in average speed and the volume to capacity ratio of the WB segment remains well within acceptable levels. Further comparison between Existing and Future analyses is discussed in Section 2.5 below.

Figure 22 Level of Service of Future Forecast Year (2045) Conditions During AM Peak Hour

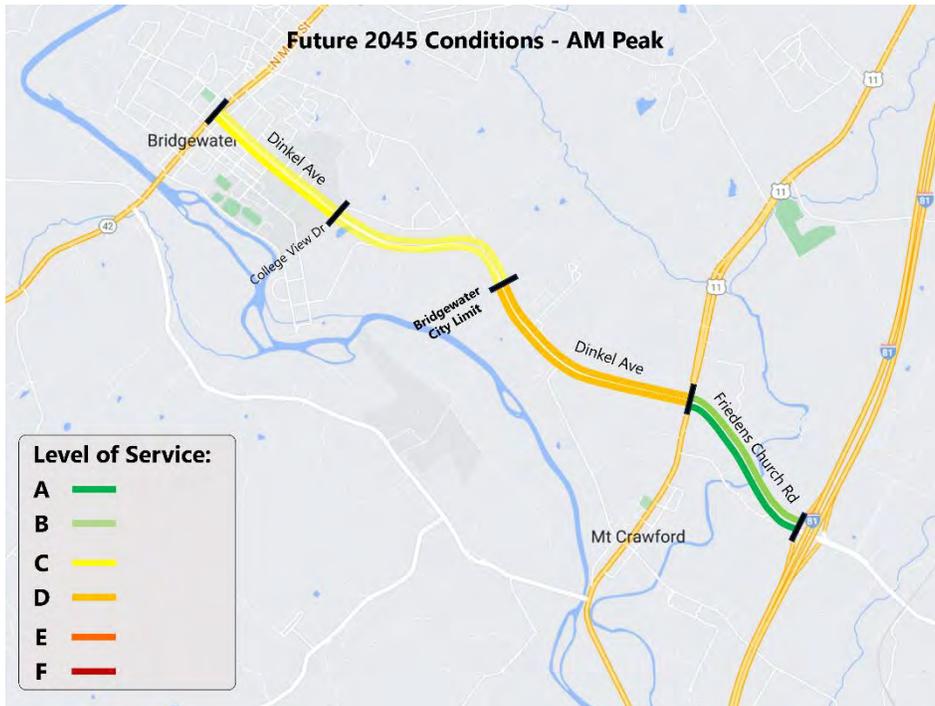
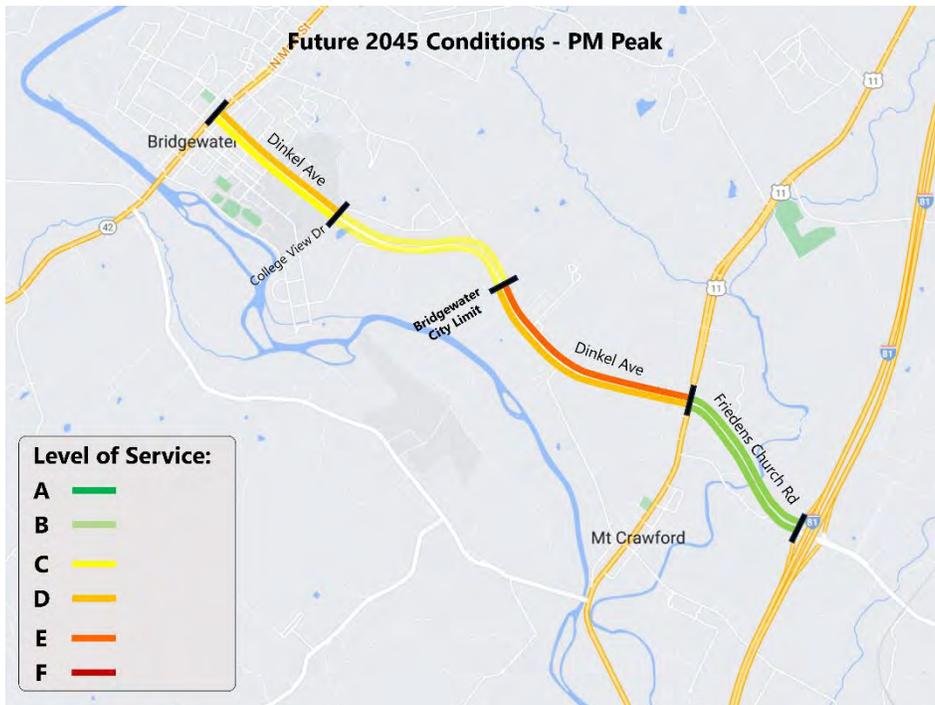


Figure 23 Level of Service of Future Forecast Year (2045) Conditions During PM Peak Hour



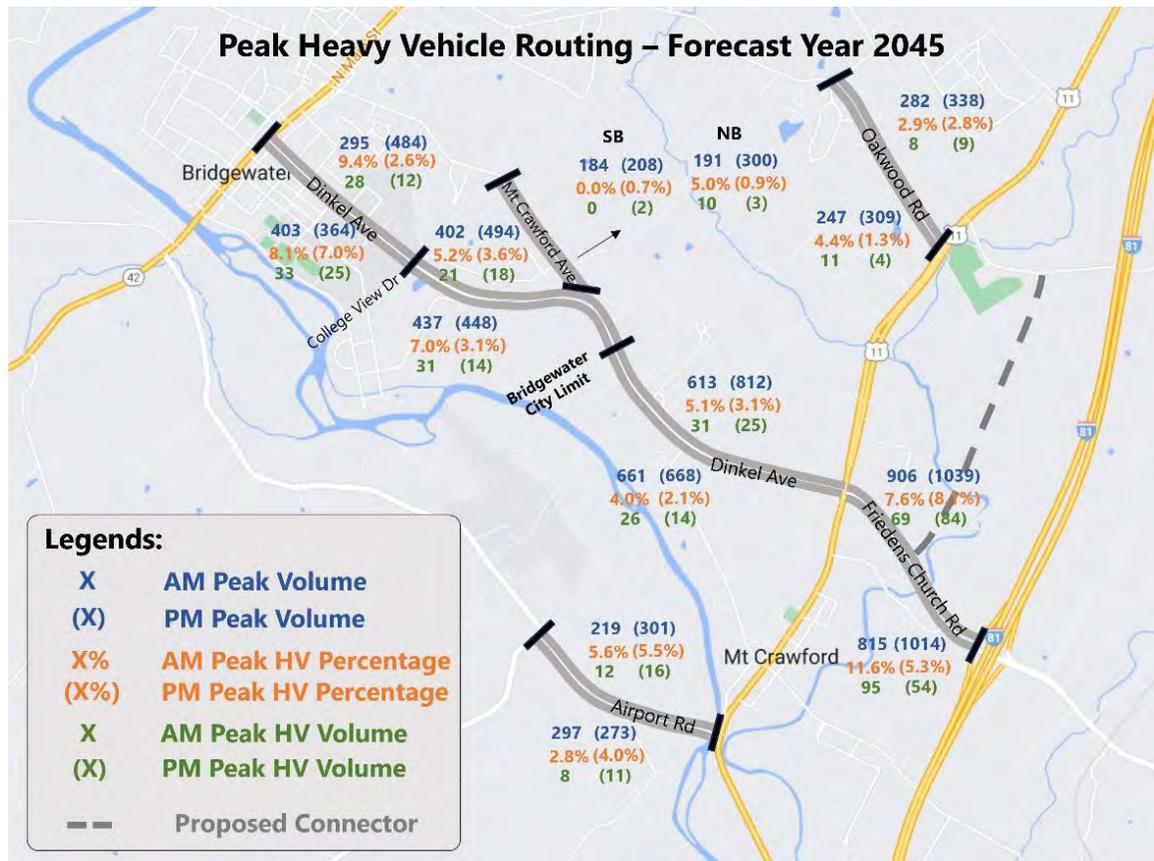
2.4.1 Future Forecast Year (2045) Truck Routing

The traffic volumes were forecasted with the consideration of land use roadway characteristics. There is no significant growth of heavy vehicles along the entire study area during peak hours, except on Friedens Church Road connecting Interstate 81 and US-11. The number of heavy vehicles on EB Friedens Church Road during AM peak increased from 54 trucks to 95 trucks. This is due to the industrial land use activities on that segment. However, Friedens Church Road has the capacity and geometric design to support the anticipated truck volumes with an existing 4-lane cross section. The forecasted truck volumes are included in **Appendix D**.

Figure 24 illustrates the truck routing details during peak hours for forecast year 2045. As the figure shows, Mt Crawford Ave, Oakwood Dr, and Airport Rd have very low truck volumes during peak hours (less than 16 veh/hr) and minimal anticipated growth in heavy vehicle percentage. Also, the three segments of Dinkel Ave have relatively low truck volumes during peak hours (less than 33 veh/hr). The highest truck volumes during peak hours are on Friedens Church Road with up to 95 veh/hr.

Per coordination with VDOT Staunton Planning, there is a proposed connector between Friedens Church Road and Cecil Wampler Road, which is anticipated to pull trucks from US-11 that travel between Oakwood Drive/Cecil Wampler Road and Friedens Church Road; shown as a dashed grey line in **Figure 24**. Although this connector might relieve the pressure on US-11, especially at the intersection of US-11 and Dinkel Ave/Friedens Church Road, the truck percentage is anticipated to remain the same since Friedens Church Road provides access to Interstate 81.

Figure 24 Future Forecast Year (2045) Peak Hour Heavy Vehicle Volume and Percentage



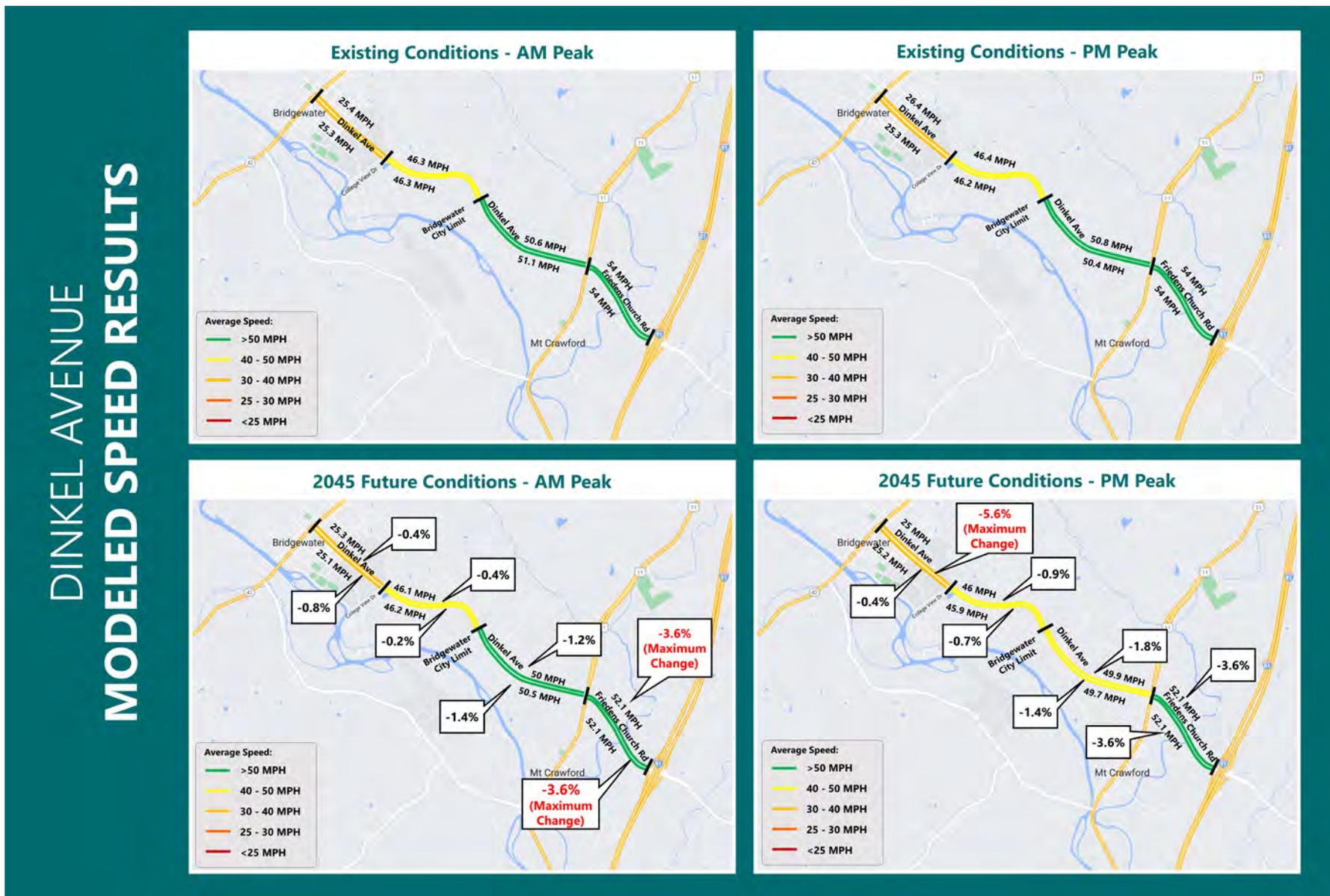
2.5 Summary of Existing and Future Traffic Operations

To understand the difference between existing and future conditions, the results of traffic operations for existing conditions and future forecast year (2045) conditions are compared. **Figure 25** and **Figure 26** show both existing and future traffic operations in terms of LOS and average speed, respectively. The only noticeable change in LOS is between the Bridgewater City Limit and US-11 with modeled LOS reducing from LOS D to LOS E. However, modeled average speed for this segment is only reduced by 1.8% and the v/c ratio remains within acceptable levels. When analyzing modeled average speed change, the most significant change in the AM occurred on the Friedens Church Road segment (3.6% reduction in average speed), while the most substantial reduction in average speed in the PM peak hour is Segment A near Downtown Bridgewater headed WB (5.4% reduction). Average speed provides a better picture of the experience for drivers along the corridor. These results demonstrate the ability of the existing vehicular lanes to carry the future traffic demand within a reasonable level of service.

Figure 25 Modeled LOS Comparison of Existing and Future Conditions



Figure 26 Modeled Average Speed Comparison of Existing and Future Conditions





3

Public Engagement

Public engagement was a cornerstone of this Small Area Study to ensure that the needs and concerns of the community are heard and addressed, leading to solutions that are more acceptable and effective for those who are directly impacted. This section describes the public engagement component in this study and outlines the summary of the online survey and the public meeting.

3.1 Online Engagement

To gather diverse and extensive feedback, a MetroQuest survey was marketed and active from January 31, 2024 to February 23, 2024, with 915 responses logged. This platform allowed for a wide-range of community members to provide feedback on the corridor in an interactive and accessible manner.

The survey was used to gain insights into the following areas:

- › Travel modes along the corridors
- › Destinations used when traveling along the corridor
- › Usage priorities
- › Feedback on existing and future issues.

3.1.1 Modes of Transportation

A substantial majority of responses (77%) indicate use personal vehicles on the corridor. A summary of other results is included in **Table 12** below:

Table 12 Survey: Mode of Transportation

"What modes of transportation do you use on the corridor now?"	Responses	%
Personal vehicle	904	77%
Walk	101	9%
Bike	95	8%
Freight vehicle	25	2%
Other	24	2%
Carpool/vanpool	14	1%
Transit (bus)	5	0%

3.1.2 Destinations

The highest proportion of destinations traveled to along the corridor were Interstate 81 (at the eastern edge of the study corridor) and shopping/errands, at 20% of responses. Home, work, and appointments followed closely at 13-15% each. Additional information is included in **Table 13** below:

Table 13 Survey: The Main Destination Using the Study Corridor

"Which destinations do you reach via Dinkel Avenue/Friedens Church Road?"	Responses	%
I-81 Highway	594	20%
Shopping/errands	585	20%
My home	434	15%
Appointments	410	14%
Work	389	13%
Social events/night life	316	11%
Recreation (i.e. trails, sport courts, rec center)	263	9%
School	112	4%
Other	62	2%
Freight-related business	25	1%
I don't use this corridor	7	0%

3.1.3 Corridor Priority Ranking

Respondents were asked to rank corridor objective priorities - Minimizing Traffic Congestion and Improved Safety and Traffic Calming ranked as the most important factors. Expanded transit service, additional bicycle facilities, and additional pedestrian facilities were ranked lowest priority among respondents. The results are included in **Table 14** below:

Table 14 Survey: Corridor Priority Ranking

Study Corridor Priority	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Ranked 5	Average
Minimizing traffic congestion	159	120	44	27	36	2.12
Improved safety and traffic calming	130	132	82	40	11	2.16
Efficient freight access and movement	34	52	111	50	51	3.11
More pedestrian facilities (sidewalks)	43	48	66	85	82	3.35
More bicycle facilities (bike lanes)	32	43	46	76	86	3.5
Expanded transit service	21	8	36	78	77	3.83

Examining the priority ranking among respondents who provided age demographic data shows the following trends – shown first by quantity of responses within each age bracket for the number 1 ranked priority – majority of responses (293 of 413) were from people reporting an age over 45. These numerical responses are summarized in **Table 15** below.

Table 15 Survey: Age of Respondents in Corridor Priority Ranking

Priority Item	Age (quantity of responses for number 1 ranking)						Total
	0-18	19-29	30-44	45-59	60-84	85+	
Efficient freight access and movement			9	9	13	2	33
Expanded transit service			1	9	11		21
Improved safety and traffic calming	10	10	17	44	48	1	130
Minimizing traffic congestion		14	37	52	54		157
More bicycle facilities (bike lanes)			6	12	13		31
More pedestrian facilities (sidewalks)		4	12	12	13		41

If this same data is organized by percentage response within each age bucket, results show that younger respondents tended to prefer additional pedestrian facilities at a higher rate than older age groups, but still holds the general trend that minimizing traffic congestion and improved safety and traffic calming are the most important factors across all age groups, shown in the table below. The low response rate (or demographic data) for the 85+ group skews this data among the 3 responses received. The results are included in **Table 16** below:

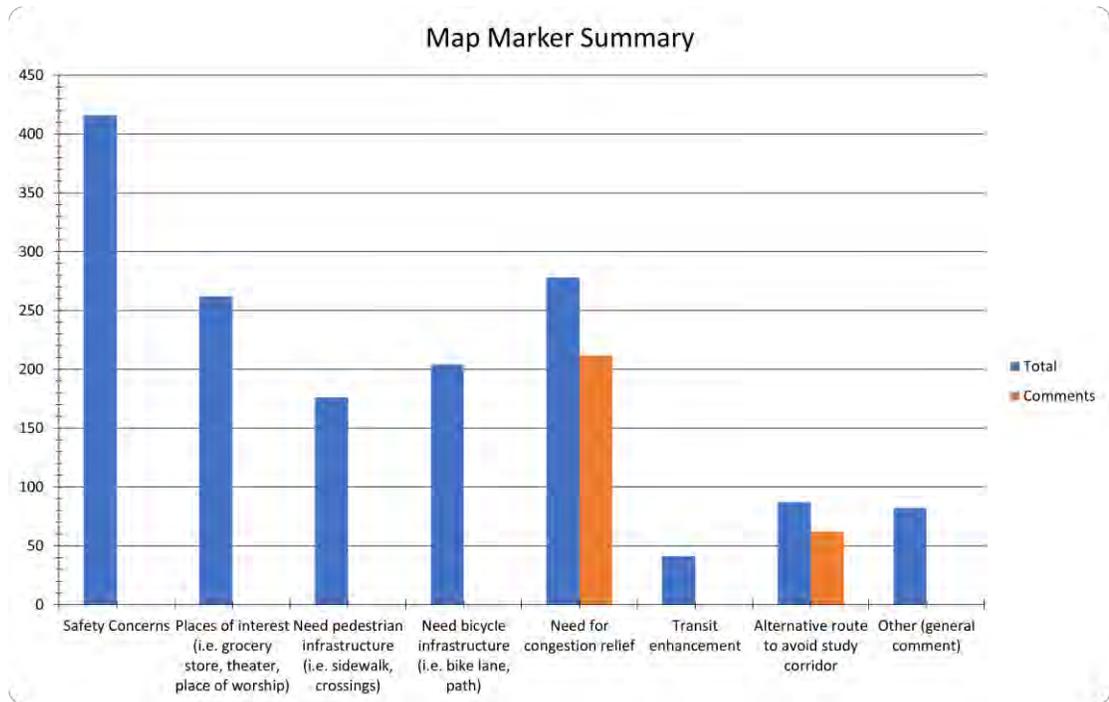
Table 16 Survey: Age Percentage of Respondents in Corridor Priority Ranking

Priority Item	Age (percentage response by age bracket)					
	0-18	19-29	30-44	45-59	60-84	85+
Efficient freight access and movement	0%	0%	11%	7%	9%	67%
Expanded transit service	0%	0%	1%	7%	7%	0%
Improved safety and traffic calming	100%	36%	21%	32%	32%	33%
Minimizing traffic congestion	0%	50%	45%	38%	36%	0%
More bicycle facilities (bike lanes)	0%	0%	7%	9%	9%	0%
More pedestrian facilities (sidewalks)	0%	14%	15%	9%	9%	0%
Total	100%	100%	100%	100%	100%	100%

3.1.4 Map Marking Exercise

Survey Respondents were provided a map of the corridor and the opportunity place markers identifying Safety Concerns, Places of Interest, Pedestrian infrastructure needs, Bicycle infrastructure needs, Congestion relief needs, Transit enhancement needs, and other priorities. The majority of survey responses highlighted safety concerns as shown in **Figure 27**.

Figure 27 Map Marking Exercise Summary



A total of 1,546 markers were placed on the map by 531 visit IDs – averaging 2.9 markers placed per visitor.

In reviewing additional information provided as part of this feedback, safety concerns included common themes of speeding, traffic congestion, nighttime visibility, feedback about congestion, requests for traffic signals, and friction between vehicles and pedestrians.

Need for congestion relief feedback noted issues around I-81 incidents, requests for additional turn lanes along the corridor, quantity of trucks, and general comments about traffic volume.

Among the 380 markers placed for pedestrian infrastructure or bicycle infrastructure:

- › 115 of these responses noted the need or request for sidewalk
- › 106 were for a protected bike lane (with a buffer between traffic)
- › 72 were for a shared use path

3.2 In-Person Public Meeting

On May 21, 2024 from 4-6 pm, an in-person public meeting was held along the study corridor to discuss the project background and present findings. The in-person meeting was well attended, with 44 citizen, organization, and local governmental attendees. Materials developed for this meeting include the following:

- › Map summary of conceptual and known land uses for the study
- › Summary of modeled speed results for existing and future (2045) conditions
- › Mount Crawford and Dinkel Avenue Proposed Typical Cross Section (discussed in greater detail in the next section)
- › Map-based summary of potential turn lane and access control adjustments along the corridor

Key findings from discussion with attendees are summarized below; the written comments received during the meeting with contact information redacted are shown in **Appendix E**.

- › Several attendees had questions about access management and turn lanes for traffic along the corridor trying to access individual housing.
- › Attendees had questions about adjacent corridors connecting I-81/US-11 with VA-42.
- › At least one attendee noted a desire for bike, ped, and transit options to improve mobility for those without access to a car.
- › Based on review of the MetroQuest survey and In-Person responses, the public concerns with corridor operations do not seem to correlate with the HCS traffic analysis results.



4

Future Corridor Cross Sections

Based on the corridor analysis in terms of safety and operation as well as incorporating feedback from public engagement, the study team developed typical sections of the study corridor to accommodate the projected future traffic volumes.

4.1 Typical Sections

The future corridor analysis in terms of safety and operation demonstrated the ability of the existing vehicular lanes to carry future traffic demands within a reasonable level of service. However, there are several recommendations to improve transportation infrastructure and balance multimodal needs that warrant future study and analysis:

- › **Potential change of control device at the intersection of Dinkel Ave and Mt Crawford Ave.**
- › **Potential pedestrian and bike enhancement on Dinkel Ave between Hickory Ln and Old Bridgewater Rd.**
- › **Potential installation of control device at the intersection of Dinkel Ave and future Parsons Ct.**

Figure 28, Figure 29, and Figure 30 exhibit the typical sections of Dinkel Ave at Mt Crawford Ave, Dinkel Ave at Volunteer Dr, and Dinkel Ave at US-11, respectively.

Figure 28 Typical Section at Dinkel Ave and Mt Crawford Ave

Dinkel Avenue at Mount Crawford Avenue Potential 2045 Cross Section

*Based on the existing conditions and 2045 volumes:

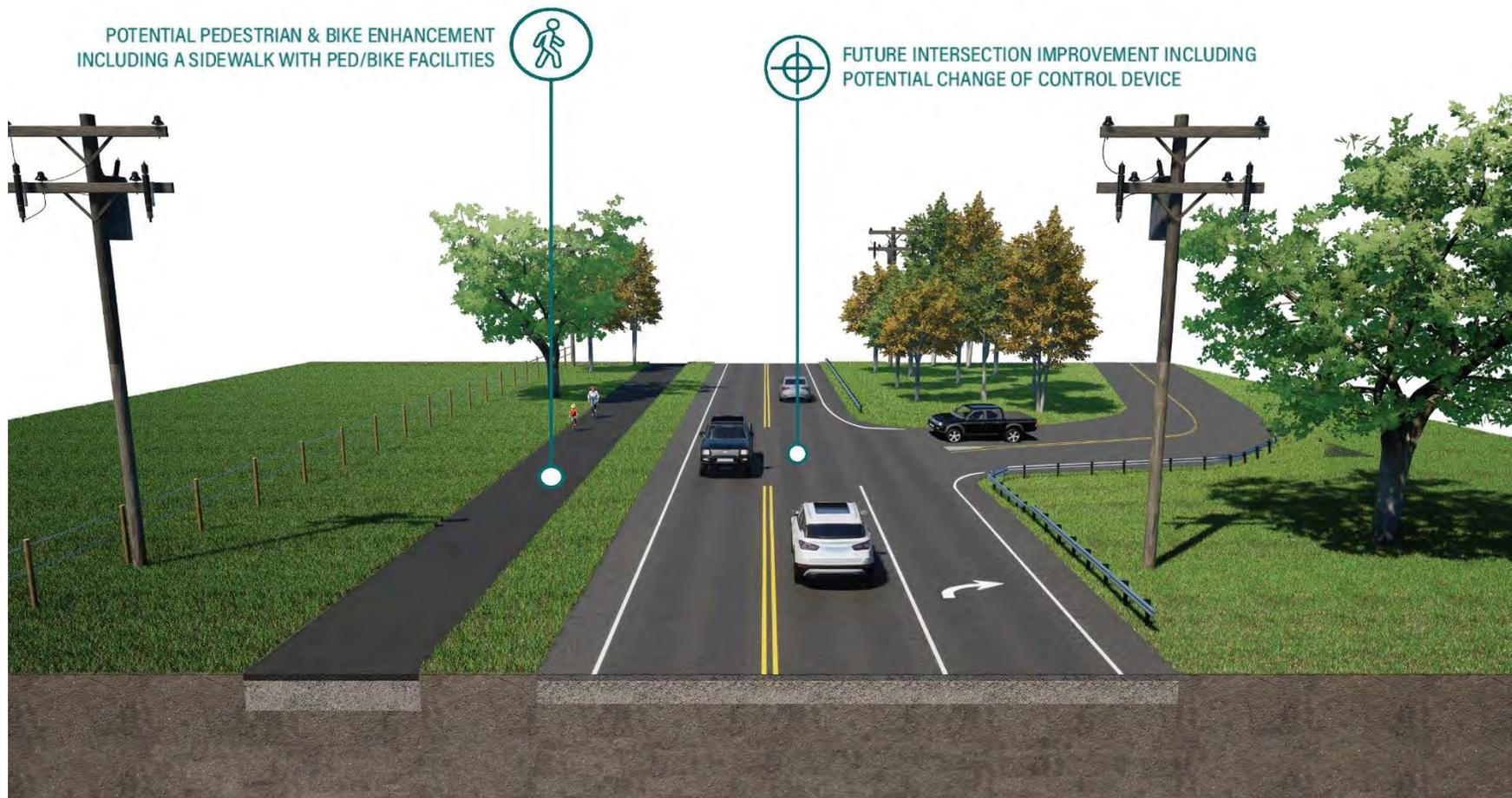


Figure 29 Typical Section at Dinkel Ave and Volunteer Drive

Dinkel Avenue At Volunteer Drive

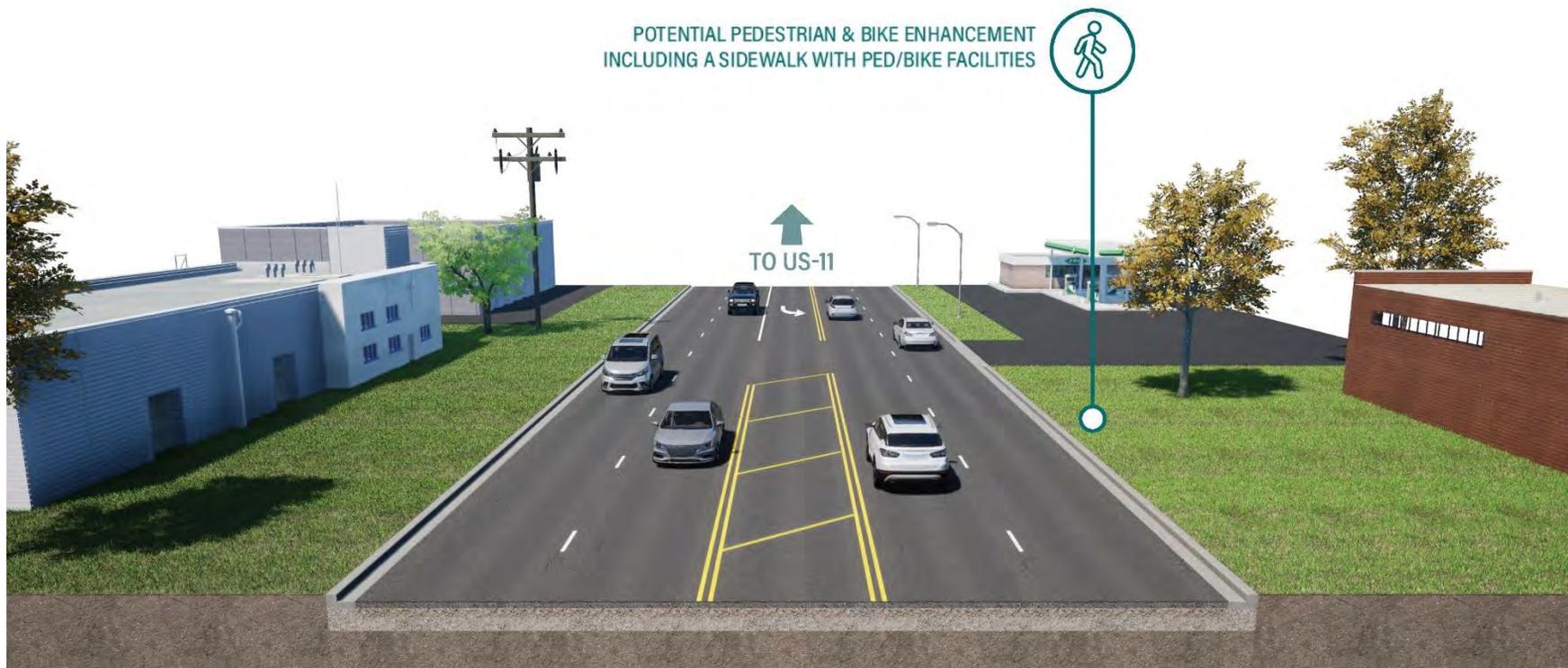
Potential 2045 Cross Section

*to preserve corridor capacity, anticipate consolidation of existing commercial entrances



Figure 30 Typical Section at Dinkel Ave and US-11

Dinkel Avenue at US-11 Potential 2045 Cross Section



4.2 Access Management

Access management on highways is critical for ensuring road safety and improving traffic flow along the corridor. By controlling the locations and design of driveways, intersections, and median openings, access management minimizes potential conflict points, thereby reducing the likelihood of accidents. It also provides access to the potential developments where land had been re-zoned.

By reviewing potential land re-zoning and prospective developments along the corridor as well as referring to VDOT, *Appendix F - Access Management Design Standards for Entrances and Intersections*, the study team found the following potential access enhancement:

- › **Potential access improvement for the three-leg intersection of Dinkel Ave and Old Bridgewater Rd.**
- › **Potential new access for commercial entrance on Dinkel Ave between Old Bridgewater Rd and 297 Dinkel Ave.**

4.3 Recommendations Summary

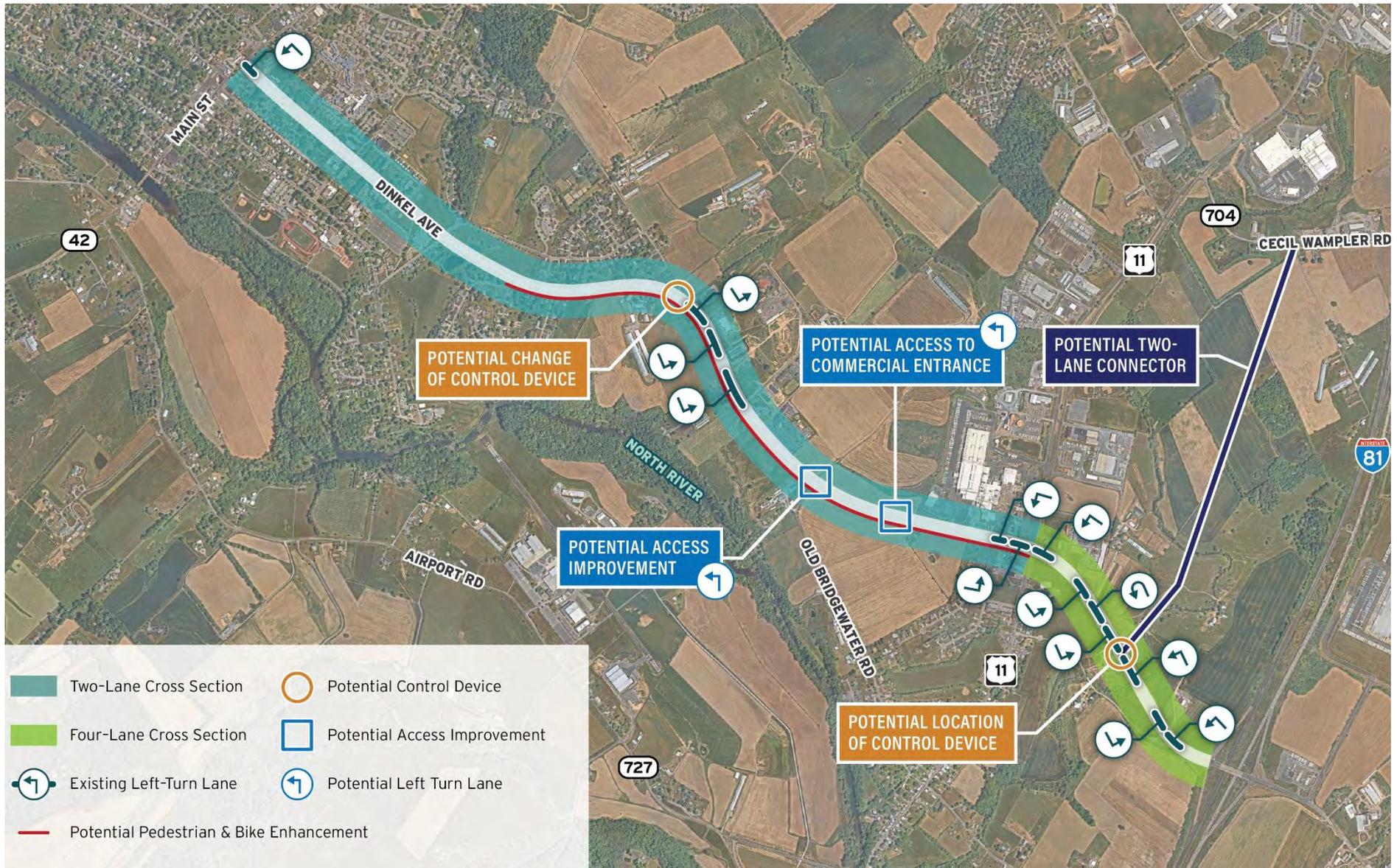
Based on the analysis and findings in the previous sections, the potential improvements are summarized as the following.

- › **Potential two-lane road that connects Friedens Church and Cecil Wampler Rd (as previously studied by VDOT)**
- › **Future review and analysis of the need for traffic control device change at the intersection of Dinkel Ave and Mt Crawford Ave.**
- › **Potential pedestrian and bike enhancement on Dinkel Ave between Hickory Ln and US 11.– as included in the Rockingham County comprehensive plan.**
- › **Potential installation of control device at the intersection of Dinkel Ave and future Parsons Ct.**
- › **Potential access improvement for the three-leg intersection of Dinkel Ave and Old Bridgewater Rd.**

Figure 31 summarizes the potential improvements along the study corridor based on the study findings. Based on review of existing and future analysis results with all segments operating acceptably, widening the cross section of Dinkel Ave is not necessary under the development model considered.

The study findings and summaries were presented to Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO). **Appendix G** includes the slides from HRMPO briefing.

Figure 31 Summary of Potential Improvements along the Study Corridor





5

Opportunities for Additional Study

Based on the findings in previous sections, the study has identified the improvements where additional studies might be needed. This section highlights the opportunities of for additional study.

5.1 Updates to Study

As developments along and adjacent to the corridor change, this study can serve as a baseline for updates.

5.2 Traffic Control Device Study

Determining if an intersection warrants a traffic control signal involves a comprehensive traffic engineering study. This process typically includes evaluating traffic volume, accident history, and pedestrian activity. Engineers collect data on vehicular and pedestrian traffic patterns over specific time periods to assess the current and projected traffic flow. Key criteria such as the *Virginia Supplement to the Manual on Uniform Traffic Control Devices* guidelines are used to determine if a signal is justified. Factors like peak hour traffic, delay times, and sight distance also play crucial roles. If the data indicates that safety or efficiency improvements are needed, a traffic signal may be warranted and subsequently installed.

The study team found the intersection of Dinkel Ave and Mt Crawford Ave to meet the planning-level traffic signal warrant based on projected traffic volumes of forecast year (2045). Refer to **Appendix F** for the planning-level traffic signal warrant analysis at Dinkel Ave and Mt Crawford

Ave. Consideration of a control changes at this intersection or the future potential intersection of the connector road to Cecil Wampler Rd should consider evaluation through a Signal Justification Report (SJR) as required.

5.3 Access Management Study

With the anticipated developments along the study corridor, efficient access management is vital for reducing traffic congestion, preventing accidents, and maintaining a smooth flow of vehicles on roadways. The process typically includes evaluating traffic volume, accident history, and pedestrian activity. By implementing strategies like limited access points, proper spacing between intersections, and incorporating turn lanes or acceleration/deceleration lanes, traffic engineers aim to improve road safety and operational efficiency.

Based on the future traffic volumes and the anticipated developments that may require new access point for residential or commercial entrance, review of access management needs may be required along the entire corridor, or particularly between Mount Crawford Avenue and US-11.

Appendices

- A: Crash History: Summary Table**
- B: Data Collection: Traffic Volumes**
- C: HCM: Traffic Operation Results**
- D: Heavy Vehicles: Volumes and Percentages**
- E: In-Person Public Meeting Comments**
- F: Mount Crawford Avenue: Planning-Level Signal Warrant**
- G: HRMPO Briefing Slides**

Appendix A

Crash History: Summary Table

Crash Summary Table

Dinkel Ave / Friedens Church Rd

(2018 – 2023)

Crash Summary																																
Year	Type of Crash										Time of Day			Lighting			Weather					Surface					Severity					Total
	Angle	Head-On	Rear-End	Sideswipe	Fixed Object - In Road	Fixed Object - Off Road	Animal	Pedestrian	Non-Collision	Other	AM Peak (7 am-10 am)	PM Peak (4 pm-7pm)	Off-Peak	Daylight	Dawn/Dusk	Darkness	Cloudy/Clear	Fog/Mist	Rain	Snow	Other	Dry	Wet	Snowy	Icy	Other	K: Fatal	A: Ambulatory Injury	B: Visible Injury	C: Non-Visible Injury	PDO: Property Damage Only	
2018	1		10			1	1	1		3	5	6	10		4	9	1	3	1			10	3		1				6		8	14
2019	5		3		4					2	3	7	10		2	11	1					11			1			1		11	12	
2020	1		3	1						1	2	2	5			5						5								5	5	
2021	5		5		1					2	2	7	7	3	1	11						11						2	1	8	11	
2022	7		2		3				1		3	10	11	1	1	13						13						2	2	9	13	
2023	4		4			1				2	1	6	7		2	9						9						2		7	9	
Total	23		27	1	8	2	1	1	1	10	16	38	50	4	10	58	2	3	1			59	3		2			13	3	48	64	

Appendix B

Data Collection: Traffic Volumes

CLASSIFICATION SUMMARY
Wed 10/25/2023

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	1	1	0	1	1	0	0	1	0	0	0	0	0	0	5
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	1	0	1	1	0	0	1	0	0	0	0	0	0	13
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	5	4	0	3	0	0	0	1	0	0	0	0	0	0	13
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	3
Hour Total	0	11	1	0	1	0	0	1	3	0	0	0	0	0	0	17
04:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	1	1	0	0	0	0	0	3	0	0	0	0	0	0	5
Hour Total	0	8	5	1	1	0	0	0	4	0	0	0	0	0	0	19
05:15	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	13
05:30	1	6	0	0	0	0	0	0	1	0	0	0	0	0	0	8
05:45	0	6	7	0	0	1	0	0	2	0	0	0	0	0	0	16
06:00	0	11	2	0	1	0	0	0	2	0	0	0	0	0	0	16
Hour Total	1	31	13	0	1	2	0	0	5	0	0	0	0	0	0	53
06:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
06:30	0	10	2	0	0	0	0	0	2	0	0	0	0	0	0	14
06:45	0	12	0	0	1	0	0	0	2	0	0	0	0	0	0	15
07:00	0	18	6	0	0	0	0	0	1	0	0	0	0	0	0	25
Hour Total	0	49	10	0	2	0	0	0	5	0	0	0	0	0	0	66
07:15	0	11	8	0	0	0	0	0	6	0	0	0	0	0	0	25
07:30	0	25	1	0	2	0	0	1	4	0	0	0	0	0	0	33
07:45	0	28	3	0	3	0	0	0	1	0	0	0	0	0	0	35
08:00	0	29	12	2	0	1	0	0	3	0	0	0	0	0	0	47
Hour Total	0	93	24	2	5	1	0	1	14	0	0	0	0	0	0	140
08:15	0	19	16	0	1	0	0	0	4	0	0	1	0	0	0	41
08:30	0	23	15	0	0	0	0	0	2	0	0	0	0	0	0	40
08:45	0	29	10	0	0	1	0	1	1	0	0	0	0	0	0	42
09:00	0	27	14	0	0	0	0	1	1	0	0	0	0	0	0	43
Hour Total	0	98	55	0	1	1	0	2	8	0	0	1	0	0	0	166

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	18	10	0	1	0	0	0	1	0	0	0	0	0	0	30
09:30	1	21	10	0	2	0	0	0	0	0	0	0	0	0	0	34
09:45	0	20	7	0	0	1	0	1	1	0	0	0	0	0	0	30
10:00	0	16	5	0	2	0	0	0	1	1	0	0	0	0	0	25
Hour Total	1	75	32	0	5	1	0	1	3	1	0	0	0	0	0	119
10:15	0	21	8	0	0	1	0	0	0	0	0	0	0	0	0	30
10:30	0	30	5	0	2	0	0	1	2	0	0	0	0	0	0	40
10:45	0	22	10	0	1	0	0	2	0	0	0	0	0	0	0	35
11:00	0	27	8	0	2	0	0	0	1	0	0	0	0	0	0	38
Hour Total	0	100	31	0	5	1	0	3	3	0	0	0	0	0	0	143
11:15	0	34	4	0	1	1	0	0	0	0	0	0	0	0	0	40
11:30	0	28	3	1	1	1	0	0	1	0	0	0	0	0	0	35
11:45	2	30	16	0	0	0	0	0	4	0	0	0	0	0	0	52
12:00	0	28	15	0	0	2	0	0	2	0	0	0	0	0	0	47
Hour Total	2	120	38	1	2	4	0	0	7	0	0	0	0	0	0	174
12:15	1	40	15	0	0	0	0	0	1	0	0	0	0	0	0	57
12:30	0	24	12	0	1	0	0	0	1	0	0	0	0	0	0	38
12:45	0	28	7	0	1	1	0	0	2	0	0	0	0	0	0	39
13:00	0	26	13	0	0	0	0	1	1	0	0	0	0	0	0	41
Hour Total	1	118	47	0	2	1	0	1	5	0	0	0	0	0	0	175
13:15	0	38	9	0	1	1	0	1	2	0	0	0	0	0	0	52
13:30	0	36	14	0	0	1	0	2	1	0	1	0	0	0	0	55
13:45	0	22	9	1	0	0	0	1	1	0	0	0	0	0	0	34
14:00	1	37	12	0	1	1	0	0	2	1	0	0	0	0	0	55
Hour Total	1	133	44	1	2	3	0	4	6	1	1	0	0	0	0	196
14:15	0	29	9	0	0	0	0	1	0	0	0	0	0	0	0	39
14:30	0	31	4	0	1	2	0	0	1	0	0	0	0	0	0	39
14:45	0	51	9	0	1	0	0	0	2	0	0	0	0	0	0	63
15:00	1	59	9	0	1	1	0	0	0	0	0	0	0	0	0	71
Hour Total	1	170	31	0	3	3	0	1	3	0	0	0	0	0	0	212
15:15	0	49	12	0	0	0	0	2	1	0	0	0	0	0	0	64
15:30	1	44	11	0	2	1	0	3	0	0	0	0	0	0	0	62
15:45	0	37	15	1	3	0	0	0	0	0	0	0	0	0	0	56
16:00	1	49	9	0	1	0	0	0	3	0	0	0	0	0	0	63
Hour Total	2	179	47	1	6	1	0	5	4	0	0	0	0	0	0	245
16:15	0	60	14	0	0	1	0	0	0	0	0	0	0	0	0	75
16:30	0	58	15	0	0	0	0	0	2	0	0	0	0	0	0	75
16:45	1	46	28	0	2	1	0	2	3	0	0	0	0	0	0	83
17:00	0	58	24	0	1	0	0	1	1	0	0	0	0	0	0	85
Hour Total	1	222	81	0	3	2	0	3	6	0	0	0	0	0	0	318
17:15	0	55	15	0	0	0	0	0	2	0	0	0	0	0	0	72
17:30	0	44	17	0	0	0	0	0	1	0	0	0	0	0	0	62
17:45	0	41	15	0	2	0	0	0	0	0	0	0	0	0	0	58
18:00	0	50	9	0	0	0	0	1	3	0	0	0	0	0	0	63
Hour Total	0	190	56	0	2	0	0	1	6	0	0	0	0	0	0	255

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	42	13	0	0	0	0	0	1	0	0	0	0	0	0	56
18:30	1	58	4	0	0	0	0	0	1	0	0	0	0	0	0	64
18:45	1	60	7	0	0	0	0	1	0	0	0	0	0	0	0	69
19:00	0	39	7	0	0	0	0	0	1	0	0	0	0	0	0	47
Hour Total	2	199	31	0	0	0	0	1	3	0	0	0	0	0	0	236
19:15	0	42	10	0	0	1	0	1	0	0	0	0	0	0	0	54
19:30	0	31	9	0	2	0	0	0	1	0	0	0	0	0	0	43
19:45	0	28	10	0	0	0	0	1	1	0	0	0	0	0	0	40
20:00	0	27	0	0	1	0	0	0	1	0	0	0	0	0	0	29
Hour Total	0	128	29	0	3	1	0	2	3	0	0	0	0	0	0	166
20:15	0	27	2	0	0	0	0	0	1	0	0	0	0	0	0	30
20:30	0	21	4	0	1	0	0	0	1	0	0	0	0	0	0	27
20:45	0	29	4	0	0	1	0	0	1	0	0	0	0	0	0	35
21:00	0	22	8	0	0	0	0	0	1	0	0	0	0	0	0	31
Hour Total	0	99	18	0	1	1	0	0	4	0	0	0	0	0	0	123
21:15	1	23	2	0	0	0	0	0	0	0	0	0	0	0	0	26
21:30	1	23	6	0	0	0	0	0	2	0	0	0	0	0	0	32
21:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	2	75	12	0	1	0	0	0	2	0	0	0	0	0	0	92
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	42	7	0	0	0	0	0	1	0	0	0	0	0	0	50
23:15	0	7	0	1	0	1	0	0	0	0	0	0	0	0	0	9
23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	27	1	1	0	1	0	0	0	0	0	0	0	0	0	30
DAY TOTAL	14	2192	618	7	50	24	0	26	98	2	1	1	0	0	0	3033
PERCENTS	0.5%	72.3%	20.4%	0.2%	1.6%	0.8%	0.0%	0.9%	3.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	93.1%															
Trucks & Buses	6.9%															
AM Times	11:00	11:15	08:15	07:15	07:30	11:15		10:00	07:15	09:15		07:30				11:15
AM Peaks	2	120	55	2	6	4		3	14	1		1				174
PM Times	14:45	16:15	16:45	13:00	15:00	12:45		13:00	16:00	13:15	12:45					16:15
PM Peaks	2	222	84	1	6	3		5	8	1	1					318

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	0	0	1	0	0	1	0	0	0	0	0	0	7
00:45	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	1	1	1	1	0	0	2	0	0	0	0	0	0	23
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
02:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	3	6	2	0	0	0	0	0	2	0	0	0	0	0	0	13
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	13	1	0	1	0	0	1	0	0	0	0	0	0	0	16
03:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	6	1	0	1	0	0	0	3	0	0	0	0	0	0	11
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
04:45	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
05:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	3	0	0	1	0	0	0	0	0	0	13
05:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	7	1	0	0	1	0	0	1	0	0	0	0	0	0	10
05:45	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
06:00	0	8	4	0	0	0	0	1	1	0	0	0	0	0	0	14
Hour Total	0	27	9	0	1	1	0	1	2	0	0	0	0	0	0	41
06:15	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	8
06:30	0	6	2	0	0	0	0	1	1	0	0	0	0	0	0	10
06:45	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
07:00	0	18	5	0	1	0	0	0	4	0	0	0	0	0	0	28
Hour Total	0	44	10	0	1	0	0	1	8	0	0	0	0	0	0	64
07:15	0	21	6	0	0	0	0	0	3	0	0	0	0	0	0	30
07:30	0	18	5	0	2	0	0	2	0	0	0	0	0	0	0	27
07:45	0	25	10	0	2	0	0	0	3	0	0	0	0	0	0	40
08:00	0	37	17	0	4	0	0	1	2	0	0	0	0	0	0	61
Hour Total	0	101	38	0	8	0	0	3	8	0	0	0	0	0	0	158
08:15	0	38	24	0	2	1	0	1	2	0	0	0	0	0	0	68
08:30	0	22	10	0	0	0	0	0	1	0	0	0	0	0	0	33
08:45	0	19	4	0	2	0	0	1	1	1	0	0	0	0	0	28
09:00	0	26	11	0	1	0	0	0	2	0	0	0	0	0	0	40
Hour Total	0	105	49	0	5	1	0	2	6	1	0	0	0	0	0	169

CLASSIFICATION SUMMARY
Thu 10/26/2023

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	15	4	0	1	0	0	0	4	0	0	0	0	0	0	24
09:30	0	26	7	0	1	0	0	0	2	0	0	0	0	0	0	36
09:45	0	15	10	0	0	1	2	1	0	0	0	0	0	0	0	29
10:00	0	19	7	0	2	1	0	1	1	0	0	0	0	0	0	31
Hour Total	0	75	28	0	4	2	2	2	7	0	0	0	0	0	0	120
10:15	0	30	9	0	0	0	0	2	1	0	0	0	0	0	0	42
10:30	0	22	12	0	3	0	2	1	0	0	0	0	0	0	0	40
10:45	0	32	10	0	1	0	0	0	0	0	0	0	0	0	0	43
11:00	0	31	6	0	1	4	1	0	0	0	0	0	0	0	0	43
Hour Total	0	115	37	0	5	4	3	3	1	0	0	0	0	0	0	168
11:15	0	30	11	0	1	0	1	1	1	0	0	0	0	0	0	45
11:30	0	40	11	0	0	0	0	0	1	0	0	0	0	0	0	52
11:45	0	35	8	0	1	1	1	1	2	0	0	0	0	0	0	49
12:00	0	30	16	0	3	0	1	0	3	0	0	0	0	0	0	53
Hour Total	0	135	46	0	5	1	3	2	7	0	0	0	0	0	0	199
12:15	0	40	13	0	1	1	0	0	1	0	0	0	0	0	0	56
12:30	1	38	11	0	0	0	1	0	1	0	0	0	0	0	0	52
12:45	0	30	8	0	0	0	1	0	0	0	0	0	0	0	0	39
13:00	0	28	8	1	1	1	1	0	1	0	0	0	0	0	0	41
Hour Total	1	136	40	1	2	2	3	0	3	0	0	0	0	0	0	188
13:15	1	27	7	0	0	1	2	0	0	0	0	0	0	0	0	38
13:30	0	33	9	0	1	0	1	1	0	0	0	0	0	0	0	45
13:45	1	26	8	0	0	1	0	0	2	0	0	0	0	0	0	38
14:00	0	45	14	0	1	0	0	0	2	0	0	0	0	0	0	62
Hour Total	2	131	38	0	2	2	3	1	4	0	0	0	0	0	0	183
14:15	0	42	10	0	1	0	0	1	3	0	0	0	0	0	0	57
14:30	3	31	8	0	2	0	0	0	1	0	0	0	0	0	0	45
14:45	0	33	12	0	1	0	0	1	4	0	0	0	0	0	0	51
15:00	0	46	13	0	0	0	0	0	3	0	0	0	0	0	0	62
Hour Total	3	152	43	0	4	0	0	2	11	0	0	0	0	0	0	215
15:15	1	53	15	0	0	0	0	0	2	0	0	0	0	0	0	71
15:30	0	55	23	0	1	0	0	2	1	0	0	0	0	0	0	82
15:45	0	53	24	0	3	0	0	0	0	0	0	0	0	0	0	80
16:00	0	47	10	0	3	2	0	0	1	0	0	0	0	0	0	63
Hour Total	1	208	72	0	7	2	0	2	4	0	0	0	0	0	0	296
16:15	0	59	14	1	1	1	0	0	1	0	0	0	0	0	0	77
16:30	0	49	23	0	2	1	0	0	1	0	0	0	0	0	0	76
16:45	1	61	28	0	2	0	0	1	0	0	0	0	0	0	0	93
17:00	3	57	21	0	0	0	0	0	1	0	0	0	0	0	0	82
Hour Total	4	226	86	1	5	2	0	1	3	0	0	0	0	0	0	328
17:15	1	59	22	0	1	0	0	0	3	0	0	0	0	0	0	86
17:30	1	66	22	0	0	0	0	0	1	0	0	0	0	0	0	90
17:45	0	47	12	0	0	0	0	1	1	0	0	0	0	0	0	61
18:00	0	47	9	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	2	219	65	0	1	0	0	1	5	0	0	0	0	0	0	293

Station #: A NB
Site ID: 000000008516
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: NORTH
Lane: 1

File: D1024002.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	29	10	0	1	0	0	1	0	0	0	0	0	0	0	41
18:30	0	33	10	0	1	0	0	0	1	0	0	0	0	0	0	45
18:45	0	29	14	0	2	0	0	0	0	0	0	0	0	0	0	45
19:00	0	40	12	0	0	0	0	0	1	0	0	0	0	0	0	53
Hour Total	0	131	46	0	4	0	0	1	2	0	0	0	0	0	0	184
19:15	0	35	9	0	1	0	0	0	1	0	0	0	0	0	0	46
19:30	0	28	8	0	0	0	0	0	1	0	0	0	0	0	0	37
19:45	0	44	4	0	0	0	0	0	1	0	0	0	0	0	0	49
20:00	0	33	6	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	140	27	0	2	0	0	0	3	0	0	0	0	0	0	172
20:15	0	44	8	0	0	0	0	0	1	0	0	0	0	0	0	53
20:30	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
20:45	0	29	5	0	0	0	0	1	0	0	0	0	0	0	0	35
21:00	0	29	2	0	1	1	0	0	2	0	0	0	0	0	0	35
Hour Total	0	128	17	0	1	1	0	1	3	0	0	0	0	0	0	151
21:15	0	20	7	0	0	0	0	0	1	0	0	0	0	0	0	28
21:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	15	2	0	1	0	0	1	0	0	0	0	0	0	0	19
22:00	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	76	18	0	1	0	0	1	1	0	0	0	0	0	0	97
22:15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	16	2	0	0	0	0	0	0	1	0	0	0	0	0	19
22:45	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	54	8	0	0	0	0	0	1	1	0	0	0	0	0	64
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	8	2	0	0	1	0	0	1	0	0	0	0	0	0	12
24:00	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
Hour Total	0	29	5	0	0	1	0	0	3	0	0	0	0	0	0	38
DAY TOTAL	16	2282	688	3	61	23	14	25	90	2	0	0	0	0	0	3204
PERCENTS	0.5%	71.2%	21.5%	0.1%	1.9%	0.7%	0.4%	0.8%	2.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	93.2%															
Trucks & Buses	6.8%															
AM Times	01:15	11:00	07:45	00:15	07:30	11:00	09:45	09:45	07:00	08:00						07:45
AM Peaks	3	136	61	1	10	5	4	5	10	1						202
PM Times	16:45	16:45	16:30	12:15	15:45	15:45	12:30	14:45	14:15	21:45						16:45
PM Peaks	6	243	94	1	9	4	5	3	11	1						351

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
00:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	14	1	0	0	0	0	0	2	0	0	0	0	0	0	17
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	3	0	0	0	0	0	0	12
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
03:15	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4
03:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	2	0	1	1	0	0	1	0	0	0	0	0	0	7
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	11	3	0	2	1	0	0	2	0	0	0	0	0	0	20
04:15	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
04:30	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	8	6	0	2	0	0	0	1	0	0	0	0	0	0	17
05:00	0	8	4	0	1	0	0	0	2	0	0	0	0	0	0	15
Hour Total	0	29	16	0	4	0	0	0	4	0	0	0	0	0	0	53
05:15	0	5	4	0	2	1	0	0	1	0	0	0	0	0	0	13
05:30	0	10	5	0	1	0	0	0	1	0	0	0	0	0	0	17
05:45	1	15	11	0	1	0	0	0	1	1	0	0	0	0	0	30
06:00	0	17	12	0	1	1	0	0	0	0	0	0	0	0	0	31
Hour Total	1	47	32	0	5	2	0	0	3	1	0	0	0	0	0	91
06:15	0	14	11	0	0	0	0	1	1	0	0	0	0	0	0	27
06:30	0	29	14	0	1	0	0	1	2	0	0	0	0	0	0	47
06:45	0	27	8	0	0	0	0	3	0	0	0	0	0	0	0	38
07:00	0	28	16	0	2	0	0	0	2	0	0	0	0	0	0	48
Hour Total	0	98	49	0	3	0	0	5	5	0	0	0	0	0	0	160
07:15	0	23	17	0	1	1	0	2	0	0	0	0	0	0	0	44
07:30	0	44	13	0	0	1	0	1	1	0	0	0	0	0	0	60
07:45	0	29	14	0	2	0	0	1	1	0	0	0	0	0	0	47
08:00	0	63	14	0	1	0	1	0	1	0	0	1	0	0	0	81
Hour Total	0	159	58	0	4	2	1	4	3	0	0	1	0	0	0	232
08:15	0	53	17	0	0	0	0	1	7	0	0	0	0	0	0	78
08:30	0	43	16	0	0	0	0	2	0	0	0	0	0	0	0	61
08:45	0	36	20	0	0	0	0	1	8	0	0	0	0	0	0	65
09:00	0	36	7	0	0	0	0	2	4	0	0	0	0	0	0	49
Hour Total	0	168	60	0	0	0	0	6	19	0	0	0	0	0	0	253

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	1	16	8	0	0	1	0	1	3	0	0	0	0	0	0	30
09:30	0	18	8	0	3	1	0	1	2	0	0	0	0	0	0	33
09:45	0	17	7	0	1	0	0	0	1	0	0	0	0	0	0	26
10:00	0	32	8	1	2	0	0	0	2	0	0	0	0	0	0	45
Hour Total	1	83	31	1	6	2	0	2	8	0	0	0	0	0	0	134
10:15	1	21	9	0	1	2	0	1	1	0	0	0	0	0	0	36
10:30	0	22	9	0	1	0	0	1	1	0	0	0	0	0	0	34
10:45	0	26	13	0	2	1	0	1	2	0	0	0	0	0	0	45
11:00	1	21	5	0	0	1	0	2	5	0	0	0	0	0	0	35
Hour Total	2	90	36	0	4	4	0	5	9	0	0	0	0	0	0	150
11:15	0	33	11	0	3	0	0	1	1	0	0	0	0	0	0	49
11:30	0	29	11	0	0	0	0	1	4	0	0	0	0	0	0	45
11:45	0	30	7	1	2	0	0	1	4	0	0	0	0	0	0	45
12:00	0	32	12	0	0	0	0	0	1	0	0	0	0	0	0	45
Hour Total	0	124	41	1	5	0	0	3	10	0	0	0	0	0	0	184
12:15	0	32	9	0	1	0	0	1	2	0	0	0	0	0	0	45
12:30	1	32	14	0	1	0	0	1	2	0	0	0	0	0	0	51
12:45	0	26	15	0	2	0	0	0	3	0	0	0	0	0	0	46
13:00	1	31	10	1	0	0	0	1	2	0	0	0	0	0	0	46
Hour Total	2	121	48	1	4	0	0	3	9	0	0	0	0	0	0	188
13:15	0	38	12	0	1	0	1	0	2	0	0	0	0	0	0	54
13:30	0	32	9	0	0	3	0	0	2	0	0	0	0	0	0	46
13:45	1	20	10	0	0	1	0	1	2	0	0	0	0	0	0	35
14:00	1	26	7	0	0	1	0	2	4	0	0	1	0	0	0	42
Hour Total	2	116	38	0	1	5	1	3	10	0	0	1	0	0	0	177
14:15	1	27	7	0	2	0	0	1	0	0	0	0	0	0	0	38
14:30	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
14:45	0	41	8	0	0	1	0	0	0	0	0	0	0	0	0	50
15:00	0	38	9	0	1	1	0	0	3	0	0	0	0	0	0	52
Hour Total	1	138	31	0	3	2	0	1	3	0	0	0	0	0	0	179
15:15	0	52	13	0	3	1	0	1	2	0	0	0	0	0	0	72
15:30	0	54	10	0	2	1	0	1	0	0	0	0	0	0	0	68
15:45	0	43	14	0	1	0	0	1	1	0	0	0	0	0	0	60
16:00	0	39	12	0	4	1	0	0	1	0	0	0	0	0	0	57
Hour Total	0	188	49	0	10	3	0	3	4	0	0	0	0	0	0	257
16:15	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
16:30	0	36	13	1	0	0	0	1	0	0	0	0	0	0	0	51
16:45	2	44	7	0	0	0	0	0	1	0	0	0	0	0	0	54
17:00	0	52	10	0	1	0	0	0	3	0	0	0	0	0	0	66
Hour Total	2	165	36	1	1	0	0	1	4	0	0	0	0	0	0	210
17:15	0	52	7	0	1	1	0	1	0	0	0	0	0	0	0	62
17:30	1	46	8	0	0	0	0	0	1	0	0	0	0	0	0	56
17:45	0	36	11	0	3	0	0	0	3	0	0	0	0	0	0	53
18:00	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	1	170	35	0	4	1	0	1	4	0	0	0	0	0	0	216

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	30	12	0	0	0	0	0	1	0	0	0	0	0	0	43
18:30	0	36	13	0	0	0	0	0	2	0	0	0	0	0	0	51
18:45	0	30	9	0	0	0	0	0	1	0	0	0	0	0	0	40
19:00	0	25	13	0	0	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	121	47	0	0	0	0	0	4	0	0	0	0	0	0	172
19:15	0	34	8	0	0	0	0	0	1	0	0	0	0	0	0	43
19:30	1	26	7	0	0	0	0	0	2	0	0	0	0	0	0	36
19:45	0	33	9	0	0	0	0	0	1	0	0	0	0	0	0	43
20:00	0	24	3	0	1	0	0	0	2	0	0	0	0	0	0	30
Hour Total	1	117	27	0	1	0	0	0	6	0	0	0	0	0	0	152
20:15	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
20:30	0	18	2	0	0	0	0	0	2	0	0	0	0	0	0	22
20:45	0	32	3	0	0	1	0	0	0	0	0	0	0	0	0	36
21:00	0	19	6	1	0	0	0	0	1	0	0	0	0	0	0	27
Hour Total	0	103	17	1	0	1	0	0	3	0	0	0	0	0	0	125
21:15	0	22	6	0	0	0	0	0	1	0	0	0	0	0	0	29
21:30	0	12	2	0	0	0	0	1	0	0	0	0	0	0	0	15
21:45	0	9	1	0	0	0	0	0	2	0	0	0	0	0	0	12
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	52	9	0	0	0	0	1	3	0	0	0	0	0	0	65
22:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
22:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Total	0	32	5	0	0	0	0	0	2	0	0	0	0	0	0	39
23:15	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	10	2	1	1	0	0	0	0	0	0	0	0	0	0	14
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	22	4	1	1	0	0	0	0	0	0	0	0	0	0	29
DAY TOTAL	15	2188	676	6	58	23	2	38	121	1	0	2	0	0	0	3130
PERCENTS	0.5%	69.9%	21.6%	0.2%	1.9%	0.7%	0.1%	1.2%	3.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 92.0% Trucks & Buses 8.0%

AM Times	10:15	08:00	08:00	09:15	09:30	10:15	07:15	06:30	08:15	05:00		07:15		08:00
AM Peaks	2	195	67	1	7	4	1	6	19	1		1		285
PM Times	13:30	16:45	12:30	12:15	15:15	13:15	12:30	13:30	13:15			13:15		15:15
PM Peaks	3	194	51	1	10	5	1	4	10			1		257

CLASSIFICATION SUMMARY
Thu 10/26/2023

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	8
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	1	18	1	1	1	0	0	0	1	0	0	0	0	0	0	23
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
02:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
03:15	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	4
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	2	1	1	0	0	0	3	0	0	0	0	0	0	24
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
04:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	28	16	0	1	0	0	0	0	0	0	0	0	0	0	45
05:15	0	5	3	0	2	0	0	1	0	0	0	0	0	0	0	11
05:30	0	14	5	0	0	0	0	0	3	0	0	0	0	0	0	22
05:45	0	16	8	0	0	0	0	1	1	0	0	0	0	0	0	26
06:00	0	11	8	0	0	0	0	0	2	0	0	0	0	0	0	21
Hour Total	0	46	24	0	2	0	0	2	6	0	0	0	0	0	0	80
06:15	0	9	11	0	0	0	0	0	2	0	0	0	0	0	0	22
06:30	0	17	9	0	0	0	0	2	1	0	0	0	0	0	0	29
06:45	0	26	15	0	1	0	0	1	1	0	0	0	0	0	0	44
07:00	0	24	12	0	0	0	0	0	2	0	0	0	0	0	0	38
Hour Total	0	76	47	0	1	0	0	3	6	0	0	0	0	0	0	133
07:15	1	37	11	0	2	0	0	2	0	0	0	0	0	0	0	53
07:30	0	34	13	0	1	1	0	4	1	0	0	0	0	0	0	54
07:45	1	34	17	0	1	0	0	1	1	0	0	0	0	0	0	55
08:00	1	47	14	0	0	0	0	1	3	0	0	0	0	0	0	66
Hour Total	3	152	55	0	4	1	0	8	5	0	0	0	0	0	0	228
08:15	0	60	19	0	1	0	0	0	3	0	0	0	0	0	0	83
08:30	0	39	20	0	1	0	0	0	2	0	0	0	0	0	0	62
08:45	0	25	10	0	1	0	0	0	1	1	0	0	0	0	0	38
09:00	0	17	6	0	3	0	0	0	1	0	0	0	0	0	0	27
Hour Total	0	141	55	0	6	0	0	0	7	1	0	0	0	0	0	210

CLASSIFICATION SUMMARY
Thu 10/26/2023

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	31	9	0	0	0	0	0	5	0	1	0	0	0	0	46
09:30	0	29	4	0	0	1	0	1	4	0	0	0	0	0	0	39
09:45	0	23	8	0	2	0	0	1	1	0	0	0	0	0	0	35
10:00	0	21	7	0	4	2	0	0	4	0	0	0	0	0	0	38
Hour Total	0	104	28	0	6	3	0	2	14	0	1	0	0	0	0	158
10:15	0	18	8	0	2	1	0	1	2	0	0	0	0	0	0	32
10:30	0	31	6	0	1	0	1	1	4	0	0	0	0	0	0	44
10:45	0	29	6	0	3	3	0	0	0	0	0	0	0	0	0	41
11:00	1	30	12	0	1	2	0	0	0	0	0	0	0	0	0	46
Hour Total	1	108	32	0	7	6	1	2	6	0	0	0	0	0	0	163
11:15	0	29	10	0	1	2	0	0	3	0	0	0	0	0	0	45
11:30	0	42	8	0	1	1	0	1	1	0	0	0	0	0	0	54
11:45	0	34	12	0	2	0	0	0	1	0	0	0	0	0	0	49
12:00	0	31	11	0	0	1	0	0	2	0	0	0	0	0	0	45
Hour Total	0	136	41	0	4	4	0	1	7	0	0	0	0	0	0	193
12:15	0	26	6	0	1	3	0	0	0	0	0	0	0	0	0	36
12:30	0	33	18	0	1	1	0	0	2	0	0	0	0	0	0	55
12:45	1	41	15	0	1	1	0	2	1	0	0	0	0	0	0	62
13:00	3	40	4	1	3	2	1	0	2	0	0	0	0	0	0	56
Hour Total	4	140	43	1	6	7	1	2	5	0	0	0	0	0	0	209
13:15	1	40	14	0	1	0	0	1	0	0	0	0	0	0	0	57
13:30	0	26	12	0	1	1	0	0	1	0	0	1	0	0	0	42
13:45	1	28	14	0	0	1	0	0	2	0	0	0	0	0	0	46
14:00	1	40	15	0	2	0	0	0	1	0	0	0	0	0	0	59
Hour Total	3	134	55	0	4	2	0	1	4	0	0	1	0	0	0	204
14:15	0	32	6	0	3	0	0	0	1	0	0	0	0	0	0	42
14:30	0	23	6	0	3	0	0	0	3	0	0	0	0	0	0	35
14:45	1	36	7	0	2	0	0	0	1	0	0	0	0	0	0	47
15:00	0	40	10	0	0	0	0	1	1	0	0	0	0	0	0	52
Hour Total	1	131	29	0	8	0	0	1	6	0	0	0	0	0	0	176
15:15	1	51	17	0	0	0	0	0	1	0	0	0	0	0	0	70
15:30	0	52	15	0	0	2	0	1	1	0	0	0	0	0	0	71
15:45	0	44	14	0	1	0	0	1	4	0	0	0	0	0	0	64
16:00	1	31	15	0	2	0	0	0	0	0	0	0	0	0	0	49
Hour Total	2	178	61	0	3	2	0	2	6	0	0	0	0	0	0	254
16:15	1	38	17	0	1	0	0	1	1	0	0	0	0	0	0	59
16:30	0	54	15	0	0	0	0	0	2	0	0	0	0	0	0	71
16:45	0	50	9	0	0	0	0	1	2	0	0	0	0	0	0	62
17:00	0	48	13	0	2	0	0	0	2	0	0	0	0	0	0	65
Hour Total	1	190	54	0	3	0	0	2	7	0	0	0	0	0	0	257
17:15	1	47	10	0	0	0	0	0	2	0	0	0	0	0	0	60
17:30	0	45	9	0	0	0	0	1	1	0	0	0	0	0	0	56
17:45	1	40	14	0	1	0	0	0	3	0	0	0	0	0	0	59
18:00	0	30	15	0	1	0	0	0	1	0	0	0	0	0	0	47
Hour Total	2	162	48	0	2	0	0	1	7	0	0	0	0	0	0	222

Station #: A SB
Site ID: 000000008510
Loc: DINKEL AVE BTW N LIBERTY ST/N 3RD ST
Direction: SOUTH
Lane: 1

File: D1024001.prn
Info: 23-279 KL MIN
GPS: 38.381334,-78.971056

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	36	13	0	0	0	0	0	0	0	0	0	0	0	0	49
18:30	0	49	9	0	1	0	0	0	1	0	0	0	0	0	0	60
18:45	0	31	11	0	0	0	0	0	1	0	0	0	0	0	0	43
19:00	0	32	11	0	0	0	0	1	0	0	0	0	0	0	0	44
Hour Total	0	148	44	0	1	0	0	1	2	0	0	0	0	0	0	196
19:15	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
19:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	22	2	0	0	0	0	0	1	0	0	0	0	0	0	25
20:00	0	27	2	0	2	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	99	13	0	2	0	0	0	1	0	0	0	0	0	0	115
20:15	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
20:30	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
20:45	0	17	0	0	1	0	0	0	3	0	0	0	0	0	0	21
21:00	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	1	72	14	0	1	0	0	1	3	0	0	0	0	0	0	92
21:15	1	20	6	0	1	0	0	0	0	0	0	0	0	0	0	28
21:30	0	19	1	0	0	0	0	0	1	0	0	0	0	0	0	21
21:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	62	12	0	1	0	0	0	1	0	0	0	0	0	0	77
22:15	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
22:30	0	10	4	0	0	0	0	0	1	0	0	0	0	0	0	15
22:45	0	15	1	0	0	0	0	0	1	0	0	0	0	0	0	17
23:00	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	49	8	0	0	0	0	1	2	0	0	0	0	0	0	61
23:15	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
24:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	35	3	0	1	0	0	0	2	0	0	0	0	0	0	41

DAY TOTAL	21	2238	690	3	65	25	2	30	104	1	1	1	0	0	0	3181
PERCENTS	0.7%	70.4%	21.7%	0.1%	2.0%	0.8%	0.1%	0.9%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 92.7% Trucks & Buses 7.3%

AM Times	07:15	07:45	07:45	00:15	10:00	10:45	09:45	07:15	09:15	08:00	08:30					07:45
AM Peaks	3	180	70	1	10	8	1	8	14	1	1					266
PM Times	12:30	16:30	15:15	12:15	14:00	12:15	12:15	12:30	16:30			12:45				16:30
PM Peaks	5	199	61	1	10	7	1	3	8			1				258

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: B EB
Site ID: 00000003718
Loc: DINKEL AVE BTW COLLEGE VIEW/MT CRAWFORD
Direction: EAST
Lane: 1

File: D1010010.prn
Info: 23-279 JM MIN
GPS: 38.37662,-78.95670

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	24	11	0	2	0	0	4	0	0	0	0	0	0	0	41
09:30	0	34	13	0	0	1	0	0	0	0	0	0	0	0	0	48
09:45	0	31	14	0	2	0	0	5	0	0	0	0	0	0	0	52
10:00	0	34	5	0	1	0	0	3	0	0	0	0	0	0	0	43
Hour Total	0	123	43	0	5	1	0	12	0	0	0	0	0	0	0	184
10:15	0	31	7	0	1	0	0	4	0	0	0	0	0	0	0	43
10:30	0	17	11	0	2	0	0	1	0	0	0	0	0	0	0	31
10:45	1	26	8	0	2	0	0	1	0	0	0	0	0	0	0	38
11:00	0	40	11	0	3	0	0	1	0	0	1	0	0	0	0	56
Hour Total	1	114	37	0	8	0	0	7	0	0	1	0	0	0	0	168
11:15	0	34	15	0	1	0	0	4	1	0	0	0	0	0	0	55
11:30	0	27	11	0	3	0	0	4	0	0	0	0	0	0	0	45
11:45	0	34	9	0	3	1	2	1	0	0	0	0	0	0	0	50
12:00	0	28	5	0	1	0	1	1	0	0	0	0	0	0	0	36
Hour Total	0	123	40	0	8	1	3	10	1	0	0	0	0	0	0	186
12:15	0	35	9	0	1	0	0	2	0	0	0	0	0	0	0	47
12:30	0	55	13	0	2	0	0	3	0	0	0	0	0	0	0	73
12:45	0	42	9	0	3	0	0	5	0	0	0	0	0	0	0	59
13:00	0	33	12	1	0	0	0	1	0	1	0	0	0	0	0	48
Hour Total	0	165	43	1	6	0	0	11	0	1	0	0	0	0	0	227
13:15	0	47	13	0	0	0	0	1	0	0	0	0	0	0	0	61
13:30	0	32	7	0	1	0	0	2	0	0	0	0	0	0	0	42
13:45	0	44	14	0	0	0	0	4	0	0	0	0	0	0	0	62
14:00	0	53	15	0	1	0	0	3	0	0	0	0	0	0	0	72
Hour Total	0	176	49	0	2	0	0	10	0	0	0	0	0	0	0	237
14:15	0	36	16	0	2	0	0	1	1	0	0	0	0	0	0	56
14:30	0	42	5	0	3	0	0	2	0	0	0	0	0	0	0	52
14:45	0	41	13	0	1	0	0	3	0	0	0	0	0	0	0	58
15:00	0	55	12	0	3	0	0	1	0	0	0	0	0	0	0	71
Hour Total	0	174	46	0	9	0	0	7	1	0	0	0	0	0	0	237
15:15	0	57	27	0	2	0	0	5	0	0	0	0	0	0	0	91
15:30	0	64	12	0	0	0	0	4	0	0	0	0	0	0	0	80
15:45	0	42	22	0	1	0	0	2	0	0	0	0	0	0	0	67
16:00	0	45	19	0	0	0	0	1	0	0	0	0	0	0	0	65
Hour Total	0	208	80	0	3	0	0	12	0	0	0	0	0	0	0	303
16:15	0	48	19	0	2	0	0	0	0	0	0	0	0	0	0	69
16:30	0	42	14	0	3	0	0	2	0	0	0	0	0	0	0	61
16:45	0	66	15	0	0	0	0	2	0	0	0	0	0	0	0	83
17:00	0	56	16	0	1	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	212	64	0	6	0	0	4	0	0	0	0	0	0	0	286
17:15	0	58	20	0	0	0	0	2	0	0	0	0	0	0	0	80
17:30	0	49	8	0	1	0	0	5	1	0	0	0	0	0	0	64
17:45	0	43	14	0	1	0	0	1	0	0	0	0	0	0	0	59
18:00	0	36	16	0	0	0	0	3	0	0	0	0	0	0	0	55
Hour Total	0	186	58	0	2	0	0	11	1	0	0	0	0	0	0	258

Station #: B EB
Site ID: 00000003718
Loc: DINKEL AVE BTW COLLEGE VIEW/MT CRAWFORD
Direction: EAST
Lane: 1

File: D1010010.prn
Info: 23-279 JM MIN
GPS: 38.37662,-78.95670

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	49	8	0	1	0	0	3	0	0	0	0	0	0	0	61
18:30	0	43	8	0	0	0	0	0	0	0	0	0	0	0	0	51
18:45	0	39	6	0	0	0	0	2	0	0	0	0	0	0	0	47
19:00	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	153	26	0	1	0	0	5	0	0	0	0	0	0	0	185
19:15	0	37	14	0	0	0	0	1	0	0	0	0	0	0	0	52
19:30	0	28	3	0	1	0	0	2	0	0	0	0	0	0	0	34
19:45	0	34	5	0	0	0	0	3	0	0	0	0	0	0	0	42
20:00	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	132	29	0	1	0	0	6	0	0	0	0	0	0	0	168
20:15	0	12	5	0	1	0	0	1	0	0	0	0	0	0	0	19
20:30	0	20	2	0	0	0	0	1	0	0	0	0	0	0	0	23
20:45	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	55	16	0	1	0	0	2	0	0	0	0	0	0	0	74
21:15	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
21:30	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
22:00	0	23	1	0	0	0	0	1	0	0	0	0	0	0	0	25
Hour Total	0	101	15	0	0	0	0	1	0	0	0	0	0	0	0	117
22:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	6	1	0	0	0	0	4	0	0	0	0	0	0	0	11
22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	40	3	0	1	0	0	4	0	0	0	0	0	0	0	48
23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	1	0	1	0	0	1	0	0	0	0	0	0	0	28

DAY TOTAL	1	2533	805	1	76	2	3	143	3	1	1	0	0	0	0	3569
PERCENTS	0.0%	71.0%	22.6%	0.0%	2.1%	0.1%	0.1%	4.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.6% Trucks & Buses 6.4%

AM Times	10:00	07:45	07:30		11:00	08:45	11:15	09:00	10:30		10:15					07:30
AM Peaks	1	206	82		10	1	3	15	1		1					304
PM Times		16:45	15:15	12:15	14:15			14:45	13:30	12:15						15:00
PM Peaks		229	80	1	9			13	1	1						309

Station #: B EB
Site ID: 00000003718
Loc: DINKEL AVE BTW COLLEGE VIEW/MT CRAWFORD
Direction: EAST
Lane: 1

File: D1010010.prn
Info: 23-279 JM MIN
GPS: 38.37662,-78.95670

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	31	11	0	2	0	0	1	0	0	0	0	0	0	0	45
18:30	0	44	10	1	2	0	0	0	0	0	0	0	0	0	0	57
18:45	0	36	9	0	1	0	0	0	0	0	0	0	0	0	0	46
19:00	0	29	7	0	1	0	0	0	0	0	0	0	0	0	0	37
Hour Total	0	140	37	1	6	0	0	1	0	0	0	0	0	0	0	185
19:15	1	44	10	0	2	0	0	1	0	0	0	0	0	0	0	58
19:30	0	38	9	0	1	0	0	1	0	0	0	0	0	0	0	49
19:45	0	27	7	0	1	0	0	1	0	0	0	0	0	0	0	36
20:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	1	131	29	0	4	0	0	3	0	0	0	0	0	0	0	168
20:15	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
20:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
20:45	0	24	4	0	0	0	0	2	0	0	0	0	0	0	0	30
21:00	0	28	6	0	1	0	0	1	0	0	0	0	0	0	0	36
Hour Total	0	94	17	0	1	0	0	3	0	0	0	0	0	0	0	115
21:15	0	26	7	1	0	0	0	2	0	0	0	0	0	0	0	36
21:30	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	63	14	1	0	0	0	2	0	0	0	0	0	0	0	80
22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	11	2	1	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	6	1	0	0	0	0	4	0	0	0	0	0	0	0	11
Hour Total	0	33	4	1	0	0	0	4	0	0	0	0	0	0	0	42
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
24:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	27	6	0	2	0	0	0	0	0	0	0	0	0	0	35

DAY TOTAL	1	2558	798	6	71	1	0	146	2	0	1	0	0	0	0	3584
PERCENTS	0.0%	71.4%	22.3%	0.2%	2.0%	0.0%	0.0%	4.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.7% Trucks & Buses 6.3%

AM Times	07:45	07:00		07:15		06:45	00:15									07:30
AM Peaks	220	77		7		23	1									313
PM Times	18:30	16:45	15:00	12:15	14:30	12:45		14:00	13:30		12:30					15:00
PM Peaks	1	258	77	1	10	1		13	1		1					326

Station #: B WB
Site ID: 000000003598
Loc: DINKEL AVE BTW COLLEGE VIEW/MT CRAWFORD
Direction: WEST
Lane: 1

File: D1010009.prn
Info: 23-279 JM MIN
GPS: 38.37662,-78.95670

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	44	8	0	0	0	0	1	0	0	0	0	0	0	0	53
18:30	0	34	10	0	0	0	0	2	0	0	0	0	0	0	0	46
18:45	0	37	13	0	2	0	0	1	0	0	0	0	0	0	0	53
19:00	0	45	18	0	0	0	0	3	0	0	0	0	0	0	0	66
Hour Total	0	160	49	0	2	0	0	7	0	0	0	0	0	0	0	218
19:15	0	25	10	0	0	0	0	1	0	0	0	0	0	0	0	36
19:30	0	33	5	0	1	0	0	1	0	0	0	0	0	0	0	40
19:45	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
20:00	0	35	9	0	1	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	122	31	0	2	0	0	2	0	0	0	0	0	0	0	157
20:15	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
20:30	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
20:45	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	22	2	0	1	0	0	1	0	0	0	0	0	0	0	26
Hour Total	0	101	17	0	1	0	0	1	0	0	0	0	0	0	0	120
21:15	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
21:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
21:45	0	17	2	0	0	0	0	2	0	0	0	0	0	0	0	21
22:00	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	12
Hour Total	0	63	7	0	1	0	0	3	0	0	0	0	0	0	0	74
22:15	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	16
22:30	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13
23:00	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	53	9	0	1	0	0	2	0	0	0	0	0	0	0	65
23:15	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
23:30	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
23:45	0	8	4	0	0	0	0	2	0	0	0	0	0	0	0	14
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	5	0	1	0	0	4	0	0	0	0	0	0	0	37

DAY TOTAL	1	2364	722	2	78	0	0	140	1	0	1	0	0	0	0	3309
PERCENTS	0.0%	71.4%	21.8%	0.1%	2.4%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.3% Trucks & Buses 6.7%

AM Times	07:45	07:45	02:45	08:30	08:15	07:15	09:45	07:45
AM Peaks	180	67	1	8	16	1	1	264
PM Times	13:45	17:15	16:45	15:15	15:45	12:30	16:45	
PM Peaks	1	241	99	1	11	15	337	

Station #: B WB
Site ID: 00000003598
Loc: DINKEL AVE BTW COLLEGE VIEW/MT CRAWFORD
Direction: WEST
Lane: 1

File: D1010009.prn
Info: 23-279 JM MIN
GPS: 38.37662,-78.95670

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	54	14	0	0	0	0	0	0	0	0	0	0	0	0	68
18:30	0	41	10	0	1	0	0	1	0	0	0	0	0	0	0	53
18:45	0	28	13	0	0	0	0	1	0	0	0	0	0	0	0	42
19:00	0	33	6	0	2	0	0	1	0	0	0	0	0	0	0	42
Hour Total	0	156	43	0	3	0	0	3	0	0	0	0	0	0	0	205
19:15	0	44	15	0	0	0	0	0	0	0	0	0	0	0	0	59
19:30	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
19:45	0	28	5	0	0	0	0	1	0	0	0	0	0	0	0	34
20:00	0	20	6	0	0	0	0	1	0	0	0	0	0	0	0	27
Hour Total	0	124	33	0	0	0	0	2	0	0	0	0	0	0	0	159
20:15	0	29	8	0	0	0	0	1	0	0	0	0	0	0	0	38
20:30	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
20:45	0	29	5	0	0	0	0	2	0	0	0	0	0	0	0	36
21:00	0	30	6	1	0	0	0	0	0	0	0	0	0	0	0	37
Hour Total	0	124	28	1	0	0	0	3	0	0	0	0	0	0	0	156
21:15	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
21:30	0	16	4	0	0	0	0	1	0	0	0	0	0	0	0	21
21:45	0	19	4	0	0	0	0	1	0	0	0	0	0	0	0	24
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	85	15	0	0	0	0	2	0	0	0	0	0	0	0	102
22:15	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	17
22:30	0	17	4	1	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	49	7	1	0	0	0	1	0	0	0	0	0	0	0	58
23:15	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
23:30	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	11
23:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
24:00	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	22	5	1	1	0	0	2	0	0	0	0	0	0	0	31

DAY TOTAL	1	2421	774	9	69	0	0	126	0	0	0	0	0	0	0	3400
PERCENTS	0.0%	71.2%	22.8%	0.3%	2.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 94.0% Trucks & Buses 6.0%

AM Times	08:00	07:45	08:15	07:00	09:00	06:15	08:15
AM Peaks	1	205	72	1	7	15	289
PM Times	16:45	16:30	12:15	16:30	12:30	16:45	
PM Peaks	247	100	1	10	10	359	

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
01:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	8	1	0	1	0	0	0	3	0	0	0	0	0	0	13
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	5
Hour Total	0	17	4	0	1	1	0	0	2	0	0	0	0	0	0	25
03:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
03:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	3	2	1	0	0	0	0	1	0	0	0	0	0	0	7
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	5	1	1	0	0	0	2	0	0	0	0	0	0	25
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
05:00	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	43	20	0	1	0	0	0	0	0	0	0	0	0	0	64
05:15	0	8	8	0	0	0	0	0	1	0	0	0	0	0	0	17
05:30	0	19	7	0	0	1	0	0	1	0	0	0	0	0	0	28
05:45	0	18	10	0	1	1	0	0	1	0	0	0	0	0	0	31
06:00	0	38	18	0	1	0	0	0	1	0	0	0	0	0	0	58
Hour Total	0	83	43	0	2	2	0	0	4	0	0	0	0	0	0	134
06:15	0	25	18	0	1	1	0	1	0	0	0	0	0	0	0	46
06:30	0	23	18	0	0	0	0	0	2	0	0	0	0	0	0	43
06:45	0	40	21	0	0	0	0	1	0	0	0	0	0	0	0	62
07:00	0	41	27	0	2	0	0	0	3	0	0	0	0	0	0	73
Hour Total	0	129	84	0	3	1	0	2	5	0	0	0	0	0	0	224
07:15	0	51	28	0	2	0	0	0	0	0	0	0	0	0	0	81
07:30	0	45	32	0	1	0	0	1	2	0	0	0	0	0	0	81
07:45	0	72	29	0	3	0	0	0	1	0	0	0	0	0	0	105
08:00	0	56	29	0	2	2	0	1	1	0	0	0	0	0	0	91
Hour Total	0	224	118	0	8	2	0	2	4	0	0	0	0	0	0	358
08:15	0	99	27	1	1	0	0	1	4	0	0	0	1	0	0	134
08:30	0	67	22	0	2	0	0	0	1	0	0	0	0	0	0	92
08:45	0	44	16	0	3	0	0	1	1	0	0	0	0	0	0	65
09:00	0	34	12	0	0	2	0	0	6	0	0	0	0	0	0	54
Hour Total	0	244	77	1	6	2	0	2	12	0	0	0	1	0	0	345

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	30	16	0	0	1	0	1	2	0	0	0	0	0	0	50
09:30	0	47	20	0	2	0	0	0	2	0	0	0	0	0	0	71
09:45	0	38	16	0	2	1	0	2	2	0	0	0	0	0	0	61
10:00	1	47	8	0	2	0	0	2	1	0	0	0	0	0	0	61
Hour Total	1	162	60	0	6	2	0	5	7	0	0	0	0	0	0	243
10:15	0	39	17	0	1	0	0	0	2	0	0	0	0	0	0	59
10:30	0	29	9	0	1	1	0	1	3	0	0	0	0	0	0	44
10:45	0	36	14	0	2	0	0	0	1	0	0	0	0	0	0	53
11:00	0	51	18	0	3	1	0	0	1	0	0	0	0	0	0	74
Hour Total	0	155	58	0	7	2	0	1	7	0	0	0	0	0	0	230
11:15	0	45	21	0	2	0	0	0	6	0	0	0	0	0	0	74
11:30	0	40	12	0	3	0	0	0	4	1	0	0	0	0	0	60
11:45	0	44	15	0	3	3	0	0	1	0	0	0	0	0	0	66
12:00	0	40	18	0	0	1	0	1	1	0	0	0	0	0	0	61
Hour Total	0	169	66	0	8	4	0	1	12	1	0	0	0	0	0	261
12:15	0	50	15	0	2	0	0	1	1	0	0	0	0	0	0	69
12:30	0	73	20	0	1	1	0	0	2	1	0	0	0	0	0	98
12:45	0	70	16	1	2	1	0	1	3	1	0	0	0	0	0	95
13:00	0	43	10	0	1	0	0	1	1	0	0	0	0	0	0	56
Hour Total	0	236	61	1	6	2	0	3	7	2	0	0	0	0	0	318
13:15	0	59	22	0	0	0	0	0	1	0	0	0	0	0	0	82
13:30	0	44	15	0	2	0	0	0	2	0	0	0	0	0	0	63
13:45	0	53	16	0	2	0	0	1	2	0	0	0	0	0	0	74
14:00	0	65	17	0	2	0	0	1	2	0	0	0	0	0	0	87
Hour Total	0	221	70	0	6	0	0	2	7	0	0	0	0	0	0	306
14:15	1	56	17	0	2	0	0	1	1	0	0	0	0	0	0	78
14:30	0	55	8	0	3	1	0	0	1	0	0	0	0	0	0	68
14:45	0	62	17	0	0	0	0	0	3	0	0	0	0	0	0	82
15:00	0	69	22	0	5	1	0	1	1	0	0	0	0	0	0	99
Hour Total	1	242	64	0	10	2	0	2	6	0	0	0	0	0	0	327
15:15	0	62	33	0	2	0	0	0	3	0	0	0	0	0	0	100
15:30	0	109	22	0	2	0	0	0	4	1	0	0	0	0	0	138
15:45	0	74	29	0	2	1	0	1	2	1	0	0	0	0	0	110
16:00	0	52	20	0	3	0	0	0	2	0	0	0	0	0	0	77
Hour Total	0	297	104	0	9	1	0	1	11	2	0	0	0	0	0	425
16:15	0	77	27	0	3	0	0	0	0	0	0	0	0	0	0	107
16:30	0	61	20	0	1	0	0	0	2	0	0	0	0	0	0	84
16:45	0	87	23	0	1	0	0	1	2	0	0	0	0	0	0	114
17:00	2	76	30	0	1	0	0	0	0	0	0	0	0	0	0	109
Hour Total	2	301	100	0	6	0	0	1	4	0	0	0	0	0	0	414
17:15	0	77	22	0	0	0	0	0	2	0	0	0	0	0	0	101
17:30	0	68	26	0	1	0	0	1	5	0	0	0	0	0	0	101
17:45	0	62	24	0	1	0	0	0	0	0	0	0	0	0	0	87
18:00	0	61	17	0	1	0	0	1	2	0	0	0	0	0	0	82
Hour Total	0	268	89	0	3	0	0	2	9	0	0	0	0	0	0	371

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	61	12	0	1	0	0	0	2	0	0	0	0	0	0	77
18:30	1	64	14	0	1	0	0	0	1	0	0	0	0	0	0	81
18:45	0	47	5	0	1	0	0	0	2	0	0	0	0	0	0	55
19:00	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	2	205	38	0	3	0	0	0	5	0	0	0	0	0	0	253
19:15	0	52	17	0	0	0	0	1	1	0	0	0	0	0	0	71
19:30	0	40	8	0	1	0	0	0	0	0	0	0	0	0	0	49
19:45	0	48	13	0	2	1	0	0	4	0	0	0	0	0	0	68
20:00	0	45	9	0	0	0	0	0	1	0	0	0	0	0	0	55
Hour Total	0	185	47	0	3	1	0	1	6	0	0	0	0	0	0	243
20:15	0	46	7	0	0	0	0	0	1	0	0	0	0	0	0	54
20:30	0	38	4	0	1	0	0	0	1	0	0	0	0	0	0	44
20:45	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
21:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	144	24	0	1	0	0	0	2	0	0	0	0	0	0	171
21:15	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
21:30	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
21:45	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
22:00	0	21	1	0	0	0	0	0	2	0	0	0	0	0	0	24
Hour Total	0	127	22	0	0	0	0	0	2	0	0	0	0	0	0	151
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	7	2	0	0	0	0	0	4	0	0	0	0	0	0	13
22:45	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
23:00	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	53	4	0	0	1	0	0	6	0	0	0	0	0	0	64
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
23:45	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
24:00	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7
Hour Total	0	32	1	0	1	1	0	0	2	0	0	0	0	0	0	37

DAY TOTAL	6	3569	1163	3	92	24	0	25	127	5	0	0	1	0	0	5015
PERCENTS	0.1%	71.2%	23.2%	0.1%	1.8%	0.5%	0.0%	0.5%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 94.5% Trucks & Buses 5.5%

AM Times	09:15	07:45	07:15	03:00	11:00	09:00	09:15	08:15	10:45	07:30	07:45
AM Peaks	1	294	118	1	11	4	5	12	1	1	422
PM Times	16:15	15:00	15:00	12:15	15:00	12:15	12:15	14:45	12:15	15:00	
PM Peaks	2	314	106	1	11	2	3	11	2	447	

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	2	0	0	0	0	0	3	0	0	0	0	0	0	20
01:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
01:30	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	4	0	0	0	0	0	3	0	0	0	0	0	0	11
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
02:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
03:15	0	2	0	0	1	0	0	0	2	0	0	0	0	0	0	5
03:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	4	1	0	0	1	0	0	2	0	0	0	0	0	0	8
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	13	6	0	1	1	0	0	4	0	0	0	0	0	0	25
04:15	0	9	2	0	0	0	0	1	2	0	0	0	0	0	0	14
04:30	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
04:45	0	16	7	0	0	0	0	1	0	0	0	0	0	0	0	24
05:00	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	46	18	0	1	0	0	2	2	0	0	0	0	0	0	69
05:15	0	18	10	0	0	0	0	1	2	0	0	0	0	0	0	31
05:30	0	15	7	0	0	0	0	0	1	0	0	0	0	0	0	23
05:45	0	21	13	0	1	0	0	0	2	0	0	0	0	0	0	37
06:00	0	24	20	0	1	0	0	0	2	0	0	0	0	0	0	47
Hour Total	0	78	50	0	2	0	0	1	7	0	0	0	0	0	0	138
06:15	0	25	16	0	0	2	0	0	0	0	0	0	0	0	0	43
06:30	0	28	16	0	1	1	0	0	0	0	0	0	0	0	0	46
06:45	0	40	16	0	1	0	0	1	3	0	0	0	0	0	0	61
07:00	0	44	22	0	1	2	0	1	4	0	0	0	0	0	0	74
Hour Total	0	137	70	0	3	5	0	2	7	0	0	0	0	0	0	224
07:15	1	45	34	0	3	1	0	2	4	0	0	0	0	0	0	90
07:30	0	61	33	0	1	0	0	3	2	0	0	0	0	0	0	100
07:45	0	77	21	0	3	0	0	1	3	0	0	0	0	0	0	105
08:00	0	66	25	0	2	0	0	2	0	0	0	0	0	0	0	95
Hour Total	1	249	113	0	9	1	0	8	9	0	0	0	0	0	0	390
08:15	0	97	38	0	2	0	0	0	3	0	0	0	0	0	0	140
08:30	0	75	36	0	0	0	0	1	1	0	0	0	0	0	0	113
08:45	0	50	12	0	0	1	2	2	4	0	0	0	0	0	0	71
09:00	0	32	19	0	0	0	0	1	1	1	0	0	0	0	0	54
Hour Total	0	254	105	0	2	1	2	4	9	1	0	0	0	0	0	378

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	31	12	0	3	0	0	0	1	0	0	0	0	0	0	47
09:30	0	30	15	0	1	0	0	0	4	0	0	0	0	0	0	50
09:45	0	30	15	0	2	0	0	0	1	1	0	0	0	0	0	49
10:00	0	41	12	0	3	0	1	2	2	0	0	0	0	0	0	61
Hour Total	0	132	54	0	9	0	1	2	8	1	0	0	0	0	0	207
10:15	0	39	7	1	1	0	0	1	0	0	0	0	0	0	0	49
10:30	0	27	19	0	1	0	0	0	4	0	0	0	0	0	0	51
10:45	0	44	8	0	4	0	0	1	1	1	0	0	0	0	0	59
11:00	0	43	10	0	2	0	1	0	1	0	0	0	0	0	0	57
Hour Total	0	153	44	1	8	0	1	2	6	1	0	0	0	0	0	216
11:15	0	41	4	0	0	0	0	2	1	0	0	0	0	0	0	48
11:30	0	34	19	0	3	1	0	0	4	0	0	0	0	0	0	61
11:45	0	54	19	0	1	1	0	0	3	0	0	0	0	0	0	78
12:00	0	52	25	0	1	1	0	0	2	0	0	0	0	0	0	81
Hour Total	0	181	67	0	5	3	0	2	10	0	0	0	0	0	0	268
12:15	1	67	18	1	0	0	0	0	3	0	0	0	0	0	0	90
12:30	0	52	18	0	1	1	0	3	2	0	0	0	0	0	0	77
12:45	0	45	17	0	1	1	0	1	3	0	0	0	0	0	0	68
13:00	0	61	18	0	1	0	0	0	0	0	0	0	0	0	0	80
Hour Total	1	225	71	1	3	2	0	4	8	0	0	0	0	0	0	315
13:15	0	65	18	1	2	2	0	2	0	2	0	1	0	0	0	93
13:30	1	43	18	0	1	2	0	1	0	0	0	0	0	0	0	66
13:45	1	53	20	0	1	0	0	1	1	1	0	0	0	0	0	78
14:00	0	51	15	0	2	0	0	1	3	0	0	0	0	0	0	72
Hour Total	2	212	71	1	6	4	0	5	4	3	0	1	0	0	0	309
14:15	1	59	9	0	0	1	0	0	4	1	0	0	0	0	0	75
14:30	0	58	8	0	2	0	0	0	1	0	0	0	0	0	0	69
14:45	0	54	14	0	2	1	0	1	3	0	0	0	0	0	0	75
15:00	0	67	29	1	4	0	0	0	0	0	0	0	0	0	0	101
Hour Total	1	238	60	1	8	2	0	1	8	1	0	0	0	0	0	320
15:15	0	80	20	0	0	0	0	1	1	0	0	0	0	0	0	102
15:30	0	111	27	0	0	1	0	0	1	1	0	0	0	0	0	141
15:45	0	73	19	0	1	0	0	0	1	0	0	0	0	0	0	94
16:00	0	59	25	0	0	0	0	1	1	0	0	0	0	0	0	86
Hour Total	0	323	91	0	1	1	0	2	4	1	0	0	0	0	0	423
16:15	1	75	26	0	1	0	0	0	1	1	0	0	0	0	0	105
16:30	0	63	27	0	0	0	0	1	0	0	0	0	0	0	0	91
16:45	0	108	20	0	0	0	0	0	0	1	0	0	0	0	0	129
17:00	1	107	19	0	1	1	0	0	0	0	0	0	0	0	0	129
Hour Total	2	353	92	0	2	1	0	1	1	2	0	0	0	0	0	454
17:15	0	85	25	1	2	2	0	0	1	0	0	0	0	0	0	116
17:30	0	76	25	0	0	0	0	0	1	0	0	0	0	0	0	102
17:45	0	67	24	0	0	0	0	1	2	0	0	0	0	0	0	94
18:00	0	47	17	0	1	0	0	0	2	0	0	0	0	0	0	67
Hour Total	0	275	91	1	3	2	0	1	6	0	0	0	0	0	0	379

Station #: C EB
Site ID: 000000023592
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: EAST
Lane: 1

File: D1010005.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	49	13	0	1	1	0	0	1	0	0	0	0	0	0	65
18:30	0	72	19	0	0	1	0	0	0	1	0	0	0	0	0	93
18:45	1	46	14	0	1	0	0	0	0	0	0	0	0	0	0	62
19:00	1	42	7	0	4	0	0	0	0	1	0	0	0	0	0	55
Hour Total	2	209	53	0	6	2	0	0	1	2	0	0	0	0	0	275
19:15	0	74	13	0	1	1	0	1	0	0	0	0	0	0	0	90
19:30	1	45	9	0	0	0	0	0	1	0	0	0	0	0	0	56
19:45	0	52	15	0	0	1	0	0	1	0	0	0	0	0	0	69
20:00	0	29	11	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	200	48	0	1	2	0	1	2	0	0	0	0	0	0	255
20:15	0	34	10	0	0	0	0	0	0	0	0	0	0	0	0	44
20:30	1	26	7	0	0	0	0	0	0	0	0	0	0	0	0	34
20:45	0	30	5	0	0	0	0	0	2	0	0	0	0	0	0	37
21:00	0	66	15	0	0	1	0	0	1	0	0	0	0	0	0	83
Hour Total	1	156	37	0	0	1	0	0	3	0	0	0	0	0	0	198
21:15	0	57	10	1	0	0	0	0	1	0	0	0	0	0	0	69
21:30	0	38	6	0	1	0	0	0	1	0	0	0	0	0	0	46
21:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	126	24	1	1	0	0	0	2	0	0	0	0	0	0	154
22:15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	10
Hour Total	0	39	4	1	0	0	0	0	3	0	0	0	0	0	0	47
23:15	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
23:30	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
23:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
Hour Total	0	34	8	0	0	1	0	0	2	0	0	0	0	0	0	45
DAY TOTAL	11	3676	1188	7	71	29	4	38	113	12	0	1	0	0	0	5150
PERCENTS	0.2%	71.4%	23.1%	0.1%	1.4%	0.6%	0.1%	0.7%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 94.7% Trucks & Buses 5.3%

AM Times	06:30	07:45	07:45	09:30	07:15	06:15	08:00	07:15	06:45	09:00						07:45
AM Peaks	1	315	120	1	9	5	2	8	13	2						453
PM Times	13:30	16:45	16:00	12:15	14:15	12:45		12:30	14:00	13:00		12:30				16:45
PM Peaks	3	376	98	1	8	5		6	11	3		1				476

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	14
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	7	0	0	1	0	0	0	2	0	0	0	0	0	0	10
03:15	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	8
03:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	15	5	0	3	0	0	0	0	0	0	0	0	0	0	23
04:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
05:00	0	10	6	0	0	0	0	0	1	0	0	0	0	0	0	17
Hour Total	0	47	10	0	0	0	0	0	1	0	0	0	0	0	0	58
05:15	0	8	2	0	0	1	0	0	2	0	0	0	0	0	0	13
05:30	0	8	6	0	1	0	0	0	1	0	0	0	0	0	0	16
05:45	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
06:00	0	17	7	0	2	0	0	0	1	0	0	0	0	0	0	27
Hour Total	0	57	17	0	3	1	0	0	4	0	0	0	0	0	0	82
06:15	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
06:30	0	18	8	0	1	0	0	0	1	0	0	0	0	0	0	28
06:45	0	25	6	0	2	0	0	1	2	0	0	0	0	0	0	36
07:00	0	46	12	0	1	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	99	30	0	4	0	0	1	3	0	0	0	0	0	0	137
07:15	0	33	9	0	0	1	0	0	4	0	0	0	0	0	0	47
07:30	0	48	23	0	1	0	0	1	0	0	0	0	0	0	0	73
07:45	0	69	26	1	0	1	0	0	1	0	0	0	0	0	0	98
08:00	0	85	23	0	2	0	0	0	3	0	0	0	0	0	0	113
Hour Total	0	235	81	1	3	2	0	1	8	0	0	0	0	0	0	331
08:15	0	83	32	0	1	0	0	0	4	0	0	0	0	0	0	120
08:30	0	53	20	0	3	0	0	0	5	0	0	0	0	0	0	81
08:45	0	45	11	0	2	0	0	1	5	0	0	0	0	0	0	64
09:00	0	50	20	0	1	0	0	0	4	0	0	0	0	0	0	75
Hour Total	0	231	83	0	7	0	0	1	18	0	0	0	0	0	0	340

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	58	17	0	4	1	0	1	3	0	0	0	0	0	0	84
09:30	0	48	12	0	0	1	0	0	2	0	0	0	0	0	0	63
09:45	0	35	16	0	1	0	0	0	1	0	0	0	0	0	0	53
10:00	0	32	17	0	0	0	1	1	1	0	0	0	0	0	0	52
Hour Total	0	173	62	0	5	2	1	2	7	0	0	0	0	0	0	252
10:15	0	39	13	0	1	0	1	0	1	0	0	0	0	0	0	55
10:30	0	37	14	0	1	1	0	0	1	0	0	0	0	0	0	54
10:45	0	44	9	0	2	2	0	0	4	1	0	0	0	0	0	62
11:00	0	43	13	0	3	0	0	0	1	0	0	0	0	0	0	60
Hour Total	0	163	49	0	7	3	1	0	7	1	0	0	0	0	0	231
11:15	0	40	24	0	1	0	1	0	4	0	0	0	0	0	0	70
11:30	0	41	16	0	0	0	0	0	1	0	0	0	0	0	0	58
11:45	0	41	15	0	2	0	1	1	3	0	0	0	0	0	0	63
12:00	0	43	16	0	2	0	0	0	4	0	0	0	0	0	0	65
Hour Total	0	165	71	0	5	0	2	1	12	0	0	0	0	0	0	256
12:15	0	56	23	0	1	0	0	0	2	0	0	0	0	0	0	82
12:30	0	65	10	0	0	2	0	0	2	0	0	0	0	0	0	79
12:45	0	51	15	0	3	0	0	0	3	0	0	0	0	0	0	72
13:00	0	54	12	0	0	0	0	2	3	1	0	0	0	0	0	72
Hour Total	0	226	60	0	4	2	0	2	10	1	0	0	0	0	0	305
13:15	0	49	15	0	2	0	0	1	3	0	0	0	0	0	0	70
13:30	0	54	19	0	1	0	0	0	2	1	0	0	0	0	0	77
13:45	1	46	16	0	1	0	0	0	3	0	0	0	0	0	0	67
14:00	0	52	12	0	2	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	201	62	0	6	0	0	1	8	1	0	0	0	0	0	280
14:15	0	29	15	0	2	1	0	0	4	1	0	0	0	0	0	52
14:30	0	54	17	0	2	1	0	0	4	0	0	0	0	0	0	78
14:45	0	54	14	0	4	0	0	0	2	0	0	0	0	0	0	74
15:00	0	64	22	0	0	0	0	0	2	0	0	0	0	0	0	88
Hour Total	0	201	68	0	8	2	0	0	12	1	0	0	0	0	0	292
15:15	0	101	25	0	1	1	0	0	2	0	0	0	1	0	0	131
15:30	0	71	29	0	1	0	0	0	1	0	0	0	0	0	0	102
15:45	0	69	31	1	2	3	0	0	0	0	0	0	0	0	0	106
16:00	0	70	16	0	4	1	0	1	0	0	0	0	0	0	0	92
Hour Total	0	311	101	1	8	5	0	1	3	0	0	0	1	0	0	431
16:15	0	62	24	0	0	0	0	0	0	0	0	0	0	0	0	86
16:30	0	80	23	0	2	1	0	1	2	0	0	0	0	0	0	109
16:45	0	79	49	0	1	0	1	2	3	0	0	0	0	0	0	135
17:00	0	74	32	0	1	0	0	0	2	0	0	0	0	0	0	109
Hour Total	0	295	128	0	4	1	1	3	7	0	0	0	0	0	0	439
17:15	1	100	45	0	2	0	0	1	0	0	0	0	0	0	0	149
17:30	1	98	43	0	1	1	0	0	1	0	0	0	0	0	0	145
17:45	0	84	23	0	0	0	0	1	1	0	0	0	0	0	0	109
18:00	1	95	24	0	1	0	0	0	3	0	0	0	0	0	0	124
Hour Total	3	377	135	0	4	1	0	2	5	0	0	0	0	0	0	527

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	72	10	0	1	0	0	0	2	0	0	0	0	0	0	86
18:30	0	55	14	0	0	0	0	0	2	0	0	0	0	0	0	71
18:45	1	56	21	0	1	0	0	0	2	0	0	0	0	0	0	81
19:00	0	79	23	0	0	0	0	1	1	0	0	0	0	0	0	104
Hour Total	2	262	68	0	2	0	0	1	7	0	0	0	0	0	0	342
19:15	0	58	14	0	0	0	0	0	1	0	0	0	0	0	0	73
19:30	0	58	9	0	2	0	0	0	0	0	0	0	0	0	0	69
19:45	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
20:00	0	46	14	0	0	0	0	0	0	0	0	0	0	0	0	60
Hour Total	0	199	46	0	2	0	0	0	1	0	0	0	0	0	0	248
20:15	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
20:30	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
20:45	0	38	6	0	0	0	0	0	0	0	0	0	0	0	0	44
21:00	1	34	5	0	1	1	0	0	1	0	0	0	0	0	0	43
Hour Total	1	151	23	0	1	1	0	0	1	0	0	0	0	0	0	178
21:15	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
21:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
21:45	0	25	3	0	0	0	0	0	2	0	0	0	0	0	0	30
22:00	1	13	1	0	0	0	0	0	1	0	0	0	0	0	0	16
Hour Total	1	88	11	0	0	0	0	0	3	0	0	0	0	0	0	103
22:15	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	20
22:30	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	15
23:00	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	58	12	0	0	1	0	0	2	0	0	0	0	0	0	73
23:15	0	7	0	0	0	1	0	0	1	0	0	0	0	0	0	9
23:30	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
23:45	0	8	4	0	0	0	0	0	3	0	0	0	0	0	0	15
24:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	31	5	0	1	1	0	0	5	0	0	0	0	0	0	43
DAY TOTAL	8	3619	1130	2	78	23	5	16	126	4	0	0	1	0	0	5012
PERCENTS	0.2%	72.2%	22.5%	0.0%	1.6%	0.5%	0.1%	0.3%	2.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	94.9%												Trucks & Buses		5.1%	
AM Times	07:45	07:30	07:00	08:30	10:00	09:30	06:45	08:15	10:00							07:45
AM Peaks	290	104	1	10	3	2	2	18	1							412
PM Times	17:15	17:15	16:45	15:00	14:00	15:15	16:00	16:00	14:15	12:45	14:30				16:45	
PM Peaks	3	377	169	1	10	5	1	4	12	2	1				538	

CLASSIFICATION SUMMARY
Wed 10/11/2023

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
00:45	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	8
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	25	1	0	0	1	0	0	2	0	0	0	0	0	0	29
01:15	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
02:45	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	0	2	1	0	0	3	0	0	0	0	0	0	12
03:15	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7
04:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	19	6	0	1	0	0	0	3	0	0	0	0	0	0	29
04:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
04:30	0	14	1	0	0	0	0	0	1	0	0	0	0	0	0	16
04:45	0	19	2	0	0	0	0	0	2	0	0	0	0	0	0	23
05:00	0	9	2	0	0	0	0	0	2	0	0	0	0	0	0	13
Hour Total	0	46	7	0	0	0	0	0	6	0	0	0	0	0	0	59
05:15	0	12	4	0	0	1	0	0	0	0	0	0	0	0	0	17
05:30	0	7	6	0	0	0	0	0	2	0	0	0	0	0	0	15
05:45	0	20	3	0	1	0	0	0	0	0	0	0	0	0	0	24
06:00	0	14	8	0	1	1	0	0	3	0	0	0	0	0	0	27
Hour Total	0	53	21	0	2	2	0	0	5	0	0	0	0	0	0	83
06:15	0	15	5	0	2	0	0	0	3	0	0	0	0	0	0	25
06:30	0	15	6	0	0	0	1	2	1	0	0	0	0	0	0	25
06:45	0	28	7	0	0	0	0	1	3	0	0	0	0	0	0	39
07:00	0	36	15	0	3	0	0	0	3	0	0	0	0	0	0	57
Hour Total	0	94	33	0	5	0	1	3	10	0	0	0	0	0	0	146
07:15	0	26	11	0	1	2	0	2	1	0	0	0	0	0	0	43
07:30	0	52	22	0	1	0	0	0	3	0	0	0	0	0	0	78
07:45	0	62	23	1	0	0	0	0	1	0	0	0	0	0	0	87
08:00	0	108	21	0	0	0	0	0	3	0	0	0	0	0	0	132
Hour Total	0	248	77	1	2	2	0	2	8	0	0	0	0	0	0	340
08:15	0	71	23	0	1	0	0	1	2	0	0	0	0	0	0	98
08:30	0	55	21	0	0	0	0	0	3	0	0	0	0	0	0	79
08:45	0	77	17	0	0	0	0	1	2	0	0	0	0	0	0	97
09:00	0	68	22	0	2	1	0	0	2	0	0	0	0	0	0	95
Hour Total	0	271	83	0	3	1	0	2	9	0	0	0	0	0	0	369

CLASSIFICATION SUMMARY
Wed 10/11/2023

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	43	8	2	0	0	0	1	1	0	0	0	0	0	0	55
09:30	0	51	18	0	0	3	0	0	2	1	0	0	0	0	0	75
09:45	0	46	14	0	1	0	0	2	1	0	0	0	0	0	0	64
10:00	0	50	12	0	2	1	0	0	3	0	0	0	0	0	0	68
Hour Total	0	190	52	2	3	4	0	3	7	1	0	0	0	0	0	262
10:15	0	36	12	0	1	1	0	0	0	0	0	0	0	0	0	50
10:30	0	44	20	0	2	1	0	0	2	0	0	0	0	0	0	69
10:45	0	46	16	0	0	1	0	2	2	0	0	0	0	0	0	67
11:00	0	52	13	0	2	0	0	0	3	0	0	0	0	0	0	70
Hour Total	0	178	61	0	5	3	0	2	7	0	0	0	0	0	0	256
11:15	0	45	19	1	1	0	0	0	0	0	0	0	0	0	0	66
11:30	0	38	22	0	1	0	0	0	0	0	0	0	0	0	0	61
11:45	0	49	13	0	0	0	0	1	3	2	0	0	0	0	0	68
12:00	0	50	20	0	2	0	0	0	3	1	0	0	0	0	0	76
Hour Total	0	182	74	1	4	0	0	1	6	3	0	0	0	0	0	271
12:15	0	48	16	0	1	0	0	0	2	0	0	0	0	0	0	67
12:30	0	40	13	0	2	0	0	0	1	0	0	0	0	0	0	56
12:45	2	49	13	1	1	0	0	3	2	0	0	0	0	0	0	71
13:00	0	69	21	0	2	0	0	1	2	0	0	0	0	0	0	95
Hour Total	2	206	63	1	6	0	0	4	7	0	0	0	0	0	0	289
13:15	0	39	10	0	0	1	0	0	2	0	0	0	0	0	0	52
13:30	0	56	25	0	2	0	0	0	1	0	0	0	0	0	0	84
13:45	1	46	24	0	1	0	0	1	1	0	0	0	0	0	0	74
14:00	0	37	16	0	0	1	1	0	0	0	0	0	0	0	0	55
Hour Total	1	178	75	0	3	2	1	1	4	0	0	0	0	0	0	265
14:15	0	47	20	0	0	1	0	2	1	0	0	0	0	0	0	71
14:30	0	42	9	1	4	1	0	1	1	1	0	0	0	0	0	60
14:45	1	59	26	0	1	0	0	1	1	0	0	0	0	0	0	89
15:00	0	60	22	0	0	0	0	0	1	1	0	0	0	0	0	84
Hour Total	1	208	77	1	5	2	0	4	4	2	0	0	0	0	0	304
15:15	1	75	22	0	0	1	0	1	1	0	0	0	0	0	0	101
15:30	0	77	28	0	1	0	0	0	0	1	0	0	0	0	0	107
15:45	0	67	24	0	2	0	0	0	1	0	0	0	0	0	0	94
16:00	1	79	18	0	0	0	0	1	1	0	0	0	0	0	0	100
Hour Total	2	298	92	0	3	1	0	2	3	1	0	0	0	0	0	402
16:15	0	65	24	0	1	1	0	0	2	0	0	0	0	0	0	93
16:30	0	68	22	0	2	0	0	0	0	0	0	0	0	0	0	92
16:45	0	98	32	0	3	1	0	0	1	1	0	0	0	0	0	136
17:00	0	111	48	0	2	0	0	0	1	0	0	0	0	0	0	162
Hour Total	0	342	126	0	8	2	0	0	4	1	0	0	0	0	0	483
17:15	1	103	49	0	2	0	0	0	3	0	0	0	0	0	0	158
17:30	0	95	22	0	1	1	1	0	0	1	0	0	0	0	0	121
17:45	0	98	31	0	1	0	0	0	0	1	0	0	0	0	0	131
18:00	0	79	25	0	1	0	0	1	0	0	0	0	0	0	0	106
Hour Total	1	375	127	0	5	1	1	1	3	2	0	0	0	0	0	516

Station #: C WB
Site ID: 00000009372
Loc: DINKEL AVE BTW OLD BRIDGEWATER/DAIRY ENT
Direction: WEST
Lane: 1

File: D1010006.prn
Info: 23-279 JM MAX
GPS: 38.36645,-78.94138

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	74	17	0	0	0	0	0	0	0	0	0	0	0	0	93
18:30	1	62	30	0	1	0	0	0	1	0	0	0	0	0	0	95
18:45	0	46	22	0	0	0	0	1	0	0	0	0	1	0	0	70
19:00	1	80	25	0	0	0	0	0	1	0	0	0	0	0	0	107
Hour Total	4	262	94	0	1	0	0	1	2	0	0	0	1	0	0	365
19:15	0	65	14	0	0	0	0	0	0	0	0	0	0	0	0	79
19:30	0	57	10	0	1	0	0	1	0	0	0	0	0	0	0	69
19:45	0	42	7	0	1	0	0	0	1	0	0	0	0	0	0	51
20:00	0	35	10	0	0	0	0	0	1	0	0	0	0	0	0	46
Hour Total	0	199	41	0	2	0	0	1	2	0	0	0	0	0	0	245
20:15	0	50	10	0	0	0	0	0	1	0	0	0	0	0	0	61
20:30	0	46	12	0	0	0	0	1	0	0	0	0	0	0	0	59
20:45	0	39	6	0	0	0	0	0	2	0	0	0	0	0	0	47
21:00	0	39	7	1	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	174	35	1	0	0	0	1	3	0	0	0	0	0	0	214
21:15	0	32	5	0	1	0	0	0	0	0	0	0	0	0	0	38
21:30	0	20	6	0	0	0	0	0	2	0	0	0	0	0	0	28
21:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	101	16	0	1	0	0	0	2	0	0	0	0	0	0	120
22:15	0	20	1	0	0	0	0	0	2	0	0	0	0	0	0	23
22:30	0	15	3	1	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
Hour Total	0	52	5	1	0	0	0	0	3	0	0	0	0	0	0	61
23:15	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
23:30	0	14	0	0	0	0	0	0	1	0	0	0	0	0	0	15
23:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
24:00	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	33	5	1	1	0	0	0	2	0	0	0	0	0	0	42
DAY TOTAL	11	3747	1175	9	62	22	3	28	107	10	0	0	1	0	0	5175
PERCENTS	0.2%	72.4%	22.7%	0.2%	1.2%	0.4%	0.1%	0.5%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.3% Trucks & Buses 4.7%

AM Times	08:00	07:30	08:30	09:45	09:30	05:45	06:30	06:00	11:15							08:00
AM Peaks	311	89	2	6	5	1	5	10	3							406
PM Times	18:15	16:45	16:30	12:15	16:30	13:45	13:15	12:15	12:15	14:15			18:00			16:45
PM Peaks	4	407	151	1	9	3	1	4	7	2			1			577

Station #: D NB
Site ID: 00000009354
Loc: MT CRAWFORD AVE BTW COLLEGE VIEW/DINKEL
Direction: NORTH
Lane: 1

File: D1010007.prn
Info: 23-279 JM MIN
GPS: 38.37590,-78.95394

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	27	8	0	0	0	0	1	0	0	0	0	0	0	0	36
18:30	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
18:45	1	23	4	0	0	0	0	0	0	0	0	0	0	0	0	28
19:00	0	14	2	0	0	0	0	1	0	0	0	0	0	0	0	17
Hour Total	1	86	17	0	0	0	0	2	0	0	0	0	0	0	0	106
19:15	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
19:30	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	16
19:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
20:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	55	14	0	1	0	0	1	0	0	0	0	0	0	0	71
20:15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	0	13	2	1	0	0	0	0	0	0	0	0	0	0	0	16
20:45	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	63	11	1	0	0	0	0	0	0	0	0	0	0	0	75
21:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	3	0	0	0	0	1	0	0	0	0	0	0	0	12
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6

DAY TOTAL	4	1319	487	2	39	0	1	15	1	1	0	0	0	0	0	1869
PERCENTS	0.2%	70.6%	26.1%	0.1%	2.1%	0.0%	0.1%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.8% Trucks & Buses 3.2%

AM Times	09:00	07:30	07:30	06:45	08:00	09:30	10:00	07:15	07:30
AM Peaks	1	90	42	1	6	1	3	1	139
PM Times	18:00	17:00	16:45	19:45	14:30	13:45	14:45	17:00	
PM Peaks	2	146	74	1	5	4	1	218	

Station #: D NB
Site ID: 00000009354
Loc: MT CRAWFORD AVE BTW COLLEGE VIEW/DINKEL
Direction: NORTH
Lane: 1

File: D1010007.prn
Info: 23-279 JM MIN
GPS: 38.37590,-78.95394

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
18:30	0	19	16	0	0	0	0	0	0	0	0	0	0	0	0	35
18:45	0	22	11	0	0	0	0	0	0	0	0	0	0	0	0	33
19:00	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	82	39	0	0	0	0	0	0	0	0	0	0	0	0	121
19:15	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
19:30	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
19:45	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
20:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	60	16	0	0	0	0	0	0	0	0	0	0	0	0	76
20:15	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	1	13	2	0	0	0	0	1	0	0	0	0	0	0	0	17
20:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
21:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	1	61	16	0	0	0	0	1	0	0	0	0	0	0	0	79
21:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
21:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	34	9	0	0	0	0	0	0	0	0	0	0	0	0	43
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10

DAY TOTAL	5	1379	495	2	15	3	1	14	2	0	0	0	0	0	0	1916
PERCENTS	0.3%	72.0%	25.8%	0.1%	0.8%	0.2%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.1% Trucks & Buses 1.9%

AM Times	09:30	07:45	11:15	06:45	09:15	05:30	00:30	07:15	07:45
AM Peaks	1	94	36	1	4	1	2	1	123
PM Times	15:30	16:45	17:00	13:45	13:15	16:45	13:00	16:45	
PM Peaks	2	160	58	3	1	1	3	219	

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E EBI
Site ID: 000000020182
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010001.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	1	1	0	0	0	0	0	0	6
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	1	2	0	0	0	0	0	0	9
03:15	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	3	0	0	0	0	2	2	0	0	0	0	0	0	12
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	13
05:00	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Total	0	17	8	0	2	0	0	0	1	0	0	0	0	0	0	28
05:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30	0	14	5	0	1	0	0	2	0	0	0	0	0	0	0	22
05:45	0	20	2	0	0	0	0	1	1	0	0	0	0	0	0	24
06:00	1	22	5	0	1	0	0	1	0	0	0	0	0	0	0	30
Hour Total	1	67	15	0	2	0	0	4	1	0	0	0	0	0	0	90
06:15	0	13	8	0	0	0	0	1	0	0	0	0	0	0	0	22
06:30	0	13	5	0	1	0	0	1	0	0	0	0	0	0	0	20
06:45	0	19	9	0	0	1	0	0	0	0	0	0	0	0	0	29
07:00	0	17	7	0	0	0	0	1	0	0	0	0	0	0	0	25
Hour Total	0	62	29	0	1	1	0	3	0	0	0	0	0	0	0	96
07:15	0	22	8	0	1	0	0	2	0	0	0	0	0	0	0	33
07:30	0	29	11	0	0	0	0	0	0	0	0	0	0	0	0	40
07:45	0	32	12	0	1	0	0	3	0	0	0	0	0	0	0	48
08:00	0	30	15	0	2	1	0	0	0	0	0	0	0	0	0	48
Hour Total	0	113	46	0	4	1	0	5	0	0	0	0	0	0	0	169
08:15	0	41	17	0	0	0	0	2	1	0	0	0	0	0	0	61
08:30	0	27	14	0	0	0	0	3	0	0	0	0	0	0	0	44
08:45	0	28	8	0	0	0	0	0	3	0	0	0	0	0	0	39
09:00	0	24	5	0	0	1	0	4	0	0	0	0	0	0	0	34
Hour Total	0	120	44	0	0	1	0	9	4	0	0	0	0	0	0	178

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E EBI
Site ID: 000000020182
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010001.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	11	4	0	0	0	0	1	0	0	0	0	0	0	0	16
09:30	0	24	7	0	0	0	0	3	0	0	0	0	0	0	0	34
09:45	0	27	13	0	2	0	0	2	0	0	0	0	0	0	0	44
10:00	0	22	4	0	0	0	0	2	0	0	0	0	0	0	0	28
Hour Total	0	84	28	0	2	0	0	8	0	0	0	0	0	0	0	122
10:15	0	19	4	0	2	0	0	3	0	0	0	0	0	0	0	28
10:30	0	13	7	0	0	0	0	2	1	0	0	0	0	0	0	23
10:45	0	23	11	0	1	1	0	1	1	0	0	0	0	0	0	38
11:00	0	28	9	0	2	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	83	31	0	5	1	0	6	2	0	0	0	0	0	0	128
11:15	0	34	8	0	2	0	1	2	0	0	0	0	0	0	0	47
11:30	0	28	7	0	3	0	0	3	0	0	0	0	0	0	0	41
11:45	0	25	9	0	0	1	0	0	1	0	0	0	0	0	0	36
12:00	0	23	12	0	1	1	0	2	0	0	0	0	0	0	0	39
Hour Total	0	110	36	0	6	2	1	7	1	0	0	0	0	0	0	163
12:15	0	36	13	1	2	0	0	1	1	0	0	0	0	0	0	54
12:30	0	28	9	0	3	0	0	4	0	0	0	0	0	0	0	44
12:45	0	46	8	0	1	0	0	2	1	0	0	0	0	0	0	58
13:00	0	27	5	0	0	0	0	2	1	0	0	0	0	0	0	35
Hour Total	0	137	35	1	6	0	0	9	3	0	0	0	0	0	0	191
13:15	1	40	10	0	2	0	0	2	0	0	0	0	0	0	0	55
13:30	0	21	8	0	1	0	0	1	0	0	0	0	0	0	0	31
13:45	0	20	10	0	1	1	0	2	1	0	0	0	0	0	0	35
14:00	0	37	8	0	1	0	0	2	0	0	0	0	0	0	0	48
Hour Total	1	118	36	0	5	1	0	7	1	0	0	0	0	0	0	169
14:15	0	25	7	0	0	0	0	2	0	0	0	0	0	0	0	34
14:30	0	30	4	0	0	0	0	3	2	0	0	0	0	0	0	39
14:45	1	34	11	0	1	0	0	7	2	0	0	0	0	0	0	56
15:00	0	40	8	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	1	129	30	0	1	0	0	12	4	0	0	0	0	0	0	177
15:15	0	39	10	0	1	0	0	1	0	0	0	0	0	0	0	51
15:30	0	38	13	0	1	0	0	3	0	0	0	0	0	0	0	55
15:45	0	30	14	0	1	0	0	5	0	0	0	0	0	0	0	50
16:00	0	20	10	0	2	1	0	2	0	0	0	0	0	0	0	35
Hour Total	0	127	47	0	5	1	0	11	0	0	0	0	0	0	0	191
16:15	0	52	10	0	2	0	0	1	0	0	0	0	0	0	0	65
16:30	0	34	11	0	1	0	0	0	0	0	0	0	0	0	0	46
16:45	0	49	18	0	1	0	0	1	0	0	0	0	0	0	0	69
17:00	0	47	9	0	0	0	0	1	1	0	0	0	0	0	0	58
Hour Total	0	182	48	0	4	0	0	3	1	0	0	0	0	0	0	238
17:15	0	36	9	0	1	0	0	1	0	0	0	0	0	0	0	47
17:30	0	28	8	0	1	0	0	1	1	0	0	0	0	0	0	39
17:45	0	24	10	0	0	1	0	2	0	0	0	0	0	0	0	37
18:00	0	18	6	0	0	0	0	2	0	0	0	0	0	0	0	26
Hour Total	0	106	33	0	2	1	0	6	1	0	0	0	0	0	0	149

Station #: E EBI
Site ID: 000000020182
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010001.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	21	5	0	0	0	0	1	1	0	0	0	0	0	0	28
18:30	0	21	4	0	2	0	0	1	1	0	0	0	0	0	0	29
18:45	1	16	1	0	1	0	0	1	2	0	0	0	0	0	0	22
19:00	0	21	3	0	0	0	0	3	0	0	0	0	0	0	0	27
Hour Total	1	79	13	0	3	0	0	6	4	0	0	0	0	0	0	106
19:15	2	17	5	0	0	0	0	1	0	0	0	0	0	0	0	25
19:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
19:45	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
20:00	1	16	5	0	0	0	0	1	0	0	0	0	0	0	0	23
Hour Total	3	70	18	0	1	0	0	2	0	0	0	0	0	0	0	94
20:15	0	19	3	0	0	0	0	0	1	0	0	0	0	0	0	23
20:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
20:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	60	8	0	0	0	0	0	1	0	0	0	0	0	0	69
21:15	0	15	7	0	0	0	0	1	0	0	0	0	0	0	0	23
21:30	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
21:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	53	12	0	0	0	0	1	1	0	0	0	0	0	0	67
22:15	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
22:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
22:45	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	5
23:00	0	5	1	0	1	0	0	2	1	0	0	0	0	0	0	10
Hour Total	0	22	3	0	1	0	0	3	4	0	0	0	0	0	0	33
23:15	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	16

DAY TOTAL	7	1771	528	1	50	9	1	108	34	0	0	0	0	0	0	2509
PERCENTS	0.3%	70.6%	21.0%	0.0%	2.0%	0.4%	0.0%	4.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 91.9% Trucks & Buses 8.1%

AM Times	05:15	07:30	07:45		10:45	11:15	10:30	09:00	08:00							07:45
AM Peaks	1	132	58		8	2	1	10	4							201
PM Times	18:30	16:15	16:00	12:15	12:15	13:00		14:00	14:00							16:15
PM Peaks	3	182	49	1	6	1		14	4							238

Station #: E EBI
Site ID: 000000020182
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010001.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
00:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
00:45	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	6	3	0	0	0	0	3	1	0	0	0	0	0	0	13
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
02:15	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	5	4	0	0	0	0	2	0	0	0	0	0	0	0	11
03:15	0	2	0	0	1	0	0	0	3	0	0	0	0	0	0	6
03:30	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5
03:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	3	0	1	0	0	3	3	0	0	0	0	0	0	14
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
04:45	0	7	3	0	1	0	0	1	1	0	0	0	0	0	0	13
05:00	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	22	7	0	2	0	0	2	3	0	0	0	0	0	0	36
05:15	0	12	4	0	1	0	0	2	0	0	0	0	0	0	0	19
05:30	0	11	5	0	0	0	0	1	0	0	0	0	0	0	0	17
05:45	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
06:00	0	12	7	0	1	0	0	1	1	0	0	0	0	0	0	22
Hour Total	0	59	21	0	2	0	0	4	2	0	0	0	0	0	0	88
06:15	0	10	5	0	0	1	0	0	1	0	0	0	0	0	0	17
06:30	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	24
06:45	0	15	6	0	1	0	0	1	1	0	0	0	0	0	0	24
07:00	0	16	10	0	0	0	0	1	0	0	0	0	0	0	0	27
Hour Total	0	55	31	0	1	1	0	2	2	0	0	0	0	0	0	92
07:15	0	21	8	0	1	1	0	5	2	0	0	0	0	0	0	38
07:30	0	28	14	0	0	0	0	3	0	0	0	0	0	0	0	45
07:45	0	31	13	0	0	0	0	3	0	0	0	0	0	0	0	47
08:00	0	32	16	0	1	0	0	3	0	0	0	0	0	0	0	52
Hour Total	0	112	51	0	2	1	0	14	2	0	0	0	0	0	0	182
08:15	0	42	21	0	1	0	0	1	1	0	0	0	0	0	0	66
08:30	0	34	18	0	1	0	0	0	0	0	0	0	0	0	0	53
08:45	0	24	3	1	1	0	1	2	1	0	0	0	0	0	0	33
09:00	0	28	9	0	0	0	0	3	0	0	0	0	0	0	0	40
Hour Total	0	128	51	1	3	0	1	6	2	0	0	0	0	0	0	192

Station #: E EBI
Site ID: 000000020182
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010001.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	21	10	0	0	0	0	2	0	0	0	0	0	0	0	33
18:30	0	21	3	0	0	0	0	2	1	0	0	0	0	0	0	27
18:45	0	21	2	0	0	0	0	2	0	0	0	0	0	0	0	25
19:00	0	12	0	0	2	0	0	2	0	0	0	0	0	0	0	16
Hour Total	0	75	15	0	2	0	0	8	1	0	0	0	0	0	0	101
19:15	0	24	2	0	1	0	0	3	0	0	0	0	0	0	0	30
19:30	0	19	2	0	1	0	0	1	0	0	0	0	0	0	0	23
19:45	0	19	4	0	1	0	0	0	1	0	0	0	0	0	0	25
20:00	1	13	2	0	0	0	0	0	1	0	0	0	0	0	0	17
Hour Total	1	75	10	0	3	0	0	4	2	0	0	0	0	0	0	95
20:15	0	16	2	0	0	0	0	1	0	0	0	0	0	0	0	19
20:30	0	15	3	1	0	0	0	0	0	0	0	0	0	0	0	19
20:45	0	6	2	0	1	0	0	1	0	0	0	0	0	0	0	10
21:00	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	54	14	1	1	0	0	2	0	0	0	0	0	0	0	72
21:15	0	9	2	0	0	0	0	1	0	0	0	0	0	0	0	12
21:30	0	21	1	0	1	0	0	0	0	0	0	0	0	0	0	23
21:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	40	10	0	1	0	0	1	0	0	0	0	0	0	0	52
22:15	0	7	2	0	0	0	0	2	0	0	0	0	0	0	0	11
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	0	0	1	0	0	1	2	0	0	0	0	0	0	7
Hour Total	0	26	2	0	1	0	0	3	2	0	0	0	0	0	0	34
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
23:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
24:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	3	0	0	1	0	1	0	0	0	0	0	0	0	20

DAY TOTAL	5	1803	577	7	44	10	1	106	37	1	1	0	0	0	0	2592
PERCENTS	0.2%	69.6%	22.3%	0.3%	1.7%	0.4%	0.0%	4.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 92.0% Trucks & Buses 8.0%

AM Times	11:00	07:45	07:45	08:30	10:15	11:15	08:00	07:15	02:30							07:45
AM Peaks	1	139	68	2	5	3	1	14	3							218
PM Times	12:15	16:45	16:30	13:15	15:30	14:15		14:00	13:00	13:00	14:15					16:30
PM Peaks	1	214	63	1	7	2		10	5	1	1					286

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	6
00:45	0	4	1	0	1	0	0	0	1	1	0	0	0	0	0	8
01:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	9	3	0	1	0	0	0	3	1	0	1	1	0	0	19
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
01:45	0	4	0	0	1	0	0	0	2	2	0	0	0	0	0	9
02:00	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
Hour Total	0	6	1	0	1	0	0	0	6	2	0	1	0	0	0	17
02:15	0	1	1	0	0	1	0	0	0	0	0	1	0	0	0	4
02:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
02:45	0	6	0	0	0	2	0	0	2	0	0	1	0	0	0	11
03:00	0	3	0	0	1	0	0	0	2	1	0	0	0	0	0	7
Hour Total	0	17	3	0	1	3	0	0	4	1	0	2	0	0	0	31
03:15	0	6	1	0	0	0	0	1	0	0	0	0	1	0	0	9
03:30	0	1	4	0	0	0	0	0	0	0	1	1	0	0	0	7
03:45	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
04:00	0	4	1	0	1	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	17	7	0	1	0	0	1	2	1	1	1	1	0	0	32
04:15	0	5	2	0	0	0	0	0	0	1	0	0	0	0	0	8
04:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	7	4	0	2	0	0	2	4	0	0	1	0	0	0	20
05:00	0	6	3	0	2	0	0	2	1	0	0	0	0	0	0	14
Hour Total	1	19	9	0	4	0	0	4	5	1	0	1	0	0	0	44
05:15	0	16	9	0	2	0	0	0	2	1	0	0	0	0	0	30
05:30	0	18	8	0	3	0	0	1	0	1	0	2	0	0	0	33
05:45	0	11	7	0	2	1	0	1	2	0	0	0	0	0	0	24
06:00	0	19	5	0	2	0	0	1	0	1	1	0	0	0	0	29
Hour Total	0	64	29	0	9	1	0	3	4	3	1	2	0	0	0	116
06:15	1	13	12	0	2	0	0	2	1	0	0	1	1	0	0	33
06:30	0	18	11	0	1	2	0	2	0	1	0	0	0	0	0	35
06:45	0	19	12	0	1	1	0	2	4	0	0	0	0	0	0	39
07:00	0	22	17	0	2	0	0	0	3	0	0	0	0	0	0	44
Hour Total	1	72	52	0	6	3	0	6	8	1	0	1	1	0	0	151
07:15	0	26	15	0	4	1	0	1	2	1	0	0	0	0	0	50
07:30	1	24	16	1	2	0	0	3	7	0	0	1	0	0	0	55
07:45	0	32	29	0	5	2	0	2	4	0	0	0	0	0	0	74
08:00	0	32	22	0	2	2	0	2	3	0	0	0	0	0	0	63
Hour Total	1	114	82	1	13	5	0	8	16	1	0	1	0	0	0	242
08:15	0	39	22	0	1	0	0	3	7	0	0	1	0	0	0	73
08:30	0	36	8	1	1	1	0	1	2	1	0	0	0	0	0	51
08:45	1	24	18	0	2	0	0	2	1	0	0	0	0	0	0	48
09:00	0	22	12	1	1	1	0	0	12	0	0	0	0	0	0	49
Hour Total	1	121	60	2	5	2	0	6	22	1	0	1	0	0	0	221

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	24	9	0	0	1	0	0	6	0	0	0	0	0	0	40
09:30	0	31	14	0	3	0	0	0	4	0	0	0	0	0	0	52
09:45	0	19	16	0	1	2	0	1	6	0	0	0	0	0	0	45
10:00	1	23	6	1	0	2	0	1	5	0	0	0	0	0	0	39
Hour Total	1	97	45	1	4	5	0	2	21	0	0	0	0	0	0	176
10:15	0	21	12	0	1	2	0	1	4	0	0	0	0	0	0	41
10:30	0	17	13	0	4	0	0	1	5	0	0	0	0	0	0	40
10:45	0	18	19	0	1	0	0	1	6	0	0	0	0	0	0	45
11:00	0	17	16	0	1	1	0	0	8	0	0	0	0	0	0	43
Hour Total	0	73	60	0	7	3	0	3	23	0	0	0	0	0	0	169
11:15	0	25	22	0	1	1	1	0	10	0	0	0	0	0	0	60
11:30	0	23	7	0	3	2	0	0	9	0	0	0	0	0	0	44
11:45	0	28	9	0	2	3	0	2	6	1	0	0	0	0	0	51
12:00	0	24	11	0	1	1	0	1	8	0	0	0	0	0	0	46
Hour Total	0	100	49	0	7	7	1	3	33	1	0	0	0	0	0	201
12:15	0	34	11	0	3	0	0	2	5	0	0	0	0	0	0	55
12:30	1	28	14	0	0	1	0	1	6	0	0	0	0	0	0	51
12:45	0	25	20	0	3	1	0	1	7	0	0	0	0	0	0	57
13:00	0	20	5	1	0	3	0	0	9	0	0	0	0	0	0	38
Hour Total	1	107	50	1	6	5	0	4	27	0	0	0	0	0	0	201
13:15	0	20	14	0	2	1	0	2	9	1	0	0	0	0	0	49
13:30	0	21	9	0	2	0	0	1	8	0	0	0	0	0	0	41
13:45	0	32	11	0	0	2	0	1	8	0	0	0	0	0	0	54
14:00	0	30	12	0	1	1	0	0	4	0	0	0	0	0	0	48
Hour Total	0	103	46	0	5	4	0	4	29	1	0	0	0	0	0	192
14:15	0	27	16	0	3	1	0	1	6	0	0	0	0	0	0	54
14:30	0	27	12	0	1	1	0	0	7	0	0	0	0	0	0	48
14:45	0	27	17	0	0	2	0	0	3	0	0	0	0	0	0	49
15:00	0	35	20	0	4	0	0	1	5	0	0	0	0	0	0	65
Hour Total	0	116	65	0	8	4	0	2	21	0	0	0	0	0	0	216
15:15	0	47	12	0	1	1	0	1	7	0	0	0	0	0	0	69
15:30	0	51	24	0	2	0	0	1	5	0	0	0	0	0	0	83
15:45	0	52	32	0	4	0	0	2	8	0	0	0	0	0	0	98
16:00	0	33	25	0	1	0	0	0	2	0	0	0	0	0	0	61
Hour Total	0	183	93	0	8	1	0	4	22	0	0	0	0	0	0	311
16:15	0	53	29	0	4	1	0	1	5	0	0	0	0	0	0	93
16:30	0	43	22	0	2	0	0	0	3	0	0	0	0	0	0	70
16:45	0	66	15	0	2	0	0	1	6	0	0	0	0	0	0	90
17:00	0	54	27	0	0	1	0	1	1	0	0	0	0	0	0	84
Hour Total	0	216	93	0	8	2	0	3	15	0	0	0	0	0	0	337
17:15	0	75	43	0	1	0	0	0	0	0	0	0	0	0	0	119
17:30	0	54	30	0	1	1	0	1	15	0	0	0	0	0	0	102
17:45	0	32	18	0	4	0	0	0	2	0	0	0	0	0	0	56
18:00	0	42	16	0	1	0	0	1	3	0	0	0	0	0	0	63
Hour Total	0	203	107	0	7	1	0	2	20	0	0	0	0	0	0	340

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	35	15	0	1	0	0	0	4	0	0	0	0	0	0	55
18:30	0	25	11	0	0	0	0	1	1	0	0	0	0	0	0	38
18:45	0	27	8	0	0	0	0	0	6	0	0	0	0	0	0	41
19:00	0	15	2	0	1	0	0	0	4	0	0	0	0	0	0	22
Hour Total	0	102	36	0	2	0	0	1	15	0	0	0	0	0	0	156
19:15	0	27	10	0	0	0	0	0	1	0	0	0	0	0	0	38
19:30	0	17	6	0	2	1	0	0	3	1	0	0	0	0	0	30
19:45	0	19	7	0	1	0	0	1	6	0	0	0	0	0	0	34
20:00	0	21	3	0	1	1	0	0	3	0	1	0	0	0	0	30
Hour Total	0	84	26	0	4	2	0	1	13	1	1	0	0	0	0	132
20:15	1	17	2	0	1	0	0	1	2	0	1	0	0	0	0	25
20:30	0	28	6	0	1	0	0	1	3	0	1	0	0	0	0	40
20:45	0	20	2	0	0	0	0	0	3	0	1	0	0	0	0	26
21:00	0	9	4	0	0	0	0	0	4	0	1	0	0	0	0	18
Hour Total	1	74	14	0	2	0	0	2	12	0	4	0	0	0	0	109
21:15	0	12	10	0	1	0	0	0	4	0	0	0	0	0	0	27
21:30	0	11	1	0	0	0	0	0	2	0	0	0	0	0	0	14
21:45	0	14	0	0	0	0	0	0	1	0	0	0	0	0	0	15
22:00	0	10	2	0	0	0	0	0	2	1	0	0	0	0	0	15
Hour Total	0	47	13	0	1	0	0	0	9	1	0	0	0	0	0	71
22:15	0	8	3	0	0	0	0	0	2	0	0	0	0	0	0	13
22:30	0	6	1	0	0	0	0	0	5	0	0	0	0	0	0	12
22:45	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	13
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	26	4	0	0	0	0	0	12	0	0	0	0	0	0	42
23:15	0	7	2	0	0	0	0	0	2	0	0	0	0	0	0	11
23:30	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	5
23:45	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	4
24:00	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
Hour Total	0	16	3	0	0	0	0	1	7	0	0	1	0	0	0	28

DAY TOTAL	7	1986	950	5	110	48	1	60	349	16	7	12	3	0	0	3554
PERCENTS	0.2%	55.9%	26.7%	0.1%	3.1%	1.4%	0.0%	1.7%	9.8%	0.5%	0.2%	0.3%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 82.8% Trucks & Buses 17.2%

AM Times	03:45	07:45	07:30	08:15	07:00	11:00	10:30	07:30	10:45	05:15	02:45	02:00	00:15		07:30
AM Peaks	1	139	89	2	13	7	1	10	33	3	1	3	1		265
PM Times	12:15	16:45	17:00	12:15	15:00	12:30		15:00	13:00	12:30	20:00	23:00			16:45
PM Peaks	1	249	118	1	11	6		5	34	1	4	1			395

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
00:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
00:45	0	5	0	0	0	0	0	0	2	0	0	1	0	0	0	8
01:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	15	4	0	0	0	0	0	5	0	0	1	0	0	0	25
01:15	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	7
01:30	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0	5
01:45	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
02:00	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4
Hour Total	0	9	2	0	0	1	0	0	5	0	2	1	0	0	0	20
02:15	0	1	0	0	0	0	0	0	3	0	1	1	0	0	0	6
02:30	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
02:45	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
03:00	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	21	4	0	0	0	0	0	5	1	1	1	0	0	0	33
03:15	0	1	0	1	1	0	0	0	3	1	0	1	0	0	0	8
03:30	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7
03:45	0	3	3	0	0	0	0	0	3	0	0	0	0	0	0	9
04:00	0	2	0	0	0	0	0	1	1	1	3	0	1	0	0	9
Hour Total	0	10	4	1	2	0	0	1	8	2	3	1	1	0	0	33
04:15	1	5	4	0	1	1	0	0	3	0	0	0	0	0	0	15
04:30	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
04:45	0	9	2	0	0	0	0	2	4	0	0	2	0	0	0	19
05:00	0	9	9	0	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	28	16	0	2	1	0	3	7	0	0	2	0	0	0	60
05:15	0	33	7	0	2	0	0	1	3	0	0	1	0	0	0	47
05:30	0	19	11	0	3	0	0	2	1	0	0	0	0	0	0	36
05:45	0	5	7	0	0	1	0	2	1	0	0	0	0	0	0	16
06:00	1	12	8	0	0	1	0	2	1	0	1	1	0	0	0	27
Hour Total	1	69	33	0	5	2	0	7	6	0	1	2	0	0	0	126
06:15	0	21	10	0	3	1	0	3	0	0	0	1	0	0	0	39
06:30	0	19	12	0	6	0	0	0	0	0	1	1	1	0	0	40
06:45	0	31	9	0	2	2	0	2	1	0	0	0	0	0	0	47
07:00	0	17	16	0	3	1	1	2	5	0	0	0	0	0	0	45
Hour Total	0	88	47	0	14	4	1	7	6	0	1	2	1	0	0	171
07:15	1	33	18	0	0	3	0	3	3	0	0	0	0	0	0	61
07:30	0	36	11	0	2	1	0	2	6	0	0	1	0	0	0	59
07:45	0	33	11	0	6	0	0	0	6	0	0	0	0	0	0	56
08:00	0	32	16	0	3	0	0	5	6	0	0	0	0	0	0	62
Hour Total	1	134	56	0	11	4	0	10	21	0	0	1	0	0	0	238
08:15	0	38	19	0	2	0	0	0	5	0	0	0	0	0	0	64
08:30	0	32	22	1	0	0	0	1	4	1	0	3	0	0	0	64
08:45	0	28	13	0	3	1	0	3	10	0	0	0	0	0	0	58
09:00	0	23	11	0	1	2	0	0	13	0	0	0	0	0	0	50
Hour Total	0	121	65	1	6	3	0	4	32	1	0	3	0	0	0	236

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	23	14	0	2	0	0	0	5	0	0	0	0	0	0	44
09:30	0	15	5	0	0	0	0	0	4	0	0	0	0	0	0	24
09:45	0	20	12	0	2	1	0	2	6	0	0	0	0	0	0	43
10:00	0	16	10	0	2	0	0	2	7	0	0	0	0	0	0	37
Hour Total	0	74	41	0	6	1	0	4	22	0	0	0	0	0	0	148
10:15	0	23	9	0	1	0	0	0	2	0	0	0	0	0	0	35
10:30	0	20	24	0	1	0	0	1	3	0	0	0	0	0	0	49
10:45	0	22	5	0	3	1	0	0	4	0	0	0	0	0	0	35
11:00	0	18	6	0	3	2	0	0	8	0	0	0	0	0	0	37
Hour Total	0	83	44	0	8	3	0	1	17	0	0	0	0	0	0	156
11:15	0	23	9	0	1	1	0	1	0	0	0	0	0	0	0	35
11:30	0	22	9	0	4	1	0	1	9	0	0	0	0	0	0	46
11:45	0	31	5	0	4	2	0	0	5	1	0	0	0	0	0	48
12:00	0	18	15	5	8	2	0	1	8	0	0	0	0	0	0	57
Hour Total	0	94	38	5	17	6	0	3	22	1	0	0	0	0	0	186
12:15	1	26	12	1	2	1	0	0	5	0	0	0	0	0	0	48
12:30	0	25	22	0	2	3	0	1	8	0	0	0	0	0	0	61
12:45	0	27	26	0	1	0	0	1	5	1	0	0	0	0	0	61
13:00	0	23	8	0	3	0	0	0	2	0	0	0	0	0	0	36
Hour Total	1	101	68	1	8	4	0	2	20	1	0	0	0	0	0	206
13:15	1	35	12	1	0	4	0	1	3	1	0	0	0	0	0	58
13:30	1	25	10	0	1	3	0	1	8	0	0	0	0	0	0	49
13:45	0	35	20	0	1	0	0	3	10	0	0	0	0	0	0	69
14:00	0	22	12	5	2	2	0	1	5	0	0	0	0	0	0	49
Hour Total	2	117	54	6	4	9	0	6	26	1	0	0	0	0	0	225
14:15	0	37	14	1	1	1	0	2	5	0	0	0	0	0	0	61
14:30	0	34	17	0	1	0	0	0	6	0	0	0	0	0	0	58
14:45	0	26	17	0	1	1	0	2	6	0	0	0	0	0	0	53
15:00	0	31	23	0	3	1	0	0	4	0	0	0	0	0	0	62
Hour Total	0	128	71	1	6	3	0	4	21	0	0	0	0	0	0	234
15:15	0	42	22	0	0	1	0	0	6	0	0	0	0	0	0	71
15:30	0	51	19	0	2	2	0	0	4	0	0	0	0	0	0	78
15:45	0	45	21	0	2	0	0	0	8	0	0	0	0	0	0	76
16:00	0	35	18	0	2	0	0	1	3	0	0	0	0	0	0	59
Hour Total	0	173	80	0	6	3	0	1	21	0	0	0	0	0	0	284
16:15	0	58	38	0	4	1	0	0	4	0	0	0	0	0	0	105
16:30	0	48	27	0	1	0	0	2	3	0	0	0	0	0	0	81
16:45	1	65	24	0	1	1	0	0	3	0	0	0	0	0	0	95
17:00	0	64	27	1	1	0	0	1	5	0	0	0	0	0	0	99
Hour Total	1	235	116	1	7	2	0	3	15	0	0	0	0	0	0	380
17:15	0	84	41	1	1	1	0	0	4	1	0	0	0	0	0	133
17:30	1	53	26	0	0	0	0	0	2	0	0	0	0	0	0	82
17:45	0	50	16	0	1	0	0	0	3	0	0	0	0	0	0	70
18:00	0	22	19	0	0	1	0	0	6	0	0	0	0	0	0	48
Hour Total	1	209	102	1	2	2	0	0	15	1	0	0	0	0	0	333

Station #: E EBO
Site ID: 00000009384
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: EAST
Lane: 1

File: D1010002.prn
Info: 23-279 JM MAX
GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	35	14	0	1	0	0	0	2	0	0	0	0	0	0	52
18:30	0	24	7	0	1	1	0	0	2	0	0	0	0	0	0	35
18:45	0	27	10	0	0	0	0	0	2	0	0	0	0	0	0	39
19:00	0	23	4	0	1	0	0	0	1	0	0	0	0	0	0	29
Hour Total	0	109	35	0	3	1	0	0	7	0	0	0	0	0	0	155
19:15	1	23	7	0	0	1	0	0	3	0	0	0	0	0	0	35
19:30	0	31	6	0	1	0	0	1	3	0	0	0	0	0	0	42
19:45	1	23	8	0	0	0	0	0	1	1	0	0	0	0	0	34
20:00	0	25	5	0	0	0	0	0	4	0	2	0	0	0	0	36
Hour Total	2	102	26	0	1	1	0	1	11	1	2	0	0	0	0	147
20:15	0	16	8	0	0	0	0	1	3	0	1	0	0	0	0	29
20:30	0	14	4	0	0	0	0	0	3	0	0	0	0	0	0	21
20:45	0	17	2	0	0	0	0	0	2	0	2	0	0	0	0	23
21:00	0	26	6	0	0	1	0	0	1	0	0	0	0	0	0	34
Hour Total	0	73	20	0	0	1	0	1	9	0	3	0	0	0	0	107
21:15	0	23	6	1	0	0	0	1	1	0	1	0	0	0	0	33
21:30	0	17	4	0	0	0	0	0	2	0	0	1	0	0	0	24
21:45	0	13	1	0	0	1	0	0	3	0	0	0	0	0	0	18
22:00	0	9	1	0	0	1	0	0	1	0	0	0	0	0	0	12
Hour Total	0	62	12	1	0	2	0	1	7	0	1	1	0	0	0	87
22:15	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	9	0	1	0	0	0	0	4	0	0	0	0	0	0	14
23:00	0	5	2	0	0	0	0	0	4	0	0	0	0	0	0	11
Hour Total	0	26	3	1	0	0	0	0	9	0	0	0	0	0	0	39
23:15	0	9	1	0	0	0	0	0	2	0	0	0	0	0	0	12
23:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
23:45	0	6	1	0	1	0	0	0	2	0	0	0	0	0	0	10
24:00	0	5	0	0	0	0	0	1	1	0	0	1	0	0	0	8
Hour Total	0	21	2	0	1	0	0	1	6	0	0	1	0	0	0	32

DAY TOTAL	10	2102	943	19	109	53	1	60	323	9	14	16	2	0	0	3661
PERCENTS	0.3%	57.4%	25.8%	0.5%	3.0%	1.4%	0.0%	1.6%	8.8%	0.2%	0.4%	0.4%	0.1%	0.0%	0.0%	100.0%

Passenger Vehicles 83.4% Trucks & Buses 16.6%

AM Times	03:30	07:30	08:00	11:15	11:15	06:45	06:15	07:15	08:15	02:30	03:15	04:30	03:15		08:00
AM Peaks	1	139	70	5	17	7	1	10	32	2	3	3	1		248
PM Times	12:45	16:45	16:30	13:15	15:30	13:15		13:30	13:30	12:30	20:00	20:45			16:45
PM Peaks	2	266	119	6	10	9		7	28	2	5	1			409

Station #: E EBO
 Site ID: 000000009384
 Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
 Direction: EAST
 Lane: 1

File: D1010002.prn
 Info: 23-279 JM MAX
 GPS: 38.36255,-78.93325

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
GRAND TOTAL	17	4088	1893	24	219	101	2	120	672	25	21	28	5	0	0	7215
PERCENTS	0.2%	56.7%	26.2%	0.3%	3.0%	1.4%	0.0%	1.7%	9.3%	0.3%	0.3%	0.4%	0.1%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
03:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	1	1	1	0	0	0	0	0	0	0	0	0	0	17
04:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
05:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
05:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	17	5	0	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	33	15	0	2	0	0	0	1	0	0	0	0	0	0	51
06:15	0	10	2	0	1	1	0	0	0	0	0	0	0	0	0	14
06:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
06:45	0	20	4	0	1	0	0	0	1	0	0	0	0	0	0	26
07:00	0	47	10	0	2	0	0	0	1	0	0	0	0	0	0	60
Hour Total	0	89	19	0	4	1	0	0	2	0	0	0	0	0	0	115
07:15	0	21	12	0	0	0	0	0	4	0	0	0	0	0	0	37
07:30	0	53	21	0	1	0	0	1	0	0	0	0	0	0	0	76
07:45	0	43	11	0	0	0	0	0	1	0	0	0	0	0	0	55
08:00	0	64	14	0	2	0	0	0	1	0	0	0	0	0	0	81
Hour Total	0	181	58	0	3	0	0	1	6	0	0	0	0	0	0	249
08:15	0	46	20	0	2	0	0	0	1	0	0	0	0	0	0	69
08:30	0	33	11	0	1	0	0	0	1	0	0	0	0	0	0	46
08:45	0	27	7	0	1	0	0	1	1	0	0	0	0	0	0	37
09:00	0	26	10	0	2	0	0	1	0	0	0	0	0	0	0	39
Hour Total	0	132	48	0	6	0	0	2	3	0	0	0	0	0	0	191

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	37	13	0	3	1	0	1	2	0	0	0	0	0	0	57
09:30	0	26	7	0	0	0	0	0	1	0	0	0	0	0	0	34
09:45	0	17	10	0	1	0	0	0	0	0	0	0	0	0	0	28
10:00	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	99	36	0	4	1	0	1	3	0	0	0	0	0	0	144
10:15	0	19	8	0	1	0	1	0	0	0	0	0	0	0	0	29
10:30	0	30	9	0	1	0	0	0	1	3	0	0	0	0	0	44
10:45	0	25	6	0	1	1	0	0	2	1	0	0	0	0	0	36
11:00	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	87	28	0	4	1	1	0	3	4	0	0	0	0	0	128
11:15	0	16	8	0	0	0	0	0	1	0	0	0	0	0	0	25
11:30	0	17	8	0	1	0	0	0	1	0	0	0	0	0	0	27
11:45	0	22	11	0	2	0	0	0	1	0	0	0	0	0	0	36
12:00	0	21	3	0	1	0	0	0	3	1	0	0	0	0	0	29
Hour Total	0	76	30	0	4	0	0	0	6	1	0	0	0	0	0	117
12:15	0	22	8	0	1	0	0	0	1	0	0	0	0	0	0	32
12:30	0	28	5	0	0	1	0	0	1	0	0	0	0	0	0	35
12:45	0	32	5	0	2	0	0	0	1	0	0	0	0	0	0	40
13:00	0	27	12	0	0	0	0	0	0	2	0	0	0	0	0	41
Hour Total	0	109	30	0	3	1	0	0	3	2	0	0	0	0	0	148
13:15	0	28	10	0	0	0	0	1	4	0	0	0	0	0	0	43
13:30	0	24	9	0	0	0	0	0	2	0	0	0	0	0	0	35
13:45	0	23	4	0	1	0	0	0	2	0	0	0	0	0	0	30
14:00	0	17	9	0	1	0	0	0	0	1	0	0	0	0	0	28
Hour Total	0	92	32	0	2	0	0	1	8	1	0	0	0	0	0	136
14:15	1	14	8	0	0	0	0	0	4	0	0	0	0	0	0	27
14:30	0	36	8	0	1	1	0	0	0	0	0	0	0	0	0	46
14:45	0	28	7	0	1	0	0	0	1	0	0	0	0	0	0	37
15:00	0	33	10	0	0	0	0	0	2	0	0	0	0	0	0	45
Hour Total	1	111	33	0	2	1	0	0	7	0	0	0	0	0	0	155
15:15	0	37	10	0	0	0	0	0	3	0	0	0	0	0	0	50
15:30	0	37	15	0	1	0	0	0	0	0	0	0	0	0	0	53
15:45	1	43	13	0	1	2	0	0	1	0	0	0	0	0	0	61
16:00	0	37	10	0	3	1	0	1	0	0	0	0	0	0	0	52
Hour Total	1	154	48	0	5	3	0	1	4	0	0	0	0	0	0	216
16:15	0	38	11	0	1	0	0	1	0	0	0	0	0	0	0	51
16:30	0	53	16	0	0	0	0	0	1	0	0	0	0	0	0	70
16:45	1	44	27	0	2	0	0	0	2	0	0	0	0	0	0	76
17:00	0	34	14	0	3	0	0	1	2	0	0	0	0	0	0	54
Hour Total	1	169	68	0	6	0	0	2	5	0	0	0	0	0	0	251
17:15	0	47	3	0	0	0	0	1	0	0	0	0	0	0	0	51
17:30	0	50	21	0	0	0	0	0	0	0	0	0	0	0	0	71
17:45	0	50	22	0	0	0	0	0	0	0	0	0	0	0	0	72
18:00	1	39	7	0	0	0	0	0	2	0	0	0	0	0	0	49
Hour Total	1	186	53	0	0	0	0	1	2	0	0	0	0	0	0	243

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	29	12	0	0	0	0	0	0	0	0	0	0	0	0	41
18:30	0	36	8	0	0	0	0	0	2	0	0	0	0	0	0	46
18:45	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
19:00	0	26	9	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	114	37	0	0	0	0	0	2	0	0	0	0	0	0	153
19:15	0	26	6	0	0	0	0	1	0	0	0	0	0	0	0	33
19:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
19:45	0	22	5	0	0	0	0	0	1	0	0	0	0	0	0	28
20:00	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	95	23	0	0	0	0	1	1	0	0	0	0	0	0	120
20:15	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
20:30	0	25	8	0	0	1	0	0	0	0	0	0	0	0	0	34
20:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
21:00	1	18	1	0	1	0	0	0	1	0	0	0	0	0	0	22
Hour Total	1	77	15	0	1	1	0	0	1	0	0	0	0	0	0	96
21:15	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
21:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
22:00	1	8	1	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Total	1	48	10	0	0	0	0	0	1	0	0	0	0	0	0	60
22:15	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
22:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
22:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	6	0	0	1	0	0	2	0	0	0	0	0	0	36
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
23:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
24:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	1	0	1	0	0	0	2	0	0	0	0	0	0	18

DAY TOTAL	6	1959	598	1	48	10	1	10	63	8	0	0	0	0	0	2704
PERCENTS	0.2%	72.4%	22.1%	0.0%	1.8%	0.4%	0.0%	0.4%	2.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 94.8% Trucks & Buses 5.2%

AM Times 07:30 07:30 02:30 08:30 05:30 09:30 08:30 06:30 10:00 07:30
AM Peaks 206 66 1 7 1 1 3 6 4 281

PM Times 13:30 17:15 16:15 15:30 15:15 15:30 13:00 12:15 16:45
PM Peaks 1 186 68 6 3 2 8 2 252

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
00:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	2	0	0	1	0	0	1	0	0	0	0	0	0	18
01:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	1	0	0	1	0	0	2	0	0	0	0	0	0	11
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
04:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
04:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	28	5	0	0	0	0	0	2	0	0	0	0	0	0	35
05:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
05:45	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
06:00	0	9	7	0	2	0	0	0	1	0	0	0	0	0	0	19
Hour Total	0	34	18	0	3	0	0	0	2	0	0	0	0	0	0	57
06:15	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
06:30	0	12	5	0	0	1	0	0	1	0	0	0	0	0	0	19
06:45	0	20	6	0	0	0	0	1	3	0	0	0	0	0	0	30
07:00	0	37	11	0	2	0	0	1	0	0	0	0	0	0	0	51
Hour Total	0	81	24	0	2	1	0	2	5	0	0	0	0	0	0	115
07:15	0	21	13	0	2	0	0	1	0	0	0	0	0	0	0	37
07:30	0	45	15	0	1	0	0	0	2	0	0	0	0	0	0	63
07:45	0	48	16	0	0	0	0	0	0	0	0	0	0	0	0	64
08:00	0	68	15	0	1	0	0	0	2	0	0	0	0	0	0	86
Hour Total	0	182	59	0	4	0	0	1	4	0	0	0	0	0	0	250
08:15	0	48	5	0	0	0	0	0	1	0	0	0	0	0	0	54
08:30	0	26	15	0	2	0	0	0	3	0	0	0	0	0	0	46
08:45	0	50	10	0	0	0	0	1	0	0	0	0	0	0	0	61
09:00	0	29	12	0	1	1	0	0	2	0	0	0	0	0	0	45
Hour Total	0	153	42	0	3	1	0	1	6	0	0	0	0	0	0	206

CLASSIFICATION SUMMARY
Wed 10/11/2023

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	26	8	0	0	0	0	1	0	0	0	0	0	0	0	35
09:30	0	20	4	0	1	0	0	0	0	1	0	0	0	0	0	26
09:45	0	22	11	0	1	0	0	0	1	1	0	0	0	0	0	36
10:00	0	24	5	0	2	0	0	0	1	0	0	0	0	0	0	32
Hour Total	0	92	28	0	4	0	0	1	2	2	0	0	0	0	0	129
10:15	0	13	6	0	0	1	0	0	0	0	0	0	0	0	0	20
10:30	0	24	7	0	1	0	0	1	2	1	0	0	0	0	0	36
10:45	0	19	10	1	0	1	0	1	2	0	0	0	0	0	0	34
11:00	0	23	7	0	2	0	0	0	1	0	0	0	0	0	0	33
Hour Total	0	79	30	1	3	2	0	2	5	1	0	0	0	0	0	123
11:15	0	22	5	1	1	0	0	0	0	0	0	0	0	0	0	29
11:30	0	20	11	0	0	0	0	0	0	0	0	0	0	0	0	31
11:45	0	20	7	0	0	1	0	1	1	2	0	0	0	0	0	32
12:00	1	21	6	0	1	0	0	0	3	1	0	0	0	0	0	33
Hour Total	1	83	29	1	2	1	0	1	4	3	0	0	0	0	0	125
12:15	0	18	9	0	0	0	0	0	3	0	0	0	0	0	0	30
12:30	0	20	10	0	0	0	0	1	2	0	0	0	0	0	0	33
12:45	1	27	14	1	1	0	0	1	0	1	0	0	0	0	0	46
13:00	0	24	12	0	3	0	0	1	2	0	0	0	0	0	0	42
Hour Total	1	89	45	1	4	0	0	3	7	1	0	0	0	0	0	151
13:15	0	18	9	0	1	0	0	0	2	0	0	0	0	0	0	30
13:30	0	21	8	0	2	0	0	0	1	0	0	0	0	0	0	32
13:45	1	20	15	0	0	0	0	0	2	0	1	0	0	0	0	39
14:00	0	19	9	0	2	0	1	0	2	1	0	0	0	0	0	34
Hour Total	1	78	41	0	5	0	1	0	7	1	1	0	0	0	0	135
14:15	0	24	11	0	0	1	0	1	1	0	0	0	0	0	0	38
14:30	0	20	8	0	1	1	0	0	0	1	0	0	0	0	0	31
14:45	0	25	13	0	0	0	0	0	3	0	0	0	0	0	0	41
15:00	0	24	11	0	0	0	0	0	0	1	0	0	0	0	0	36
Hour Total	0	93	43	0	1	2	0	1	4	2	0	0	0	0	0	146
15:15	0	37	11	0	1	0	0	0	1	0	0	0	0	0	0	50
15:30	0	33	9	0	0	0	0	0	0	1	0	0	0	0	0	43
15:45	0	34	14	0	0	0	0	1	0	0	0	0	0	0	0	49
16:00	1	38	15	0	2	0	0	0	0	0	0	0	0	0	0	56
Hour Total	1	142	49	0	3	0	0	1	1	1	0	0	0	0	0	198
16:15	0	43	15	0	2	1	0	0	2	2	0	0	0	0	0	65
16:30	0	46	16	0	1	0	0	0	1	0	0	0	0	0	0	64
16:45	0	58	22	0	2	1	0	0	1	1	0	0	0	0	0	85
17:00	0	58	22	0	2	0	0	0	0	0	0	0	0	0	0	82
Hour Total	0	205	75	0	7	2	0	0	4	3	0	0	0	0	0	296
17:15	0	26	18	0	2	1	0	0	3	0	0	0	0	0	0	50
17:30	0	44	12	0	0	1	0	1	0	1	0	0	0	0	0	59
17:45	0	50	14	0	0	0	0	0	0	1	0	0	0	0	0	65
18:00	0	42	16	0	0	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	162	60	0	2	2	0	1	3	2	0	0	0	0	0	232

Station #: E WBI
Site ID: 00000009386
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010003.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	2	42	5	0	0	0	0	0	0	0	0	0	0	0	0	49
18:30	0	27	11	0	1	0	0	0	0	1	0	0	0	0	0	40
18:45	1	26	11	0	1	0	0	0	2	1	0	0	0	0	0	42
19:00	0	29	16	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	3	124	43	0	2	0	0	0	2	2	0	0	0	0	0	176
19:15	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
19:30	0	30	3	0	0	0	0	1	0	0	0	0	0	0	0	34
19:45	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
20:00	0	17	8	0	0	0	0	0	1	0	0	0	0	0	0	26
Hour Total	0	87	23	0	0	0	0	1	1	0	0	0	0	0	0	112
20:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
20:30	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
20:45	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00	0	17	4	1	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	81	18	1	0	0	0	0	0	0	0	0	0	0	0	100
21:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
21:30	0	10	4	0	0	0	0	0	2	0	0	0	0	0	0	16
21:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	66	15	0	0	0	0	0	2	0	0	0	0	0	0	83
22:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
23:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	21	2	1	0	0	0	0	2	0	0	0	0	0	0	26
23:15	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	3	0	1	0	0	0	2	0	0	0	0	0	0	23

DAY TOTAL	7	1935	659	5	47	13	1	15	70	18	1	0	0	0	0	2771
PERCENTS	0.3%	69.8%	23.8%	0.2%	1.7%	0.5%	0.0%	0.5%	2.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.9% Trucks & Buses 6.1%

AM Times	11:15	07:30	07:15	10:30	06:45	10:00	06:30	06:00	11:15	07:30		
AM Peaks	1	209	59	2	5	2	3	6	3	267		
PM Times	18:00	16:15	16:30	12:15	12:45	16:45	13:15	12:15	12:15	15:30	13:00	16:15
PM Peaks	3	205	78	1	7	3	1	3	7	3	1	296

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E WBO
Site ID: 000000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	2	0	0	0	0	0	2	0	0	0	0	0	0	5
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
Hour Total	0	4	3	0	0	0	0	0	7	0	0	0	0	0	0	14
01:15	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	3	1	0	0	1	0	0	3	0	0	1	0	0	0	9
02:00	0	0	2	0	1	0	0	0	3	0	0	0	0	0	0	6
Hour Total	0	8	3	0	1	2	0	0	8	0	0	1	0	0	0	23
02:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
02:30	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
02:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	4	1	0	0	1	0	0	7	0	1	0	0	0	0	14
03:15	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	5
03:30	0	3	0	0	1	0	0	0	2	0	0	0	0	0	0	6
03:45	0	0	3	0	1	0	0	0	2	0	0	0	0	0	0	6
04:00	0	6	1	0	0	0	0	0	1	0	0	1	0	0	0	9
Hour Total	0	12	4	0	3	0	0	0	6	0	0	1	0	0	0	26
04:15	0	14	9	0	0	0	0	0	2	0	1	0	0	0	0	26
04:30	0	23	7	0	0	0	0	0	2	0	0	1	0	0	0	33
04:45	0	17	7	0	1	0	0	0	1	0	0	1	0	0	0	27
05:00	0	11	9	0	1	0	0	0	3	0	0	0	0	0	0	24
Hour Total	0	65	32	0	2	0	0	0	8	0	1	2	0	0	0	110
05:15	0	11	3	0	0	0	0	0	4	0	0	0	0	0	0	18
05:30	0	8	5	0	1	0	0	1	3	0	0	0	0	0	0	18
05:45	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
06:00	0	30	18	0	2	0	0	0	5	0	0	0	0	0	0	55
Hour Total	0	71	32	0	4	0	0	1	12	0	0	0	0	0	0	120
06:15	0	14	14	0	1	1	0	0	3	0	0	0	0	0	0	33
06:30	0	19	18	0	1	0	0	0	4	0	0	0	0	0	0	42
06:45	0	19	21	0	1	0	0	1	2	0	1	0	0	0	0	45
07:00	0	36	33	0	0	0	0	3	4	0	2	0	0	0	0	78
Hour Total	0	88	86	0	3	1	0	4	13	0	3	0	0	0	0	198
07:15	0	29	19	0	3	1	0	0	2	0	0	0	0	0	0	54
07:30	0	38	16	0	3	1	0	0	4	0	1	0	0	0	0	63
07:45	0	70	22	0	2	0	0	1	5	0	0	0	0	0	0	100
08:00	0	51	29	0	0	1	0	0	7	0	0	0	0	0	0	88
Hour Total	0	188	86	0	8	3	0	1	18	0	1	0	0	0	0	305
08:15	0	41	22	0	0	2	0	1	9	0	0	0	0	0	0	75
08:30	0	37	17	0	2	1	0	0	7	0	0	0	0	0	0	64
08:45	0	22	16	0	0	1	0	2	10	0	0	0	0	0	0	51
09:00	0	30	10	0	1	1	0	0	7	0	0	0	0	0	0	49
Hour Total	0	130	65	0	3	5	0	3	33	0	0	0	0	0	0	239

CLASSIFICATION SUMMARY
Tue 10/10/2023

Station #: E WBO
Site ID: 00000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	31	12	0	2	1	0	1	8	0	0	0	0	0	0	55
09:30	0	17	12	0	0	2	0	0	9	0	0	0	0	0	0	40
09:45	0	19	10	1	0	0	0	2	6	0	0	0	0	0	0	38
10:00	0	22	18	0	3	1	0	3	5	0	0	0	0	0	0	52
Hour Total	0	89	52	1	5	4	0	6	28	0	0	0	0	0	0	185
10:15	0	24	18	1	4	3	0	0	3	0	0	1	0	0	0	54
10:30	1	17	14	0	3	1	0	1	7	0	0	0	0	0	0	44
10:45	0	27	9	0	3	2	0	1	9	0	0	0	0	0	0	51
11:00	0	24	12	0	2	1	0	0	4	0	0	0	0	0	0	43
Hour Total	1	92	53	1	12	7	0	2	23	0	0	1	0	0	0	192
11:15	0	28	12	1	2	1	0	2	10	0	0	0	0	0	0	56
11:30	0	24	10	0	1	0	0	2	9	0	0	0	0	0	0	46
11:45	0	20	11	1	1	1	1	3	10	0	0	0	0	0	0	48
12:00	0	26	9	0	3	1	0	1	8	0	0	0	0	0	0	48
Hour Total	0	98	42	2	7	3	1	8	37	0	0	0	0	0	0	198
12:15	0	30	11	0	1	3	0	1	9	0	0	0	0	0	0	55
12:30	0	42	8	0	3	0	0	0	10	0	0	0	0	0	0	63
12:45	0	25	15	0	0	1	0	0	7	0	0	0	0	0	0	48
13:00	1	39	11	0	3	0	0	2	8	0	0	0	0	0	0	64
Hour Total	1	136	45	0	7	4	0	3	34	0	0	0	0	0	0	230
13:15	0	32	14	1	4	1	0	0	7	0	0	0	0	0	0	59
13:30	0	22	12	0	2	1	0	3	7	1	0	0	0	0	0	48
13:45	0	28	19	0	0	2	0	0	4	0	0	0	0	0	0	53
14:00	0	23	11	0	1	0	0	1	6	0	0	0	0	0	0	42
Hour Total	0	105	56	1	7	4	0	4	24	1	0	0	0	0	0	202
14:15	0	35	10	0	4	1	0	1	6	0	0	0	0	0	0	57
14:30	0	28	13	1	3	1	0	0	7	0	0	0	0	0	0	53
14:45	0	20	14	0	2	3	0	0	5	0	0	0	0	0	0	44
15:00	0	28	15	0	2	0	0	0	4	0	0	0	0	0	0	49
Hour Total	0	111	52	1	11	5	0	1	22	0	0	0	0	0	0	203
15:15	2	33	18	0	2	2	0	0	7	0	0	0	0	0	0	64
15:30	0	37	15	0	2	5	0	1	3	0	0	0	0	0	0	63
15:45	0	31	21	0	1	6	0	0	6	0	0	0	0	0	0	65
16:00	0	37	20	0	3	1	0	2	4	0	0	0	0	0	0	67
Hour Total	2	138	74	0	8	14	0	3	20	0	0	0	0	0	0	259
16:15	0	49	19	0	2	1	0	1	4	0	0	0	0	0	0	76
16:30	1	48	19	0	1	3	0	1	4	0	0	0	0	0	0	77
16:45	0	42	24	0	3	0	0	2	4	0	0	0	0	0	0	75
17:00	0	37	17	0	3	1	0	1	2	0	0	0	1	0	0	62
Hour Total	1	176	79	0	9	5	0	5	14	0	0	0	1	0	0	290
17:15	1	41	17	0	3	1	0	1	2	0	0	0	0	0	0	66
17:30	0	38	13	0	0	0	0	0	6	1	0	0	0	0	0	58
17:45	0	45	14	0	1	0	0	2	3	0	0	0	0	0	0	65
18:00	0	43	17	0	1	0	0	0	4	0	0	0	0	0	0	65
Hour Total	1	167	61	0	5	1	0	3	15	1	0	0	0	0	0	254

Station #: E WBO
Site ID: 000000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	22	5	0	0	2	0	0	4	0	0	0	0	0	0	33
18:30	0	19	8	0	1	0	1	1	3	0	0	0	0	0	0	33
18:45	1	20	10	0	1	0	0	0	1	0	0	0	0	0	0	33
19:00	0	15	8	0	0	0	0	2	6	0	0	0	0	0	0	31
Hour Total	1	76	31	0	2	2	1	3	14	0	0	0	0	0	0	130
19:15	0	14	4	0	1	1	0	0	3	0	0	0	0	0	0	23
19:30	1	20	6	0	1	0	0	1	5	0	0	0	0	0	0	34
19:45	0	14	5	0	0	0	0	0	2	0	0	0	0	0	0	21
20:00	0	19	4	0	0	0	0	0	6	0	0	0	0	0	0	29
Hour Total	1	67	19	0	2	1	0	1	16	0	0	0	0	0	0	107
20:15	0	15	9	0	1	0	0	0	1	0	0	0	0	0	0	26
20:30	0	10	1	0	1	0	0	0	3	0	0	0	0	0	0	15
20:45	0	10	2	0	0	0	0	1	4	0	0	0	0	0	0	17
21:00	0	15	4	0	0	1	0	0	1	0	1	0	0	0	0	22
Hour Total	0	50	16	0	2	1	0	1	9	0	1	0	0	0	0	80
21:15	0	6	0	0	0	1	0	0	2	0	0	1	0	0	0	10
21:30	0	4	3	0	0	0	0	0	0	0	2	0	0	0	0	9
21:45	0	14	1	0	0	0	0	0	2	0	0	0	0	0	0	17
22:00	0	8	0	0	0	0	0	0	2	0	0	5	0	0	0	15
Hour Total	0	32	4	0	0	1	0	0	6	0	2	6	0	0	0	51
22:15	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
22:30	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
22:45	0	8	2	0	0	0	0	1	4	0	0	0	0	0	0	15
23:00	0	7	2	0	0	0	0	1	1	0	0	0	0	0	0	11
Hour Total	0	32	10	0	0	0	0	2	7	0	0	0	0	0	0	51
23:15	0	2	1	0	0	1	0	0	3	0	0	1	0	0	0	8
23:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
23:45	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	6
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	4	0	0	1	0	0	7	0	0	1	0	0	0	22
DAY TOTAL	8	1948	910	6	101	65	2	51	388	2	9	12	1	0	0	3503
PERCENTS	0.2%	55.6%	26.0%	0.2%	2.9%	1.9%	0.1%	1.5%	11.1%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	81.8%															
Trucks & Buses	18.2%															
AM Times	09:45	07:30	06:30	09:30	10:00	10:00	11:00	11:15	11:15		06:45	04:00				07:45
AM Peaks	1	200	91	2	13	7	1	8	37		4	3				327
PM Times	14:30	16:00	16:00	12:30	14:15	15:15	17:45	16:00	12:15	12:45	20:45	21:15	16:15			16:00
PM Peaks	2	176	82	1	11	14	1	6	34	1	3	6	1			295

Station #: E WBO
Site ID: 00000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
00:45	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	5	0	1	0	0	0	0	15
01:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
Hour Total	0	1	0	0	0	1	0	0	6	0	0	0	0	0	0	8
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	1	1	0	0	0	0	1	3	0	1	0	0	0	0	7
02:45	0	5	2	0	0	1	0	1	1	0	0	0	0	0	0	10
03:00	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	6
Hour Total	0	8	4	0	0	2	0	2	7	0	1	0	0	0	0	24
03:15	0	7	0	0	0	1	0	0	3	0	0	0	0	0	0	11
03:30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
03:45	0	2	2	0	0	0	0	1	2	0	0	0	0	0	0	7
04:00	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	7
Hour Total	0	16	4	0	0	1	0	1	9	0	0	0	0	0	0	31
04:15	0	11	3	0	0	1	0	0	2	0	0	0	0	0	0	17
04:30	0	17	11	0	0	0	0	0	5	0	1	0	0	0	0	34
04:45	0	23	4	0	0	0	0	1	4	0	0	0	0	0	0	32
05:00	0	11	5	0	3	1	0	1	4	0	0	1	0	0	0	26
Hour Total	0	62	23	0	3	2	0	2	15	0	1	1	0	0	0	109
05:15	0	12	3	0	1	1	0	0	2	0	0	0	0	0	0	19
05:30	0	9	7	0	0	0	0	2	1	0	0	0	0	0	0	19
05:45	0	17	12	0	1	0	1	0	2	0	0	0	0	0	0	33
06:00	0	25	19	0	1	0	0	4	1	0	0	1	0	0	0	51
Hour Total	0	63	41	0	3	1	1	6	6	0	0	1	0	0	0	122
06:15	0	19	19	0	1	2	0	1	6	0	0	0	0	0	0	48
06:30	0	12	14	0	1	0	1	2	4	0	1	0	0	0	0	35
06:45	0	19	20	0	0	2	0	1	5	0	0	0	0	0	0	47
07:00	0	43	21	0	2	0	0	1	4	0	1	0	0	0	0	72
Hour Total	0	93	74	0	4	4	1	5	19	0	2	0	0	0	0	202
07:15	1	28	12	0	2	0	0	0	3	0	3	0	0	0	0	49
07:30	0	33	20	0	1	0	0	1	5	0	0	0	0	0	0	60
07:45	0	70	19	0	0	0	0	1	4	0	0	0	0	0	0	94
08:00	0	55	24	0	3	1	0	3	5	0	0	0	0	0	0	91
Hour Total	1	186	75	0	6	1	0	5	17	0	3	0	0	0	0	294
08:15	0	35	19	0	0	0	0	1	5	0	0	0	0	0	0	60
08:30	0	45	22	0	0	0	0	1	5	0	0	0	0	0	0	73
08:45	0	38	11	1	1	1	0	1	7	0	0	0	0	0	0	60
09:00	0	30	12	0	3	1	0	1	4	0	0	1	0	0	0	52
Hour Total	0	148	64	1	4	2	0	4	21	0	0	1	0	0	0	245

Station #: E WBO
Site ID: 000000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	24	11	2	0	1	0	0	5	0	0	0	0	0	0	43
09:30	0	27	7	0	2	4	0	4	5	0	0	0	0	0	0	49
09:45	0	20	9	0	4	1	0	3	3	0	0	0	0	0	0	40
10:00	0	32	8	0	0	0	0	0	7	0	0	0	0	0	0	47
Hour Total	0	103	35	2	6	6	0	7	20	0	0	0	0	0	0	179
10:15	0	17	6	5	12	0	0	1	3	0	0	1	0	0	0	45
10:30	0	23	17	1	6	2	0	1	4	0	0	0	0	0	0	54
10:45	0	31	9	1	2	0	0	2	6	0	0	0	0	0	0	51
11:00	0	22	7	1	3	0	0	1	6	0	0	1	0	0	0	41
Hour Total	0	93	39	8	23	2	0	5	19	0	0	2	0	0	0	191
11:15	0	29	6	0	0	1	0	1	6	0	0	0	0	0	0	43
11:30	0	25	6	0	3	0	0	0	5	0	0	0	0	0	0	39
11:45	0	24	12	0	3	1	0	2	7	1	0	0	0	0	0	50
12:00	0	28	20	1	2	2	0	1	7	0	0	0	0	0	0	61
Hour Total	0	106	44	1	8	4	0	4	25	1	0	0	0	0	0	193
12:15	0	38	15	7	1	4	0	0	11	0	0	0	0	0	0	76
12:30	0	22	8	1	1	0	0	0	5	0	0	0	0	0	0	37
12:45	0	28	14	1	1	0	0	1	8	0	0	0	0	0	0	53
13:00	0	35	13	0	2	1	0	0	9	0	0	0	0	0	0	60
Hour Total	0	123	50	9	5	5	0	1	33	0	0	0	0	0	0	226
13:15	1	24	11	0	2	1	0	0	3	0	0	0	0	0	0	42
13:30	0	33	21	0	1	0	0	3	3	0	0	0	0	0	0	61
13:45	0	21	18	0	2	1	0	1	4	0	0	0	0	0	0	47
14:00	1	27	13	0	1	4	0	0	1	0	0	0	0	0	0	47
Hour Total	2	105	63	0	6	6	0	4	11	0	0	0	0	0	0	197
14:15	0	23	11	0	1	0	0	1	4	0	0	0	0	0	0	40
14:30	0	25	20	1	2	2	0	3	8	0	0	0	0	0	0	61
14:45	0	25	12	0	1	1	0	5	4	0	0	0	0	0	0	48
15:00	0	22	7	0	1	1	0	1	5	0	0	0	0	0	0	37
Hour Total	0	95	50	1	5	4	0	10	21	0	0	0	0	0	0	186
15:15	0	40	13	0	0	1	0	0	4	0	0	0	0	0	0	58
15:30	0	30	13	0	5	0	0	1	5	0	0	0	0	0	0	54
15:45	0	48	17	0	2	0	0	3	5	1	0	0	0	0	0	76
16:00	0	42	16	0	2	0	0	3	2	0	0	0	0	0	0	65
Hour Total	0	160	59	0	9	1	0	7	16	1	0	0	0	0	0	253
16:15	1	46	20	0	0	1	0	0	4	0	0	0	0	0	0	72
16:30	0	72	26	0	1	1	0	2	9	0	0	0	0	0	0	111
16:45	0	57	23	0	4	2	0	2	5	0	0	0	0	0	0	93
17:00	0	64	22	0	1	2	0	0	4	0	0	0	0	0	0	93
Hour Total	1	239	91	0	6	6	0	4	22	0	0	0	0	0	0	369
17:15	1	40	22	0	3	0	0	3	8	0	0	0	0	0	0	77
17:30	0	52	15	1	0	0	1	0	3	0	0	0	0	0	0	72
17:45	0	43	13	0	1	0	0	0	4	1	0	0	0	0	0	62
18:00	0	30	17	0	2	0	0	3	4	0	0	1	0	0	0	57
Hour Total	1	165	67	1	6	0	1	6	19	1	0	1	0	0	0	268

Station #: E WBO
Site ID: 000000003570
Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
Direction: WEST
Lane: 1

File: D1010004.prn
Info: 23-279 JM MAX
GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	1	32	15	0	0	0	0	0	3	0	0	0	0	0	0	51
18:30	0	20	19	0	1	0	0	0	1	0	0	0	0	0	0	41
18:45	0	22	11	0	1	0	0	0	0	0	0	0	0	0	0	34
19:00	0	28	1	0	1	0	0	1	3	0	0	0	0	0	0	34
Hour Total	1	102	46	0	3	0	0	1	7	0	0	0	0	0	0	160
19:15	0	15	8	0	0	0	0	0	1	0	0	0	0	0	0	24
19:30	0	16	9	0	0	1	0	0	6	0	0	0	0	0	0	32
19:45	0	23	4	0	0	0	0	1	7	0	0	0	0	0	0	35
20:00	0	22	4	0	3	0	0	3	6	0	0	0	0	0	0	38
Hour Total	0	76	25	0	3	1	0	4	20	0	0	0	0	0	0	129
20:15	0	26	12	0	0	1	0	0	4	0	0	0	0	0	0	43
20:30	0	23	6	0	0	0	0	0	3	0	1	0	0	0	0	33
20:45	0	18	5	0	2	0	0	1	6	0	0	0	0	0	0	32
21:00	0	20	5	0	0	0	0	0	1	0	0	0	0	0	0	26
Hour Total	0	87	28	0	2	1	0	1	14	0	1	0	0	0	0	134
21:15	0	20	4	0	1	0	0	1	2	0	1	2	0	0	0	31
21:30	0	9	1	0	0	0	0	1	3	0	0	0	0	0	0	14
21:45	0	8	0	0	1	0	0	0	0	0	1	1	0	0	0	11
22:00	0	11	5	0	0	1	0	0	3	0	1	0	0	0	0	21
Hour Total	0	48	10	0	2	1	0	2	8	0	3	3	0	0	0	77
22:15	0	12	1	0	0	0	0	0	3	0	0	1	0	0	0	17
22:30	0	7	0	0	0	0	0	0	5	0	0	0	0	0	0	12
22:45	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	8
23:00	0	3	0	0	0	0	0	1	3	0	0	0	0	0	0	7
Hour Total	0	28	1	0	0	0	0	1	12	0	0	2	0	0	0	44
23:15	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
23:30	0	5	0	0	1	0	0	1	2	0	0	1	0	0	0	10
23:45	0	5	2	0	0	0	0	0	2	0	0	1	0	0	0	10
24:00	0	3	1	1	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	18	3	1	1	0	0	1	6	0	0	2	0	0	0	32
DAY TOTAL	6	2133	897	24	105	51	3	83	358	3	12	13	0	0	0	3688
PERCENTS	0.2%	57.8%	24.3%	0.7%	2.8%	1.4%	0.1%	2.3%	9.7%	0.1%	0.3%	0.4%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 82.3% Trucks & Buses 17.7%

AM Times	06:30	07:45	07:45	10:15	10:15	08:45	05:45	06:00	11:15	11:00	06:30	10:15				07:45
AM Peaks	1	205	84	8	23	7	2	8	25	1	5	2				318
PM Times	13:15	16:15	16:30	12:15	15:15	13:45	16:45	14:15	12:15	15:00	21:15	21:00				16:30
PM Peaks	2	239	93	9	9	7	1	10	33	1	3	3				374

Station #: E WBO
 Site ID: 000000003570
 Loc: DINKEL AVE BTW US 11 & FUTURE PARSONS CT
 Direction: WEST
 Lane: 1

File: D1010004.prn
 Info: 23-279 JM MAX
 GPS: 38.36256,-78.93321

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
=====																
GRAND TOTAL	14	4081	1807	30	206	116	5	134	746	5	21	25	1	0	0	7191
PERCENTS	0.2%	56.8%	25.1%	0.4%	2.9%	1.6%	0.1%	1.9%	10.4%	0.1%	0.3%	0.3%	0.0%	0.0%	0.0%	100.0%

Station #: F NB
Site ID: 000000023575
Loc: AIRPORT RD BTW US 11 & RTE 698
Direction: NORTH
Lane: 1

File: D1010014.prn
Info: 23-279 JM MIN
GPS: 38.357408,-78.955897

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	36	10	0	1	0	0	1	0	0	0	0	0	0	0	48
18:30	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
18:45	0	16	6	1	0	0	0	0	0	0	0	0	0	0	0	23
19:00	0	7	8	0	0	0	0	2	0	0	0	0	0	0	0	17
Hour Total	0	80	31	1	2	0	0	3	0	0	0	0	0	0	0	117
19:15	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
19:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
19:45	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	25
20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	57	21	0	0	0	0	0	0	0	0	0	0	0	0	78
20:15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
20:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
20:45	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	40	8	0	0	0	0	1	0	0	0	0	0	0	0	49
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
21:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
22:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	20
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
DAY TOTAL	1	1166	511	7	35	1	0	40	0	0	0	0	0	0	0	1761
PERCENTS	0.1%	66.2%	29.0%	0.4%	2.0%	0.1%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles	95.3%															Trucks & Buses	4.7%														
AM Times	07:30	07:30	07:45	07:30	07:45	03:45											08:30						07:30								
AM Peaks	1	104	51	2	6	1											7						160								
PM Times	16:45				15:45	15:15	13:45											16:00						16:15							
PM Peaks	133		70	2	5											5						198									

Station #: F NB
Site ID: 000000023575
Loc: AIRPORT RD BTW US 11 & RTE 698
Direction: NORTH
Lane: 1

File: D1010014.prn
Info: 23-279 JM MIN
GPS: 38.357408,-78.955897

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	25	9	0	0	0	0	0	0	0	0	0	0	0	0	34
18:30	0	24	11	0	1	0	0	0	0	0	0	0	0	0	0	36
18:45	1	10	6	0	0	0	0	0	0	0	0	0	0	0	0	17
19:00	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	76	35	0	1	0	0	0	0	0	0	0	0	0	0	113
19:15	0	12	3	0	0	0	0	2	0	0	0	0	0	0	0	17
19:30	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	23
19:45	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
20:00	0	12	3	0	0	0	0	3	0	0	0	0	0	0	0	18
Hour Total	0	50	18	0	1	0	0	5	0	0	0	0	0	0	0	74
20:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
20:30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
20:45	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0	17
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	37	15	0	0	0	0	0	0	0	0	0	0	0	0	52
21:15	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
21:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
DAY TOTAL	1	1133	529	1	46	1	0	34	0	0	0	0	0	0	0	1745
PERCENTS	0.1%	64.9%	30.3%	0.1%	2.6%	0.1%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Passenger Vehicles	95.3%												Trucks & Buses		4.7%	
AM Times	07:30	07:30	08:15	10:00	10:15	07:30										
AM Peaks	103	45	9	1	4	153										
PM Times	18:00	16:30	16:00	15:15	13:00	15:15	16:00									
PM Peaks	1	139	80	1	6	6	220									

Station #: F SB
Site ID: 00000009366
Loc: AIRPORT RD BTW US 11 & RTE 698
Direction: SOUTH
Lane: 1

File: D1010013.prn
Info: 23-279 JM MIN
GPS: 38.357408,-78.955897

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
18:30	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
18:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	54	11	0	1	0	0	0	0	0	0	0	0	0	0	66
19:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
19:30	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	18
19:45	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
20:00	0	21	9	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	54	25	0	0	0	0	1	0	0	0	0	0	0	0	80
20:15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
20:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	26	14	0	0	0	0	0	0	0	0	0	0	0	0	40
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14

DAY TOTAL	0	1183	541	6	34	1	0	24	2	0	0	0	0	0	0	1791
PERCENTS	0.0%	66.1%	30.2%	0.3%	1.9%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.3% Trucks & Buses 3.7%

AM Times	07:00	06:30	06:00	08:45	08:30	10:15	04:00	07:00
AM Peaks	141	59	1	6	1	4	1	200
PM Times	16:00	15:30	15:45	13:00	15:45	15:45		
PM Peaks	143	65	2	10	3			199

Station #: F SB
Site ID: 00000009366
Loc: AIRPORT RD BTW US 11 & RTE 698
Direction: SOUTH
Lane: 1

File: D1010013.prn
Info: 23-279 JM MIN
GPS: 38.357408,-78.955897

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	18	4	0	0	0	0	1	0	0	0	0	0	0	0	23
18:30	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
18:45	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
19:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	65	18	0	0	0	0	1	0	0	0	0	0	0	0	84
19:15	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
19:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
19:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	30	17	0	0	0	0	0	0	0	0	0	0	0	0	47
20:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
20:30	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	30	12	0	0	0	0	0	0	0	0	0	0	0	0	42
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9

DAY TOTAL	1	1174	554	2	33	0	0	35	1	0	1	0	0	0	0	1801
PERCENTS	0.1%	65.2%	30.8%	0.1%	1.8%	0.0%	0.0%	1.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	07:00	07:15	11:15	04:45	07:00				
AM Peaks	151	64	8	5	217				
PM Times	13:15	16:15	15:30	13:30	15:00	15:15	15:00	15:00	16:00
PM Peaks	1	129	57	1	6	5	1	1	190

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Mt Crawford Ave Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
Time																
2023-10-10 7:00AM	1	25	0	26	0	19	26	0	45	0	35	0	0	35	0	106
7:15AM	0	30	0	30	0	34	37	0	71	0	56	0	0	56	0	157
7:30AM	0	23	0	23	0	25	66	0	91	0	75	0	0	75	0	189
7:45AM	0	39	0	39	0	38	70	0	108	0	67	0	0	67	0	214
Hourly Total	1	117	0	118	0	116	199	0	315	0	233	0	0	233	0	666
8:00AM	0	22	0	22	0	36	74	0	110	0	99	0	0	99	0	231
8:15AM	0	28	0	28	0	32	61	0	93	0	59	0	0	59	0	180
8:30AM	0	18	0	18	0	20	47	0	67	0	48	0	0	48	0	133
8:45AM	0	11	0	11	0	23	55	0	78	0	38	0	0	38	0	127
Hourly Total	0	79	0	79	0	111	237	0	348	0	244	0	0	244	0	671
9:00AM	0	9	0	9	0	26	58	0	84	0	39	0	0	39	0	132
9:15AM	1	22	0	23	0	19	56	0	75	0	52	1	0	53	0	151
9:30AM	0	12	0	12	0	15	32	0	47	0	56	0	0	56	0	115
9:45AM	0	19	0	19	0	22	48	0	70	0	43	0	0	43	0	132
Hourly Total	1	62	0	63	0	82	194	0	276	0	190	1	0	191	0	530
10:00AM	0	20	0	20	0	18	33	0	51	0	40	1	0	41	0	112
10:15AM	1	16	0	17	0	24	40	0	64	0	29	0	0	29	0	110
10:30AM	1	17	0	18	0	20	47	0	67	0	40	0	0	40	0	125
10:45AM	1	19	0	20	0	17	45	0	62	0	56	0	0	56	0	138
Hourly Total	3	72	0	75	0	79	165	0	244	0	165	1	0	166	0	485
11:00AM	0	21	0	21	0	21	43	0	64	0	53	0	0	53	0	138
11:15AM	0	24	0	24	0	18	41	0	59	0	43	0	0	43	0	126
11:30AM	0	23	0	23	0	26	30	0	56	0	46	1	0	47	0	126
11:45AM	0	24	0	24	0	21	51	0	72	0	38	2	0	40	0	136
Hourly Total	0	92	0	92	0	86	165	0	251	0	180	3	0	183	0	526
12:00PM	2	27	0	29	0	24	55	0	79	0	42	1	0	43	0	151
12:15PM	1	31	0	32	0	28	59	0	87	0	68	1	0	69	0	188
12:30PM	0	28	0	28	0	23	46	0	69	0	62	0	0	62	0	159
12:45PM	1	19	0	20	0	28	48	0	76	0	43	0	0	43	0	139
Hourly Total	4	105	0	109	0	103	208	0	311	0	215	2	0	217	0	637
1:00PM	1	24	0	25	0	28	39	0	67	0	59	0	0	59	0	151
1:15PM	0	23	0	23	0	33	52	0	85	0	42	1	0	43	0	151
1:30PM	0	19	0	19	0	27	42	0	69	0	62	1	0	63	0	151
1:45PM	0	18	0	18	0	29	36	0	65	0	69	0	1	70	0	153
Hourly Total	1	84	0	85	0	117	169	0	286	0	232	2	1	235	0	606
2:00PM	0	21	0	21	0	17	41	0	58	0	58	1	0	59	0	138
2:15PM	0	20	0	20	0	19	46	0	65	0	49	0	0	49	0	134
2:30PM	0	11	0	11	0	30	48	0	78	0	58	0	0	58	0	147
2:45PM	1	25	0	26	0	24	62	0	86	0	72	0	0	72	0	184
Hourly Total	1	77	0	78	0	90	197	0	287	0	237	1	0	238	0	603
3:00PM	1	19	0	20	0	51	59	0	110	0	86	0	0	86	0	216
3:15PM	1	40	0	41	0	48	69	0	117	0	85	0	0	85	0	243
3:30PM	0	42	0	42	0	38	67	0	105	0	64	1	0	65	0	212
3:45PM	1	28	0	29	0	36	63	0	99	0	66	0	0	66	0	194
Hourly Total	3	129	0	132	0	173	258	0	431	0	301	1	0	302	0	865
4:00PM	0	34	0	34	0	32	55	0	87	0	73	0	0	73	0	194
4:15PM	0	31	0	31	0	38	84	0	122	0	58	2	0	60	0	213
4:30PM	0	31	0	31	0	46	81	0	127	0	85	1	0	86	0	244
4:45PM	0	36	0	36	0	42	77	0	119	0	67	1	0	68	0	223
Hourly Total	0	132	0	132	0	158	297	0	455	0	283	4	0	287	0	874
5:00PM	0	32	0	32	1	51	90	0	141	0	82	3	0	85	0	258
5:15PM	0	30	0	30	0	53	84	0	137	0	68	0	0	68	0	235
5:30PM	1	30	0	31	0	54	65	0	119	0	57	1	0	58	0	208

Leg Direction	Mt Crawford Ave Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
5:45PM	0	24	0	24	0	36	77	0	113	0	55	1	0	56	0	193
Hourly Total	1	116	0	117	1	194	316	0	510	0	262	5	0	267	0	894
6:00PM	0	23	0	23	0	33	52	0	85	0	55	1	0	56	0	164
6:15PM	0	23	0	23	0	26	48	0	74	0	59	0	0	59	0	156
6:30PM	1	16	0	17	0	27	54	0	81	0	45	0	0	45	0	143
6:45PM	0	13	0	13	0	17	67	0	84	0	32	0	0	32	0	129
Hourly Total	1	75	0	76	0	103	221	0	324	0	191	1	0	192	0	592
Total	16	1140	0	1156	1	1412	2626	0	4038	0	2733	21	1	2755	0	7949
% Approach	1.4%	98.6%	0%	-	-	35.0%	65.0%	0%	-	-	99.2%	0.8%	0%	-	-	-
% Total	0.2%	14.3%	0%	14.5%	-	17.8%	33.0%	0%	50.8%	-	34.4%	0.3%	0%	34.7%	-	-
Lights and Motorcycles	15	1095	0	1110	-	1366	2455	0	3821	-	2554	20	1	2575	-	7506
% Lights and Motorcycles	93.8%	96.1%	0%	96.0%	-	96.7%	93.5%	0%	94.6%	-	93.5%	95.2%	100%	93.5%	-	94.4%
Heavy	1	45	0	46	-	46	171	0	217	-	179	1	0	180	-	443
% Heavy	6.3%	3.9%	0%	4.0%	-	3.3%	6.5%	0%	5.4%	-	6.5%	4.8%	0%	6.5%	-	5.6%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431

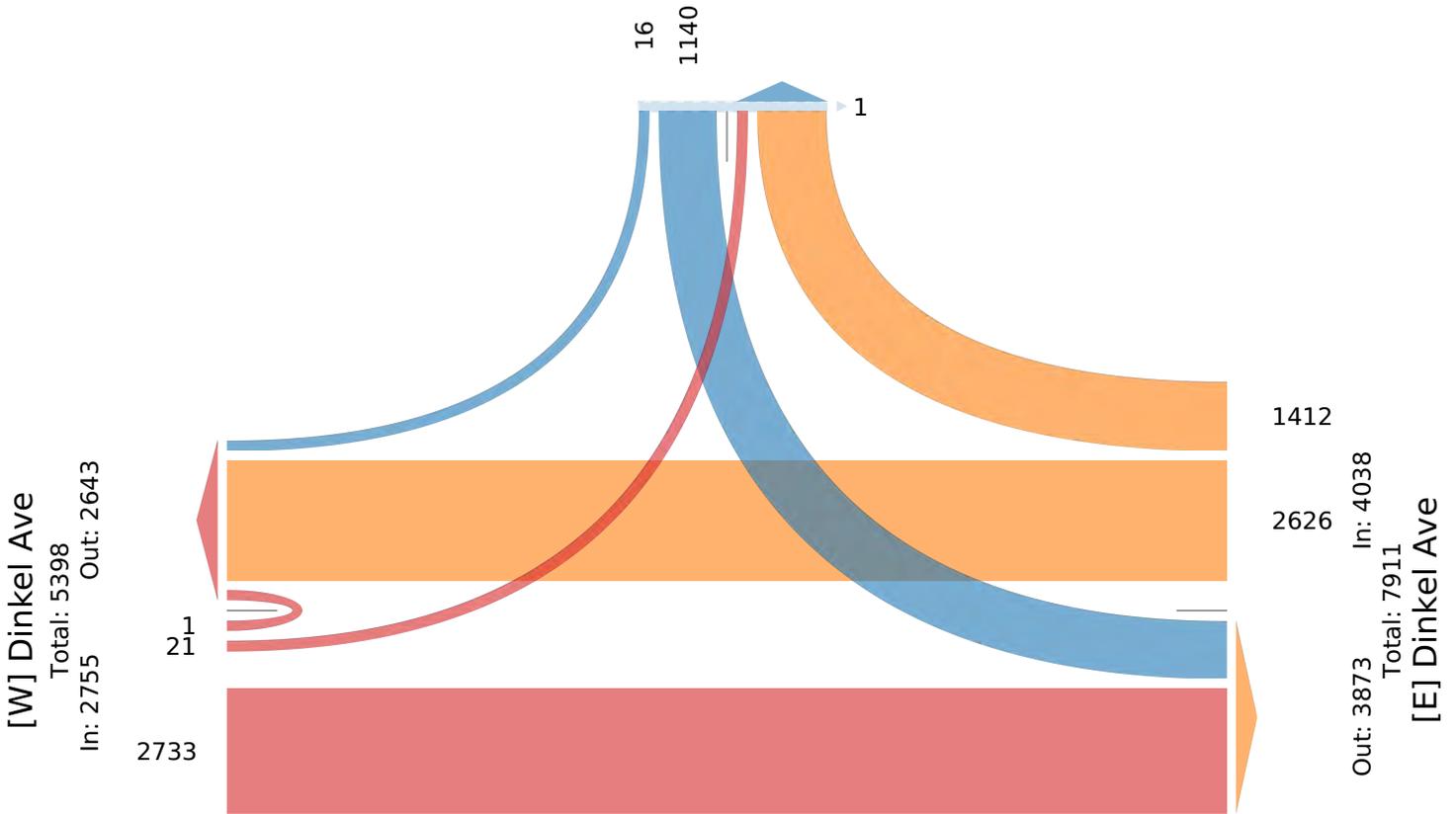


Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Mt Crawford Ave

Total: 2589

In: 1156 Out: 1433



1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Mt Crawford Ave Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
2023-10-10 7:30AM	0	23	0	23	0	25	66	0	91	0	75	0	0	75	0	189
7:45AM	0	39	0	39	0	38	70	0	108	0	67	0	0	67	0	214
8:00AM	0	22	0	22	0	36	74	0	110	0	99	0	0	99	0	231
8:15AM	0	28	0	28	0	32	61	0	93	0	59	0	0	59	0	180
Total	0	112	0	112	0	131	271	0	402	0	300	0	0	300	0	814
% Approach	0%	100%	0%	-	-	32.6%	67.4%	0%	-	-	100%	0%	0%	-	-	-
% Total	0%	13.8%	0%	13.8%	-	16.1%	33.3%	0%	49.4%	-	36.9%	0%	0%	36.9%	-	-
PHF	-	0.718	-	0.718	-	0.862	0.916	-	0.914	-	0.758	-	-	0.758	-	0.881
Lights and Motorcycles	0	106	0	106	-	125	254	0	379	-	287	0	0	287	-	772
% Lights and Motorcycles	0%	94.6%	0%	94.6%	-	95.4%	93.7%	0%	94.3%	-	95.7%	0%	0%	95.7%	-	94.8%
Heavy	0	6	0	6	-	6	17	0	23	-	13	0	0	13	-	42
% Heavy	0%	5.4%	0%	5.4%	-	4.6%	6.3%	0%	5.7%	-	4.3%	0%	0%	4.3%	-	5.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Mt Crawford Ave

Total: 243

In: 112 Out: 131

112

131

[W] Dinkel Ave

Total: 571

In: 300 Out: 271

300

271

Out: 412 In: 402

Total: 814

[E] Dinkel Ave

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Mt Crawford Ave Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2023-10-10 12:00PM	2	27	0	29	0	24	55	0	79	0	42	1	0	43	0	151
12:15PM	1	31	0	32	0	28	59	0	87	0	68	1	0	69	0	188
12:30PM	0	28	0	28	0	23	46	0	69	0	62	0	0	62	0	159
12:45PM	1	19	0	20	0	28	48	0	76	0	43	0	0	43	0	139
Total	4	105	0	109	0	103	208	0	311	0	215	2	0	217	0	637
% Approach	3.7%	96.3%	0%	-	-	33.1%	66.9%	0%	-	-	99.1%	0.9%	0%	-	-	-
% Total	0.6%	16.5%	0%	17.1%	-	16.2%	32.7%	0%	48.8%	-	33.8%	0.3%	0%	34.1%	-	-
PHF	0.500	0.847	-	0.852	-	0.920	0.881	-	0.894	-	0.790	0.500	-	0.786	-	0.847
Lights and Motorcycles	4	103	0	107	-	101	192	0	293	-	198	2	0	200	-	600
% Lights and Motorcycles	100%	98.1%	0%	98.2%	-	98.1%	92.3%	0%	94.2%	-	92.1%	100%	0%	92.2%	-	94.2%
Heavy	0	2	0	2	-	2	16	0	18	-	17	0	0	17	-	37
% Heavy	0%	1.9%	0%	1.8%	-	1.9%	7.7%	0%	5.8%	-	7.9%	0%	0%	7.8%	-	5.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Mt Crawford Ave

Total: 214

In: 109 Out: 105

4
105

[W] Dinkel Ave

Total: 429

In: 217 Out: 212

215

2

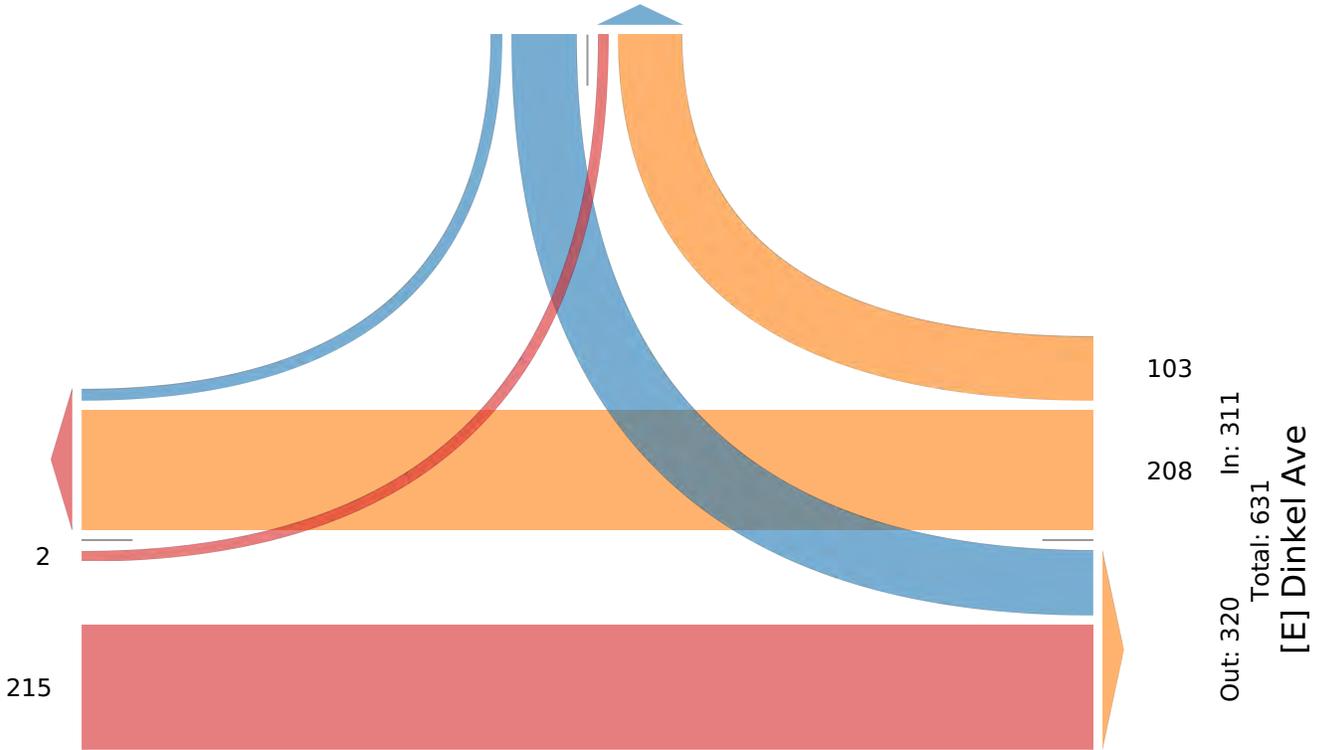
103

208

Out: 320 In: 311

Total: 631

[E] Dinkel Ave



1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Mt Crawford Ave Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2023-10-10 4:30PM	0	31	0	31	0	46	81	0	127	0	85	1	0	86	0	244
4:45PM	0	36	0	36	0	42	77	0	119	0	67	1	0	68	0	223
5:00PM	0	32	0	32	1	51	90	0	141	0	82	3	0	85	0	258
5:15PM	0	30	0	30	0	53	84	0	137	0	68	0	0	68	0	235
Total	0	129	0	129	1	192	332	0	524	0	302	5	0	307	0	960
% Approach	0%	100%	0%	-	-	36.6%	63.4%	0%	-	-	98.4%	1.6%	0%	-	-	-
% Total	0%	13.4%	0%	13.4%	-	20.0%	34.6%	0%	54.6%	-	31.5%	0.5%	0%	32.0%	-	-
PHF	-	0.896	-	0.896	-	0.906	0.922	-	0.929	-	0.888	0.417	-	0.892	-	0.930
Lights and Motorcycles	0	128	0	128	-	189	319	0	508	-	290	5	0	295	-	931
% Lights and Motorcycles	0%	99.2%	0%	99.2%	-	98.4%	96.1%	0%	96.9%	-	96.0%	100%	0%	96.1%	-	97.0%
Heavy	0	1	0	1	-	3	13	0	16	-	12	0	0	12	-	29
% Heavy	0%	0.8%	0%	0.8%	-	1.6%	3.9%	0%	3.1%	-	4.0%	0%	0%	3.9%	-	3.0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Dinkel Ave & Mt Crawford Ave (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126706, Location: 38.374811, -78.953431

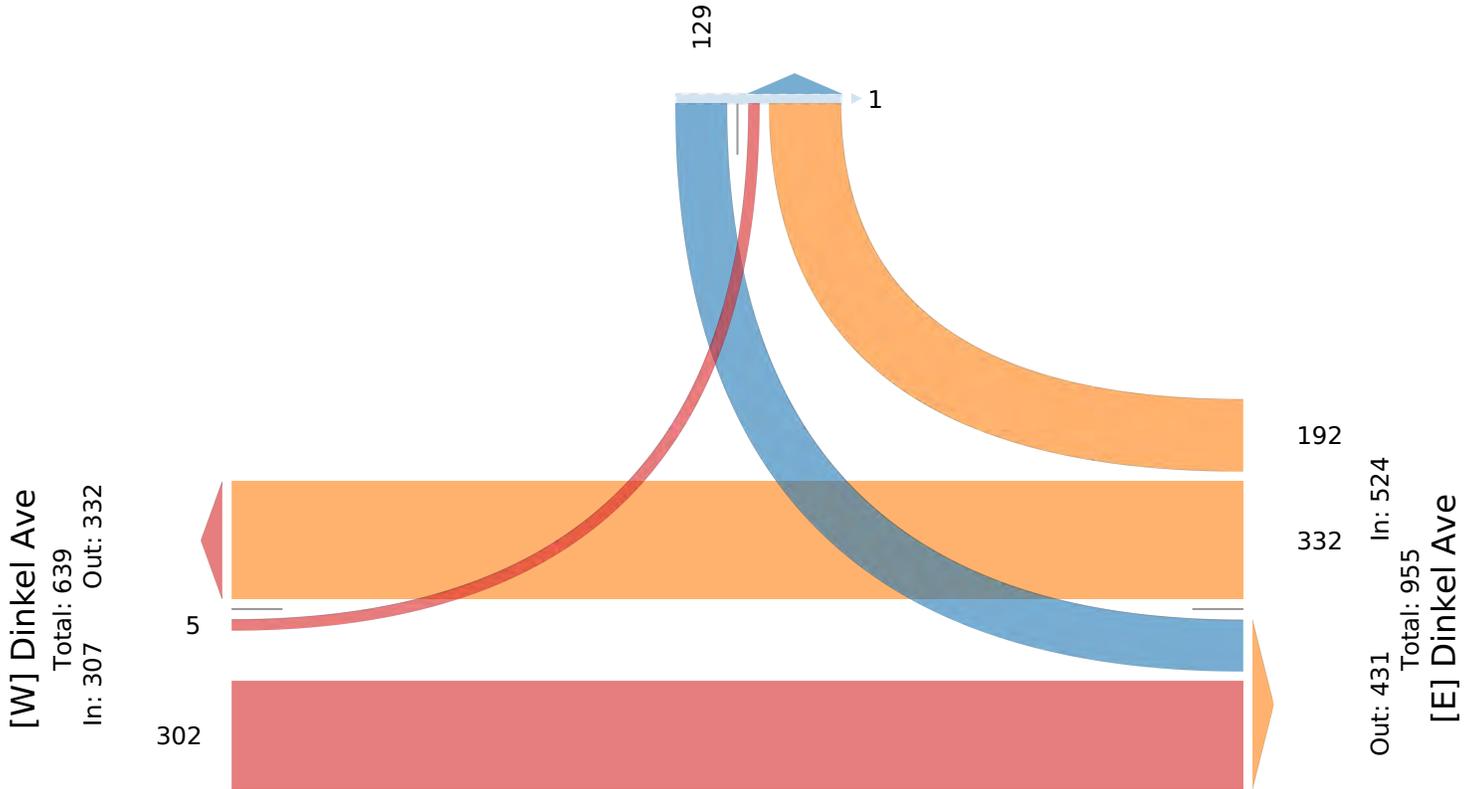


Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Mt Crawford Ave

Total: 326

In: 129 Out: 197



2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345,

Jacksonville Beach, FL, 32250, US

Leg Direction	VA 42 Southbound						Dinkel Ave Westbound						VA 42 Northbound						Business Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2023-10-10 7:30AM	7	28	23	0	58	2	14	3	8	0	25	0	27	83	0	0	110	0	1	8	3	0	12	1	205
7:45AM	2	29	29	0	60	1	16	0	7	0	23	0	26	92	0	0	118	0	2	3	1	0	6	0	207
Hourly Total	9	57	52	0	118	3	30	3	15	0	48	0	53	175	0	0	228	0	3	11	4	0	18	1	412
8:00AM	5	37	27	0	69	0	29	4	10	0	43	0	19	71	3	0	93	0	3	4	6	0	13	0	218
8:15AM	4	42	18	0	64	0	25	5	22	0	52	0	19	56	4	0	79	0	2	3	4	0	9	1	204
8:30AM	9	33	18	0	60	0	15	7	11	0	33	0	21	52	2	0	75	0	2	6	6	0	14	1	182
8:45AM	2	31	19	0	52	0	23	3	11	0	37	0	10	64	0	0	74	0	2	1	5	0	8	0	171
Hourly Total	20	143	82	0	245	0	92	19	54	0	165	0	69	243	9	0	321	0	9	14	21	0	44	2	775
9:00AM	3	41	28	0	72	1	9	2	12	0	23	0	9	51	3	0	63	0	0	4	4	0	8	0	166
9:15AM	7	39	25	0	71	0	12	4	11	0	27	2	15	46	1	0	62	0	1	3	4	0	8	0	168
9:30AM	5	29	23	0	57	0	9	1	9	0	19	0	18	49	3	0	70	0	2	4	0	0	6	0	152
9:45AM	5	38	13	0	56	0	13	0	13	0	26	0	13	62	5	0	80	0	1	6	3	0	10	0	172
Hourly Total	20	147	89	0	256	1	43	7	45	0	95	2	55	208	12	0	275	0	4	17	11	0	32	0	658
10:00AM	4	40	17	0	61	0	14	4	7	0	25	1	11	46	3	0	60	1	3	0	4	0	7	1	153
10:15AM	4	40	22	0	66	0	11	5	14	0	30	0	7	62	4	0	73	0	1	3	9	0	13	0	182
Hourly Total	8	80	39	0	127	0	25	9	21	0	55	1	18	108	7	0	133	1	4	3	13	0	20	1	335
3:30PM	11	74	23	0	108	1	24	4	27	0	55	1	17	63	2	0	82	0	2	4	2	0	8	0	253
3:45PM	8	75	32	0	115	0	27	3	18	0	48	1	18	62	3	0	83	1	4	5	6	0	15	1	261
Hourly Total	19	149	55	0	223	1	51	7	45	0	103	2	35	125	5	0	165	1	6	9	8	0	23	1	514
4:00PM	9	77	16	0	102	0	19	2	24	0	45	0	14	67	1	0	82	0	3	3	2	0	8	1	237
4:15PM	5	67	18	0	90	0	26	8	41	0	75	0	20	68	1	0	89	0	2	5	2	0	9	0	263
4:30PM	12	83	13	0	108	1	22	7	38	0	67	0	22	77	2	0	101	0	3	6	4	0	13	1	289
4:45PM	3	82	21	0	106	0	25	7	42	0	74	0	16	50	2	0	68	3	2	4	4	0	10	1	258
Hourly Total	29	309	68	0	406	1	92	24	145	0	261	0	72	262	6	0	340	3	10	18	12	0	40	3	1047
5:00PM	9	74	26	0	109	1	22	7	31	0	60	0	12	52	3	0	67	1	7	2	5	0	14	0	250
5:15PM	9	103	19	0	131	0	22	10	40	0	72	0	13	55	2	0	70	0	5	6	1	0	12	3	285
5:30PM	9	69	15	0	93	0	18	2	18	0	38	0	19	61	2	0	82	0	6	6	1	0	13	0	226
5:45PM	4	85	23	0	112	2	23	4	30	0	57	0	16	66	5	0	87	0	2	2	3	0	7	0	263
Hourly Total	31	331	83	0	445	3	85	23	119	0	227	0	60	234	12	0	306	1	20	16	10	0	46	3	1024
6:00PM	7	71	22	0	100	1	17	0	14	0	31	3	16	41	2	0	59	0	0	6	2	0	8	0	198
6:15PM	5	64	17	0	86	0	20	3	12	0	35	3	8	41	1	0	50	0	4	4	4	0	12	0	183
Hourly Total	12	135	39	0	186	1	37	3	26	0	66	6	24	82	3	0	109	0	4	10	6	0	20	0	381
Total	148	1351	507	0	2006	10	455	95	470	0	1020	11	386	1437	54	0	1877	6	60	98	85	0	243	11	5146
% Approach	7.4%	67.3%	25.3%	0%	-	-	44.6%	9.3%	46.1%	0%	-	-	20.6%	76.6%	2.9%	0%	-	-	24.7%	40.3%	35.0%	0%	-	-	-
% Total	2.9%	26.3%	9.9%	0%	39.0%	-	8.8%	1.8%	9.1%	0%	19.8%	-	7.5%	27.9%	1.0%	0%	36.5%	-	1.2%	1.9%	1.7%	0%	4.7%	-	-
Lights and Motorcycles	148	1308	448	0	1904	-	408	90	443	0	941	-	364	1385	53	0	1802	-	57	94	80	0	231	-	4878
% Lights and Motorcycles	100%	96.8%	88.4%	0%	94.9%	-	89.7%	94.7%	94.3%	0%	92.3%	-	94.3%	96.4%	98.1%	0%	96.0%	-	95.0%	95.9%	94.1%	0%	95.1%	-	94.8%
Heavy	0	43	59	0	102	-	47	5	27	0	79	-	22	52	1	0	75	-	3	4	5	0	12	-	268
% Heavy	0%	3.2%	11.6%	0%	5.1%	-	10.3%	5.3%	5.7%	0%	7.7%	-	5.7%	3.6%	1.9%	0%	4.0%	-	5.0%	4.1%	5.9%	0%	4.9%	-	5.2%
Pedestrians	-	-	-	-	-	9	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	-	11	-
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

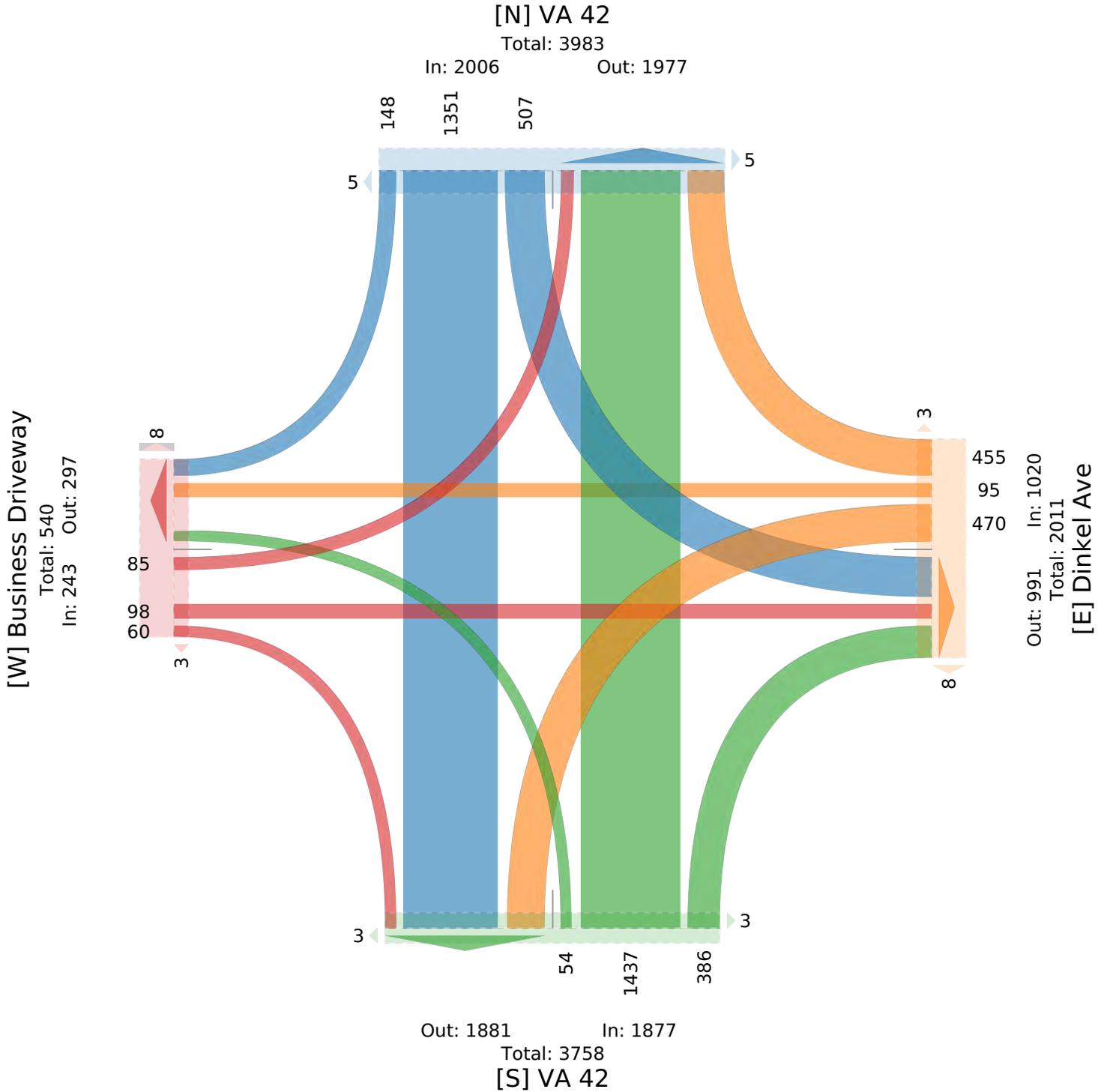
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	VA 42 Southbound						Dinkel Ave Westbound						VA 42 Northbound						Business Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2023-10-10 7:30AM	7	28	23	0	58	2	14	3	8	0	25	0	27	83	0	0	110	0	1	8	3	0	12	1	205
7:45AM	2	29	29	0	60	1	16	0	7	0	23	0	26	92	0	0	118	0	2	3	1	0	6	0	207
8:00AM	5	37	27	0	69	0	29	4	10	0	43	0	19	71	3	0	93	0	3	4	6	0	13	0	218
8:15AM	4	42	18	0	64	0	25	5	22	0	52	0	19	56	4	0	79	0	2	3	4	0	9	1	204
Total	18	136	97	0	251	3	84	12	47	0	143	0	91	302	7	0	400	0	8	18	14	0	40	2	834
% Approach	7.2%	54.2%	38.6%	0%	-	-	58.7%	8.4%	32.9%	0%	-	-	22.8%	75.5%	1.8%	0%	-	-	20.0%	45.0%	35.0%	0%	-	-	-
% Total	2.2%	16.3%	11.6%	0%	30.1%	-	10.1%	1.4%	5.6%	0%	17.1%	-	10.9%	36.2%	0.8%	0%	48.0%	-	1.0%	2.2%	1.7%	0%	4.8%	-	-
PHF	0.643	0.810	0.836	-	0.909	-	0.724	0.600	0.534	-	0.688	-	0.843	0.821	0.438	-	0.847	-	0.667	0.563	0.583	-	0.769	-	0.956
Lights and Motorcycles	18	130	85	0	233	-	70	12	43	0	125	-	89	289	7	0	385	-	7	17	13	0	37	-	780
% Lights and Motorcycles	100%	95.6%	87.6%	0%	92.8%	-	83.3%	100%	91.5%	0%	87.4%	-	97.8%	95.7%	100%	0%	96.3%	-	87.5%	94.4%	92.9%	0%	92.5%	-	93.5%
Heavy	0	6	12	0	18	-	14	0	4	0	18	-	2	13	0	0	15	-	1	1	1	0	3	-	54
% Heavy	0%	4.4%	12.4%	0%	7.2%	-	16.7%	0%	8.5%	0%	12.6%	-	2.2%	4.3%	0%	0%	3.8%	-	12.5%	5.6%	7.1%	0%	7.5%	-	6.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

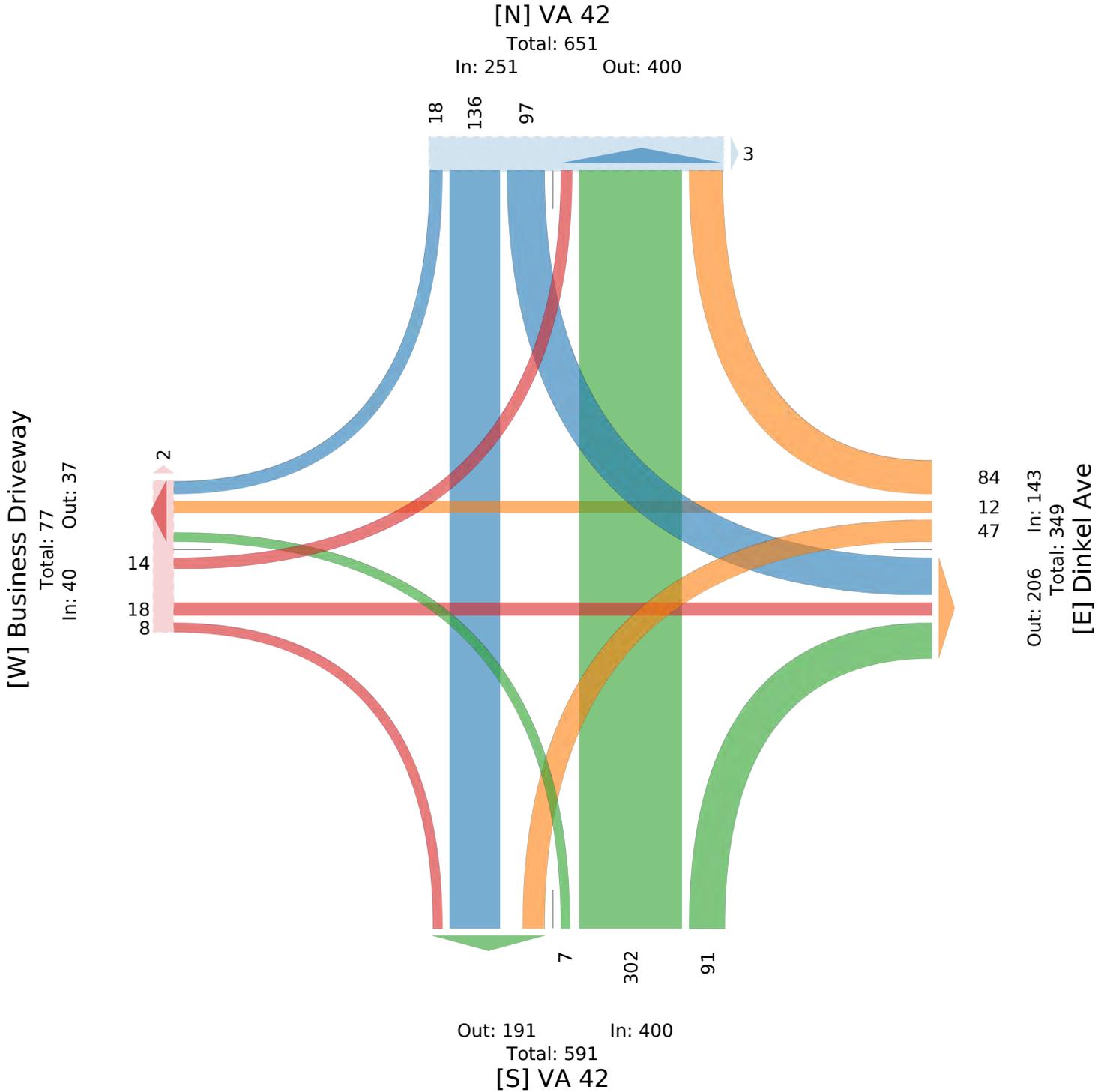
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	VA 42 Southbound						Dinkel Ave Westbound						VA 42 Northbound						Business Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2023-10-10 4:30PM	12	83	13	0	108	1	22	7	38	0	67	0	22	77	2	0	101	0	3	6	4	0	13	1	289
4:45PM	3	82	21	0	106	0	25	7	42	0	74	0	16	50	2	0	68	3	2	4	4	0	10	1	258
5:00PM	9	74	26	0	109	1	22	7	31	0	60	0	12	52	3	0	67	1	7	2	5	0	14	0	250
5:15PM	9	103	19	0	131	0	22	10	40	0	72	0	13	55	2	0	70	0	5	6	1	0	12	3	285
Total	33	342	79	0	454	2	91	31	151	0	273	0	63	234	9	0	306	4	17	18	14	0	49	5	1082
% Approach	7.3%	75.3%	17.4%	0%	-	-	33.3%	11.4%	55.3%	0%	-	-	20.6%	76.5%	2.9%	0%	-	-	34.7%	36.7%	28.6%	0%	-	-	-
% Total	3.0%	31.6%	7.3%	0%	42.0%	-	8.4%	2.9%	14.0%	0%	25.2%	-	5.8%	21.6%	0.8%	0%	28.3%	-	1.6%	1.7%	1.3%	0%	4.5%	-	-
PHF	0.688	0.830	0.760	-	0.866	-	0.910	0.775	0.899	-	0.922	-	0.716	0.760	0.750	-	0.757	-	0.607	0.750	0.700	-	0.875	-	0.936
Lights and Motorcycles	33	337	72	0	442	-	84	28	146	0	258	-	59	225	8	0	292	-	16	18	14	0	48	-	1040
% Lights and Motorcycles	100%	98.5%	91.1%	0%	97.4%	-	92.3%	90.3%	96.7%	0%	94.5%	-	93.7%	96.2%	88.9%	0%	95.4%	-	94.1%	100%	100%	0%	98.0%	-	96.1%
Heavy	0	5	7	0	12	-	7	3	5	0	15	-	4	9	1	0	14	-	1	0	0	0	1	-	42
% Heavy	0%	1.5%	8.9%	0%	2.6%	-	7.7%	9.7%	3.3%	0%	5.5%	-	6.3%	3.8%	11.1%	0%	4.6%	-	5.9%	0%	0%	0%	2.0%	-	3.9%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Dinkel Ave & VA 42 (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

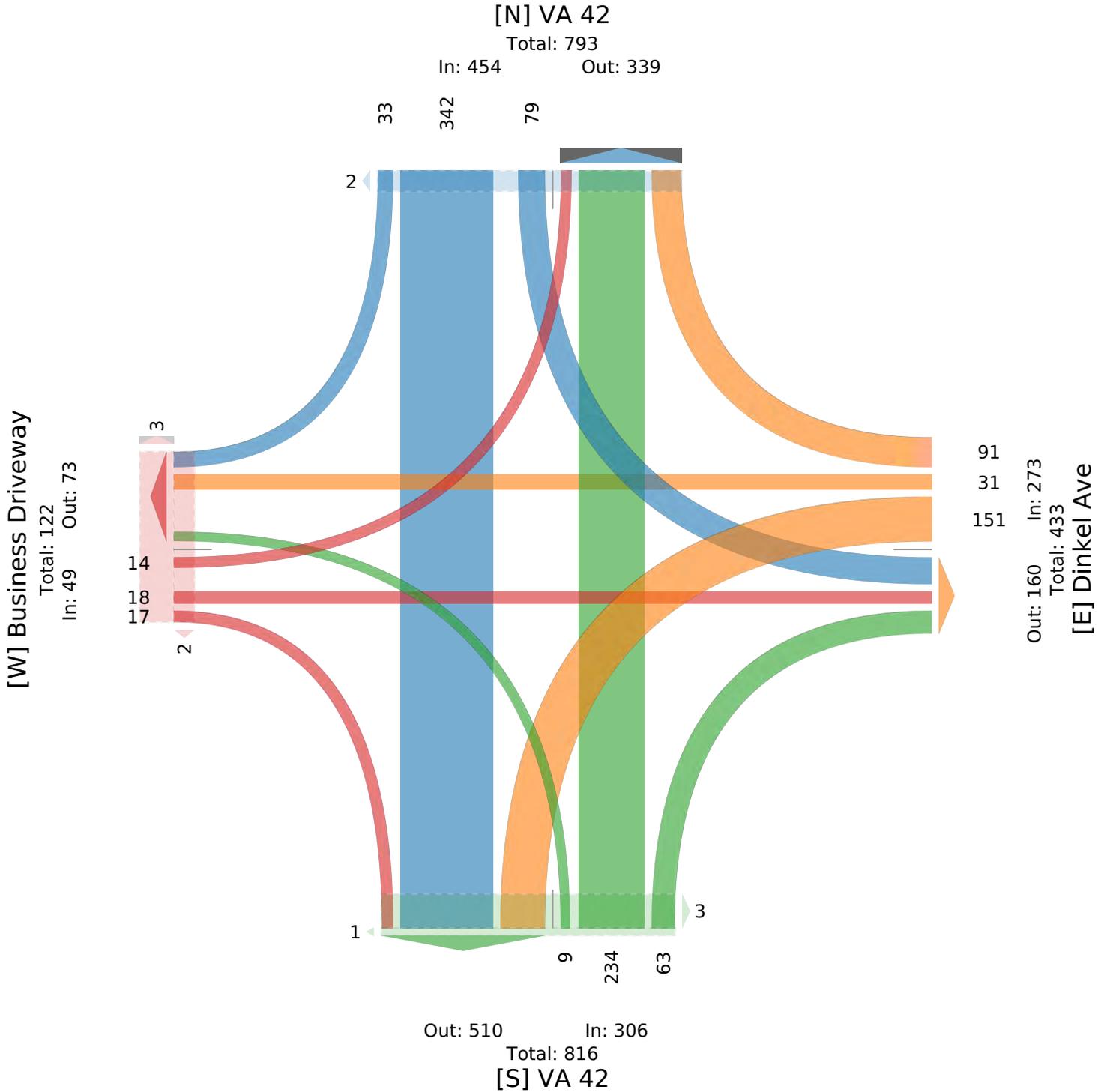
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126707, Location: 38.383874, -78.974675



Provided by: Peggy Malone & Associates
 14286 Beach Blvd, 19-345,
 Jacksonville Beach, FL, 32250, US



3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Don Litten Pkwy Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
Time																
2023-10-10 7:30AM	1	0	0	1	0	2	83	0	85	0	94	4	0	98	0	184
7:45AM	1	0	0	1	0	4	105	0	109	0	96	14	0	110	0	220
Hourly Total	2	0	0	2	0	6	188	0	194	0	190	18	0	208	0	404
8:00AM	8	0	0	8	0	1	110	0	111	0	118	1	0	119	0	238
8:15AM	9	0	0	9	0	1	75	0	76	0	84	1	0	85	0	170
8:30AM	3	2	0	5	0	3	64	0	67	0	64	2	0	66	0	138
8:45AM	1	0	0	1	0	2	76	0	78	0	53	0	0	53	0	132
Hourly Total	21	2	0	23	0	7	325	0	332	0	319	4	0	323	0	678
9:00AM	3	0	0	3	0	1	79	0	80	0	47	1	0	48	0	131
9:15AM	4	0	0	4	0	0	75	0	75	0	69	4	0	73	0	152
9:30AM	0	0	0	0	0	0	46	0	46	0	67	3	0	70	0	116
9:45AM	6	1	0	7	0	1	64	0	65	0	62	3	0	65	0	137
Hourly Total	13	1	0	14	0	2	264	0	266	0	245	11	0	256	0	536
10:00AM	2	0	0	2	0	1	47	0	48	0	61	1	0	62	0	112
10:15AM	0	3	0	3	0	1	64	0	65	0	38	6	0	44	0	112
Hourly Total	2	3	0	5	0	2	111	0	113	0	99	7	0	106	0	224
3:30PM	6	9	0	15	0	11	100	0	111	0	98	9	0	107	0	233
3:45PM	6	3	0	9	0	4	96	0	100	0	85	10	0	95	0	204
Hourly Total	12	12	0	24	0	15	196	0	211	0	183	19	0	202	0	437
4:00PM	9	5	0	14	0	4	80	0	84	0	103	2	0	105	0	203
4:15PM	3	2	0	5	0	5	116	0	121	0	86	2	0	88	0	214
4:30PM	13	9	0	22	0	4	113	0	117	0	110	7	0	117	0	256
4:45PM	6	4	0	10	0	10	112	0	122	0	102	4	0	106	0	238
Hourly Total	31	20	0	51	0	23	421	0	444	0	401	15	0	416	0	911
5:00PM	5	5	0	10	1	5	146	0	151	0	111	3	0	114	0	275
5:15PM	3	3	0	6	0	1	133	0	134	0	93	3	0	96	0	236
5:30PM	3	4	0	7	0	9	119	0	128	0	84	2	0	86	0	221
5:45PM	5	3	0	8	0	10	105	0	115	0	74	7	0	81	0	204
Hourly Total	16	15	0	31	1	25	503	0	528	0	362	15	0	377	0	936
6:00PM	2	5	0	7	0	4	83	0	87	0	76	4	0	80	0	174
6:15PM	3	5	0	8	0	2	68	0	70	0	77	2	0	79	0	157
Hourly Total	5	10	0	15	0	6	151	0	157	0	153	6	0	159	0	331
Total	102	63	0	165	1	86	2159	0	2245	0	1952	95	0	2047	0	4457
% Approach	61.8%	38.2%	0%	-	-	3.8%	96.2%	0%	-	-	95.4%	4.6%	0%	-	-	-
% Total	2.3%	1.4%	0%	3.7%	-	1.9%	48.4%	0%	50.4%	-	43.8%	2.1%	0%	45.9%	-	-
Lights and Motorcycles	95	61	0	156	-	82	2061	0	2143	-	1851	88	0	1939	-	4238
% Lights and Motorcycles	93.1%	96.8%	0%	94.5%	-	95.3%	95.5%	0%	95.5%	-	94.8%	92.6%	0%	94.7%	-	95.1%
Heavy	7	2	0	9	-	4	98	0	102	-	101	7	0	108	-	219
% Heavy	6.9%	3.2%	0%	5.5%	-	4.7%	4.5%	0%	4.5%	-	5.2%	7.4%	0%	5.3%	-	4.9%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Don Litten Pkwy

Total: 346

In: 165 Out: 181

102
63
1

[W] Dinkel Ave

Total: 4308

In: 2047

Out: 2261

95
1952

2159

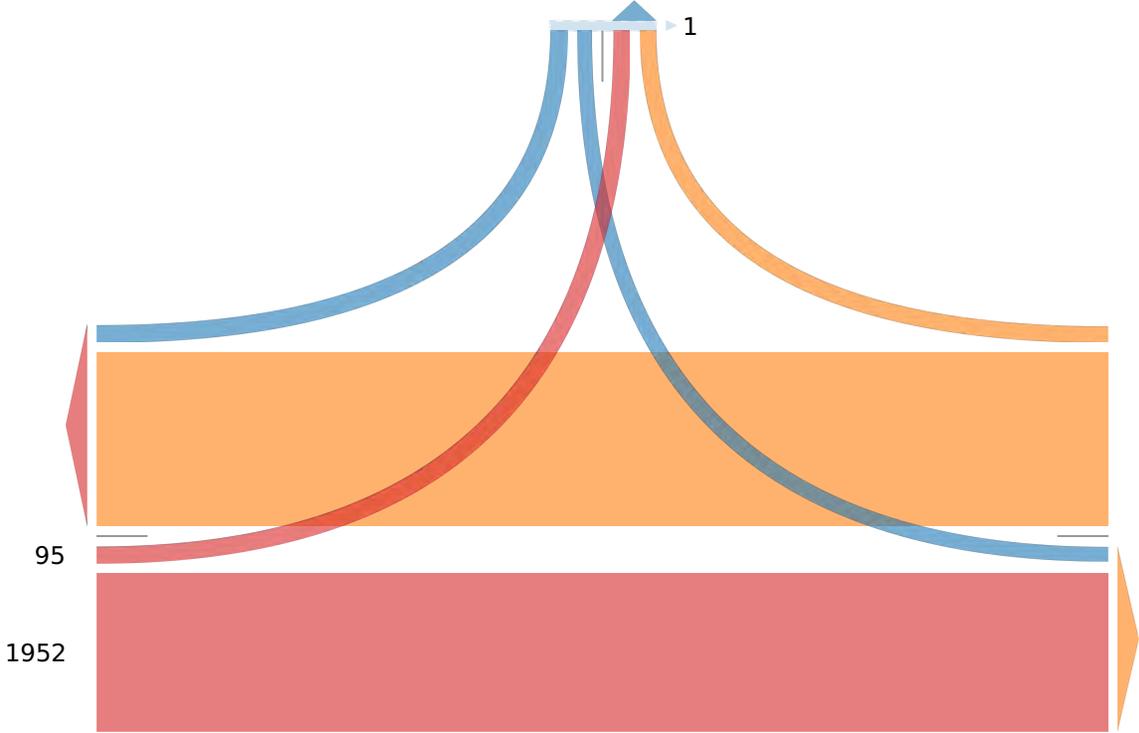
86

Out: 2015

Total: 4260

[E] Dinkel Ave

In: 2245



3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Don Litten Pkwy Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
Time																
2023-10-10 7:30AM	1	0	0	1	0	2	83	0	85	0	94	4	0	98	0	184
7:45AM	1	0	0	1	0	4	105	0	109	0	96	14	0	110	0	220
8:00AM	8	0	0	8	0	1	110	0	111	0	118	1	0	119	0	238
8:15AM	9	0	0	9	0	1	75	0	76	0	84	1	0	85	0	170
Total	19	0	0	19	0	8	373	0	381	0	392	20	0	412	0	812
% Approach	100%	0%	0%	-	-	2.1%	97.9%	0%	-	-	95.1%	4.9%	0%	-	-	-
% Total	2.3%	0%	0%	2.3%	-	1.0%	45.9%	0%	46.9%	-	48.3%	2.5%	0%	50.7%	-	-
PHF	0.528	-	-	0.528	-	0.500	0.848	-	0.858	-	0.831	0.357	-	0.866	-	0.853
Lights and Motorcycles	16	0	0	16	-	8	351	0	359	-	373	20	0	393	-	768
% Lights and Motorcycles	84.2%	0%	0%	84.2%	-	100%	94.1%	0%	94.2%	-	95.2%	100%	0%	95.4%	-	94.6%
Heavy	3	0	0	3	-	0	22	0	22	-	19	0	0	19	-	44
% Heavy	15.8%	0%	0%	15.8%	-	0%	5.9%	0%	5.8%	-	4.8%	0%	0%	4.6%	-	5.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

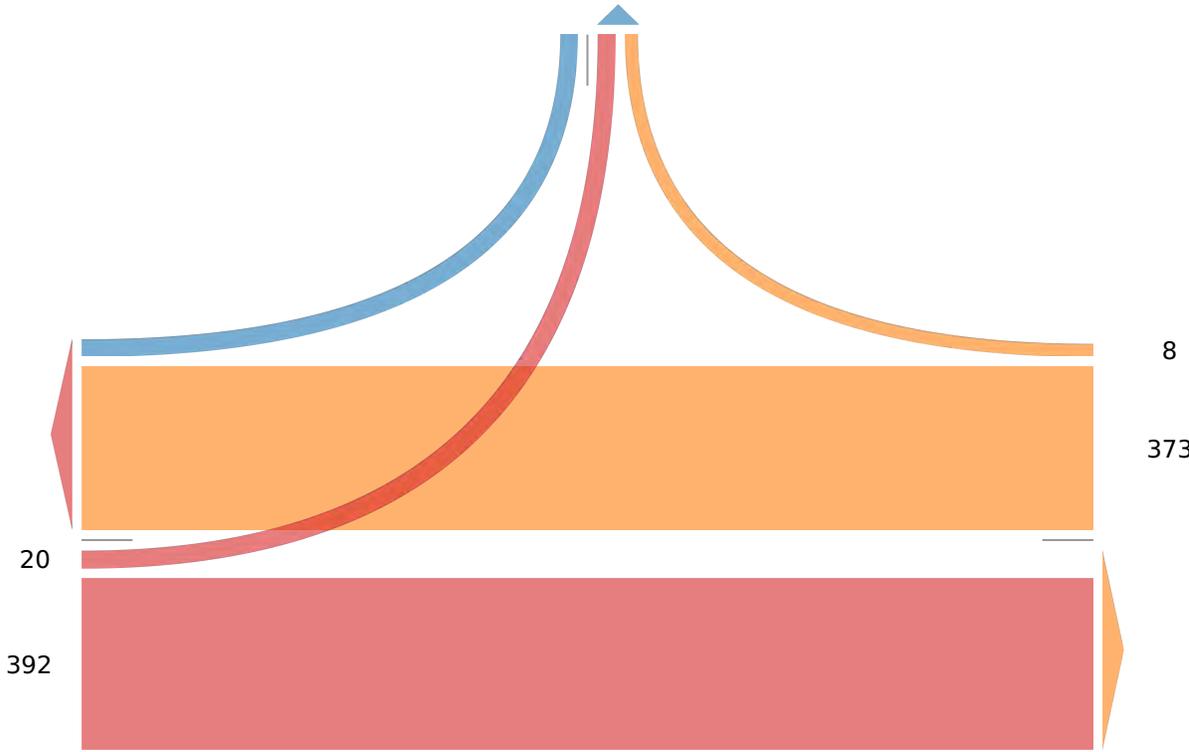
[N] Don Litten Pkwy

Total: 47

In: 19 Out: 28

19

[W] Dinkel Ave
Total: 804
In: 412 Out: 392



8

373

20

392

Out: 392 In: 381

Total: 773

[E] Dinkel Ave

3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Don Litten Pkwy Southbound					Dinkel Ave Westbound					Dinkel Ave Eastbound					Int
	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	
Time																
2023-10-10 4:30PM	13	9	0	22	0	4	113	0	117	0	110	7	0	117	0	256
4:45PM	6	4	0	10	0	10	112	0	122	0	102	4	0	106	0	238
5:00PM	5	5	0	10	1	5	146	0	151	0	111	3	0	114	0	275
5:15PM	3	3	0	6	0	1	133	0	134	0	93	3	0	96	0	236
Total	27	21	0	48	1	20	504	0	524	0	416	17	0	433	0	1005
% Approach	56.3%	43.8%	0%	-	-	3.8%	96.2%	0%	-	-	96.1%	3.9%	0%	-	-	-
% Total	2.7%	2.1%	0%	4.8%	-	2.0%	50.1%	0%	52.1%	-	41.4%	1.7%	0%	43.1%	-	-
PHF	0.519	0.583	-	0.545	-	0.500	0.863	-	0.868	-	0.937	0.607	-	0.925	-	0.914
Lights and Motorcycles	27	21	0	48	-	20	488	0	508	-	405	16	0	421	-	977
% Lights and Motorcycles	100%	100%	0%	100%	-	100%	96.8%	0%	96.9%	-	97.4%	94.1%	0%	97.2%	-	97.2%
Heavy	0	0	0	0	-	0	16	0	16	-	11	1	0	12	-	28
% Heavy	0%	0%	0%	0%	-	0%	3.2%	0%	3.1%	-	2.6%	5.9%	0%	2.8%	-	2.8%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Dinkel Ave & Don Litten Pkwy (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126708, Location: 38.374073, -78.952577



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Don Litten Pkwy

Total: 85

In: 48 Out: 37

27 21

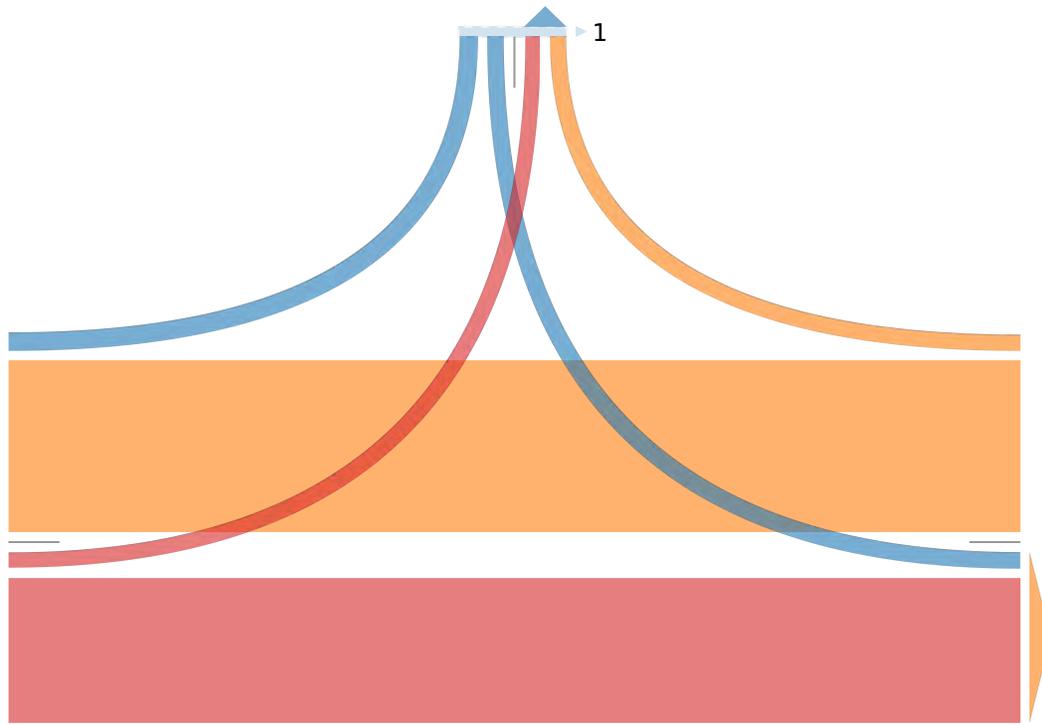
1

[W] Dinkel Ave
Total: 964
In: 433 Out: 531

17
416

20
504

Out: 437 In: 524
Total: 961
[E] Dinkel Ave



4-Dinkel Ave & Old Bridgewater Rd (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126709, Location: 38.368028, -78.947104



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Driveway Southbound					Dinkel Ave Westbound					Old Bridgewater Rd Northbound					Dinkel Ave Eastbound					Int			
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int			
2023-10-10 7:30AM	0	0	0	0	0	0	87	0	0	87	1	3	0	5	0	8	0	2	100	1	0	103	0	198
7:45AM	0	0	0	0	0	0	114	3	0	117	0	2	0	7	0	9	0	2	87	0	0	89	0	215
Hourly Total	0	0	0	0	0	0	201	3	0	204	1	5	0	12	0	17	0	4	187	1	0	192	0	413
8:00AM	0	0	0	0	0	0	122	0	0	122	0	1	0	7	0	8	0	4	132	0	0	136	0	266
8:15AM	0	0	0	0	0	0	78	0	0	78	0	1	0	3	0	4	0	4	95	0	0	99	0	181
8:30AM	0	0	0	0	0	0	71	0	0	71	0	0	0	5	0	5	0	2	64	0	0	66	0	142
8:45AM	0	0	0	0	0	0	76	0	0	76	0	1	0	2	0	3	0	4	51	0	0	55	0	134
Hourly Total	0	0	0	0	0	0	347	0	0	347	0	3	0	17	0	20	0	14	342	0	0	356	0	723
9:00AM	0	1	1	0	2	0	75	0	0	75	0	2	0	5	0	7	0	1	46	0	0	47	0	131
9:15AM	1	0	0	0	1	0	68	0	0	68	0	1	0	7	0	8	0	2	68	1	0	71	0	148
9:30AM	0	0	0	0	0	0	47	0	0	47	0	1	0	2	0	3	0	6	61	0	0	67	0	117
9:45AM	0	0	0	0	0	0	58	2	0	60	0	2	0	6	0	8	0	1	61	0	0	62	0	130
Hourly Total	1	1	1	0	3	0	248	2	0	250	0	6	0	20	0	26	0	10	236	1	0	247	0	526
10:00AM	0	0	0	0	0	0	46	1	0	47	0	2	0	7	0	9	0	5	53	0	0	58	0	114
10:15AM	0	0	0	0	0	0	59	2	1	62	0	2	0	3	0	5	0	3	42	0	0	45	0	112
Hourly Total	0	0	0	0	0	0	105	3	1	109	0	4	0	10	0	14	0	8	95	0	0	103	0	226
3:30PM	1	0	0	0	1	0	102	2	0	104	0	0	0	5	0	5	0	7	110	2	1	120	0	230
3:45PM	0	1	1	0	2	0	91	2	0	93	0	0	0	2	0	2	0	11	75	1	0	87	0	184
Hourly Total	1	1	1	0	3	0	193	4	0	197	0	0	0	7	0	7	0	18	185	3	1	207	0	414
4:00PM	0	0	0	0	0	0	82	0	1	83	0	2	0	3	0	5	0	4	105	0	0	109	0	197
4:15PM	0	0	0	0	0	1	112	1	0	114	0	2	0	8	0	10	0	10	82	0	0	92	0	216
4:30PM	0	0	0	0	0	0	117	2	0	119	0	2	0	6	0	8	0	7	111	0	0	118	0	245
4:45PM	0	0	0	0	0	0	116	1	0	117	0	0	0	3	0	3	0	7	108	0	0	115	0	235
Hourly Total	0	0	0	0	0	1	427	4	1	433	0	6	0	20	0	26	0	28	406	0	0	434	0	893
5:00PM	0	0	0	0	0	0	144	4	0	148	0	1	0	3	0	4	0	8	99	0	0	107	0	259
5:15PM	1	0	0	0	1	0	136	6	0	142	0	4	0	7	0	11	0	4	97	0	0	101	0	255
5:30PM	0	0	0	0	0	0	116	3	1	120	0	3	0	12	0	15	0	5	80	0	0	85	0	220
5:45PM	0	0	0	0	0	0	118	0	0	118	0	1	0	5	0	6	0	2	83	0	0	85	0	209
Hourly Total	1	0	0	0	1	0	514	13	1	528	0	9	0	27	0	36	0	19	359	0	0	378	0	943
6:00PM	0	0	0	0	0	0	89	2	0	91	0	1	0	6	0	7	0	8	77	0	0	85	0	183
6:15PM	1	0	0	0	1	0	62	1	0	63	0	3	0	6	0	9	0	5	73	0	0	78	0	151
Hourly Total	1	0	0	0	1	0	151	3	0	154	0	4	0	12	0	16	0	13	150	0	0	163	0	334
Total	4	2	2	0	8	1	2186	32	3	2222	1	37	0	125	0	162	0	114	1960	5	1	2080	0	4472
% Approach	50.0%	25.0%	25.0%	0%	-	0%	98.4%	1.4%	0.1%	-	-	22.8%	0%	77.2%	0%	-	-	5.5%	94.2%	0.2%	0%	-	-	-
% Total	0.1%	0%	0%	0%	0.2%	0%	48.9%	0.7%	0.1%	49.7%	-	0.8%	0%	2.8%	0%	3.6%	-	2.5%	43.8%	0.1%	0%	46.5%	-	-
Lights and Motorcycles	4	1	2	0	7	0	2097	32	3	2132	-	32	0	124	0	156	-	108	1865	5	1	1979	-	4274
% Lights and Motorcycles	100%	50.0%	100%	0%	87.5%	0%	95.9%	100%	100%	95.9%	-	86.5%	0%	99.2%	0%	96.3%	-	94.7%	95.2%	100%	100%	95.1%	-	95.6%
Heavy	0	1	0	0	1	1	89	0	0	90	-	5	0	1	0	6	-	6	95	0	0	101	-	198
% Heavy	0%	50.0%	0%	0%	12.5%	100%	4.1%	0%	0%	4.1%	-	13.5%	0%	0.8%	0%	3.7%	-	5.3%	4.8%	0%	0%	4.9%	-	4.4%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Dinkel Ave & Old Bridgewater Rd (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

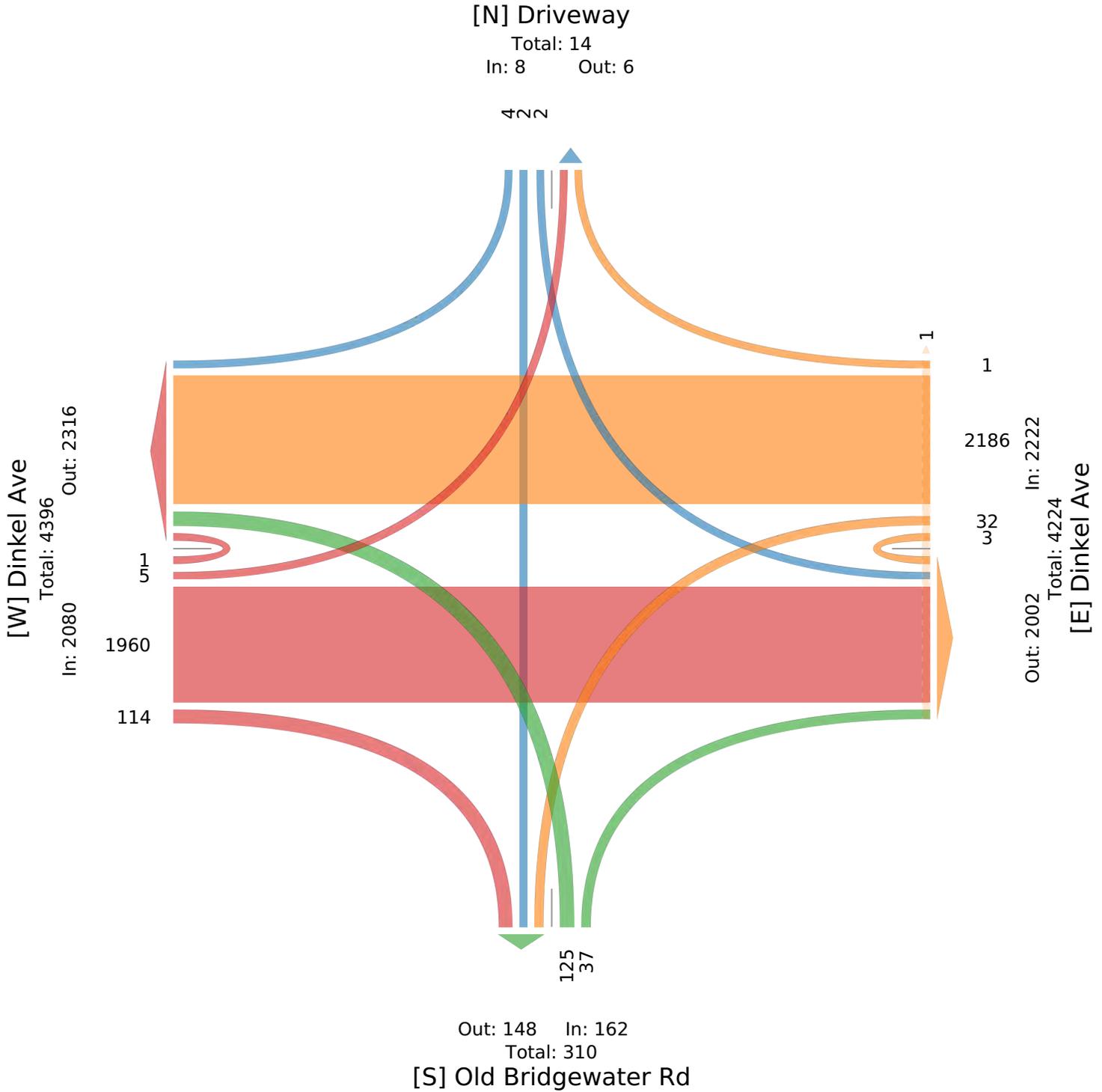
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126709, Location: 38.368028, -78.947104



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



4-Dinkel Ave & Old Bridgewater Rd (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126709, Location: 38.368028, -78.947104



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Driveway Southbound						Dinkel Ave Westbound						Old Bridgewater Rd Northbound						Dinkel Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-10-10 7:30AM	0	0	0	0	0	0	0	87	0	0	87	1	3	0	5	0	8	0	2	100	1	0	103	0	198
7:45AM	0	0	0	0	0	0	0	114	3	0	117	0	2	0	7	0	9	0	2	87	0	0	89	0	215
8:00AM	0	0	0	0	0	0	0	122	0	0	122	0	1	0	7	0	8	0	4	132	0	0	136	0	266
8:15AM	0	0	0	0	0	0	0	78	0	0	78	0	1	0	3	0	4	0	4	95	0	0	99	0	181
Total	0	0	0	0	0	0	0	401	3	0	404	1	7	0	22	0	29	0	12	414	1	0	427	0	860
% Approach	0%	0%	0%	0%	-	-	0%	99.3%	0.7%	0%	-	-	24.1%	0%	75.9%	0%	-	-	2.8%	97.0%	0.2%	0%	-	-	-
% Total	0%	0%	0%	0%	0%	-	0%	46.6%	0.3%	0%	47.0%	-	0.8%	0%	2.6%	0%	3.4%	-	1.4%	48.1%	0.1%	0%	49.7%	-	-
PHF	-	-	-	-	-	-	-	0.822	0.250	-	0.828	-	0.583	-	0.786	-	0.806	-	0.750	0.784	0.250	-	0.785	-	0.808
Lights and Motorcycles	0	0	0	0	0	-	0	382	3	0	385	-	6	0	21	0	27	-	11	396	1	0	408	-	820
% Lights and Motorcycles	0%	0%	0%	0%	-	-	0%	95.3%	100%	0%	95.3%	-	85.7%	0%	95.5%	0%	93.1%	-	91.7%	95.7%	100%	0%	95.6%	-	95.3%
Heavy	0	0	0	0	0	-	0	19	0	0	19	-	1	0	1	0	2	-	1	18	0	0	19	-	40
% Heavy	0%	0%	0%	0%	-	-	0%	4.7%	0%	0%	4.7%	-	14.3%	0%	4.5%	0%	6.9%	-	8.3%	4.3%	0%	0%	4.4%	-	4.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Dinkel Ave & Old Bridgewater Rd (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126709, Location: 38.368028, -78.947104

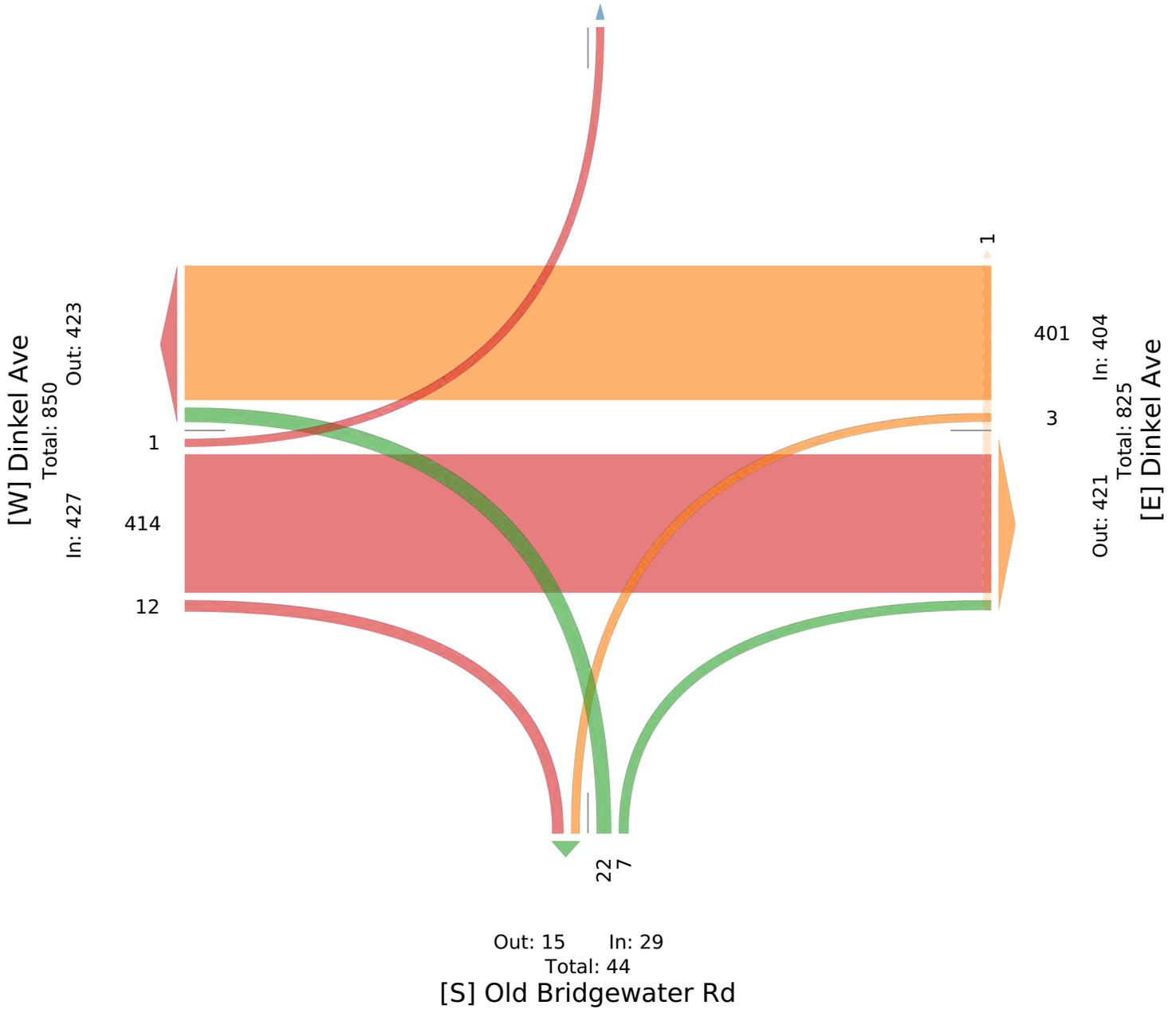


Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Driveway

Total: 1

In: 0 Out: 1



4-Dinkel Ave & Old Bridgewater Rd (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126709, Location: 38.368028, -78.947104



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Driveway Southbound						Dinkel Ave Westbound						Old Bridgewater Rd Northbound						Dinkel Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-10-10 4:30PM	0	0	0	0	0	0	0	117	2	0	119	0	2	0	6	0	8	0	7	111	0	0	118	0	245
4:45PM	0	0	0	0	0	0	0	116	1	0	117	0	0	0	3	0	3	0	7	108	0	0	115	0	235
5:00PM	0	0	0	0	0	0	0	144	4	0	148	0	1	0	3	0	4	0	8	99	0	0	107	0	259
5:15PM	1	0	0	0	1	0	0	136	6	0	142	0	4	0	7	0	11	0	4	97	0	0	101	0	255
Total	1	0	0	0	1	0	0	513	13	0	526	0	7	0	19	0	26	0	26	415	0	0	441	0	994
% Approach	100%	0%	0%	0%	-	-	0%	97.5%	2.5%	0%	-	-	26.9%	0%	73.1%	0%	-	-	5.9%	94.1%	0%	0%	-	-	-
% Total	0.1%	0%	0%	0%	0.1%	-	0%	51.6%	1.3%	0%	52.9%	-	0.7%	0%	1.9%	0%	2.6%	-	2.6%	41.8%	0%	0%	44.4%	-	-
PHF	0.250	-	-	-	0.250	-	-	0.891	0.542	-	0.889	-	0.438	-	0.679	-	0.591	-	0.813	0.935	-	-	0.934	-	0.959
Lights and Motorcycles	1	0	0	0	1	-	0	500	13	0	513	-	7	0	19	0	26	-	26	401	0	0	427	-	967
% Lights and Motorcycles	100%	0%	0%	0%	100%	-	0%	97.5%	100%	0%	97.5%	-	100%	0%	100%	0%	100%	-	100%	96.6%	0%	0%	96.8%	-	97.3%
Heavy	0	0	0	0	0	-	0	13	0	0	13	-	0	0	0	0	0	-	0	14	0	0	14	-	27
% Heavy	0%	0%	0%	0%	0%	-	0%	2.5%	0%	0%	2.5%	-	0%	0%	0%	0%	0%	-	0%	3.4%	0%	0%	3.2%	-	2.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	US 11 Southbound						Friedens Church Rd Westbound						US 11 Northbound						Dinkel Ave Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2023-10-10 7:30AM	24	34	44	0	102	0	84	70	13	0	167	0	21	75	12	0	108	0	5	54	44	0	103	0	480
7:45AM	39	28	29	0	96	0	65	70	30	0	165	0	30	88	11	0	129	0	5	45	38	0	88	0	478
Hourly Total	63	62	73	0	198	0	149	140	43	0	332	0	51	163	23	0	237	0	10	99	82	0	191	0	958
8:00AM	42	43	43	0	128	0	43	75	22	0	140	0	18	48	7	0	73	0	7	72	48	0	127	0	468
8:15AM	20	31	29	0	80	0	41	58	15	0	114	0	15	50	8	0	73	0	9	52	47	0	108	0	375
8:30AM	17	41	27	0	85	0	33	38	11	0	82	0	17	40	8	0	65	0	10	34	24	0	68	0	300
8:45AM	22	34	29	0	85	0	24	50	8	0	82	0	15	48	7	0	70	0	4	37	12	0	53	0	290
Hourly Total	101	149	128	0	378	0	141	221	56	0	418	0	65	186	30	0	281	0	30	195	131	0	356	0	1433
9:00AM	20	28	29	0	77	0	39	58	11	0	108	0	8	28	4	0	40	0	7	22	20	0	49	0	274
9:15AM	27	36	33	0	96	0	27	31	9	0	67	0	10	52	8	0	70	0	8	42	12	0	62	0	295
9:30AM	17	28	37	0	82	0	30	32	6	0	68	0	11	36	7	0	54	0	10	44	17	0	71	0	275
9:45AM	16	20	19	0	55	0	33	37	4	0	74	0	10	54	9	0	73	0	5	36	25	0	66	0	268
Hourly Total	80	112	118	0	310	0	129	158	30	0	317	0	39	170	28	0	237	0	30	144	74	0	248	0	1112
10:00AM	17	25	38	0	80	0	37	36	8	0	81	0	6	33	3	0	42	0	14	36	19	0	69	0	272
10:15AM	17	33	22	0	72	0	30	39	10	0	79	0	9	33	4	0	46	0	10	25	14	0	49	0	246
Hourly Total	34	58	60	0	152	0	67	75	18	0	160	0	15	66	7	0	88	0	24	61	33	0	118	0	518
3:30PM	47	76	63	0	186	0	50	49	15	0	114	0	22	56	13	0	91	0	25	59	28	0	112	0	503
3:45PM	44	80	31	0	155	0	45	52	21	0	118	0	12	40	9	0	61	0	15	44	25	0	84	0	418
Hourly Total	91	156	94	0	341	0	95	101	36	0	232	0	34	96	22	0	152	0	40	103	53	0	196	0	921
4:00PM	42	74	68	0	184	0	60	43	23	0	126	0	38	60	4	0	102	0	16	66	31	0	113	0	525
4:15PM	46	94	36	0	176	0	42	71	33	0	146	0	24	56	10	0	90	0	14	47	25	0	86	0	498
4:30PM	48	86	61	0	195	0	54	65	30	0	149	0	25	57	22	0	104	0	14	77	28	0	119	0	567
4:45PM	51	78	62	0	191	0	42	56	19	0	117	0	23	42	13	0	78	0	13	64	29	0	106	0	492
Hourly Total	187	332	227	0	746	0	198	235	105	0	538	0	110	215	49	0	374	0	57	254	113	0	424	0	2082
5:00PM	67	104	61	0	232	0	41	54	25	0	120	0	31	39	15	0	85	0	22	92	27	0	141	0	578
5:15PM	51	83	56	0	190	0	39	58	21	0	118	0	17	44	16	0	77	0	12	70	29	0	111	0	496
5:30PM	35	67	34	0	136	0	42	70	26	0	138	0	12	38	12	0	62	0	11	48	27	0	86	0	422
5:45PM	55	71	31	0	157	0	39	53	13	0	105	0	21	56	13	0	90	0	14	46	27	0	87	0	439
Hourly Total	208	325	182	0	715	0	161	235	85	0	481	0	81	177	56	0	314	0	59	256	110	0	425	0	1935
6:00PM	40	41	28	0	109	0	23	44	14	0	81	0	17	32	8	0	57	0	9	42	37	0	88	0	335
6:15PM	29	44	20	0	93	0	12	40	19	0	71	0	14	25	7	0	46	0	14	42	25	0	81	0	291
Hourly Total	69	85	48	0	202	0	35	84	33	0	152	0	31	57	15	0	103	0	23	84	62	0	169	0	626
Total	833	1279	930	0	3042	0	975	1249	406	0	2630	0	426	1130	230	0	1786	0	273	1196	658	0	2127	0	9585
% Approach	27.4%	42.0%	30.6%	0%	-	-	37.1%	47.5%	15.4%	0%	-	-	23.9%	63.3%	12.9%	0%	-	-	12.8%	56.2%	30.9%	0%	-	-	-
% Total	8.7%	13.3%	9.7%	0%	31.7%	-	10.2%	13.0%	4.2%	0%	27.4%	-	4.4%	11.8%	2.4%	0%	18.6%	-	2.8%	12.5%	6.9%	0%	22.2%	-	-
Lights and Motorcycles	813	1213	764	0	2790	-	810	1170	395	0	2375	-	417	1060	226	0	1703	-	257	1111	635	0	2003	-	8871
% Lights and Motorcycles	97.6%	94.8%	82.2%	0%	91.7%	-	83.1%	93.7%	97.3%	0%	90.3%	-	97.9%	93.8%	98.3%	0%	95.4%	-	94.1%	92.9%	96.5%	0%	94.2%	-	92.6%
Heavy	20	66	166	0	252	-	165	79	11	0	255	-	9	70	4	0	83	-	16	85	23	0	124	-	714
% Heavy	2.4%	5.2%	17.8%	0%	8.3%	-	16.9%	6.3%	2.7%	0%	9.7%	-	2.1%	6.2%	1.7%	0%	4.6%	-	5.9%	7.1%	3.5%	0%	5.8%	-	7.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

Full Length (7:30 AM-10:30 AM, 3:30 PM-6:30 PM)

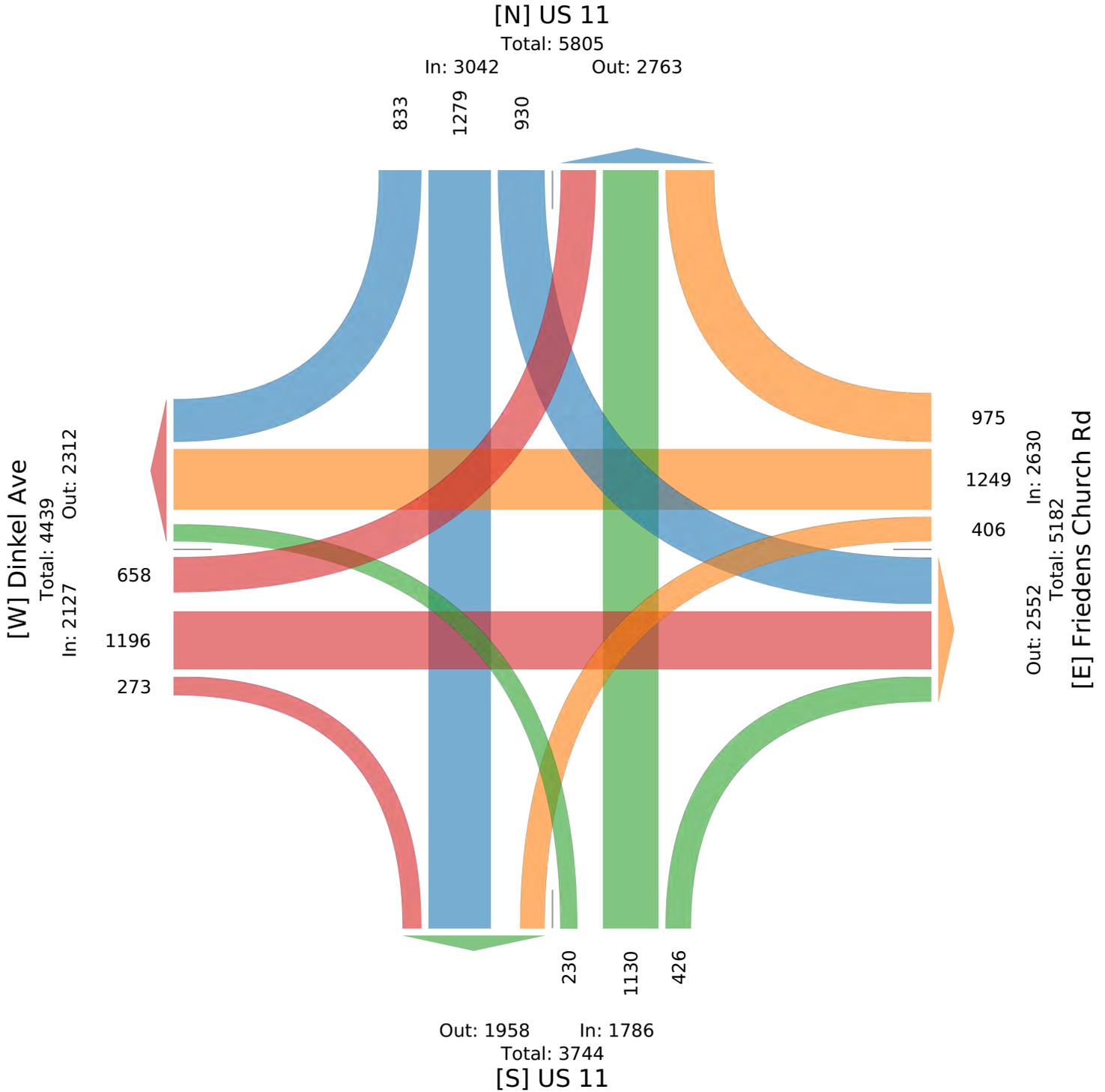
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
 14286 Beach Blvd, 19-345,
 Jacksonville Beach, FL, 32250, US



5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	US 11 Southbound						Friedens Church Rd Westbound						US 11 Northbound						Dinkel Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-10-10 7:30AM	24	34	44	0	102	0	84	70	13	0	167	0	21	75	12	0	108	0	5	54	44	0	103	0	480
7:45AM	39	28	29	0	96	0	65	70	30	0	165	0	30	88	11	0	129	0	5	45	38	0	88	0	478
8:00AM	42	43	43	0	128	0	43	75	22	0	140	0	18	48	7	0	73	0	7	72	48	0	127	0	468
8:15AM	20	31	29	0	80	0	41	58	15	0	114	0	15	50	8	0	73	0	9	52	47	0	108	0	375
Total	125	136	145	0	406	0	233	273	80	0	586	0	84	261	38	0	383	0	26	223	177	0	426	0	1801
% Approach	30.8%	33.5%	35.7%	0%	-	-	39.8%	46.6%	13.7%	0%	-	-	21.9%	68.1%	9.9%	0%	-	-	6.1%	52.3%	41.5%	0%	-	-	-
% Total	6.9%	7.6%	8.1%	0%	22.5%	-	12.9%	15.2%	4.4%	0%	32.5%	-	4.7%	14.5%	2.1%	0%	21.3%	-	1.4%	12.4%	9.8%	0%	23.7%	-	-
PHF	0.744	0.791	0.824	-	0.793	-	0.693	0.910	0.667	-	0.877	-	0.700	0.741	0.792	-	0.742	-	0.722	0.774	0.922	-	0.839	-	0.938
Lights and Motorcycles	120	128	113	0	361	-	205	255	79	0	539	-	84	250	36	0	370	-	24	207	171	0	402	-	1672
% Lights and Motorcycles	96.0%	94.1%	77.9%	0%	88.9%	-	88.0%	93.4%	98.8%	0%	92.0%	-	100%	95.8%	94.7%	0%	96.6%	-	92.3%	92.8%	96.6%	0%	94.4%	-	92.8%
Heavy	5	8	32	0	45	-	28	18	1	0	47	-	0	11	2	0	13	-	2	16	6	0	24	-	129
% Heavy	4.0%	5.9%	22.1%	0%	11.1%	-	12.0%	6.6%	1.3%	0%	8.0%	-	0%	4.2%	5.3%	0%	3.4%	-	7.7%	7.2%	3.4%	0%	5.6%	-	7.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

AM Peak (7:30 AM - 8:30 AM)

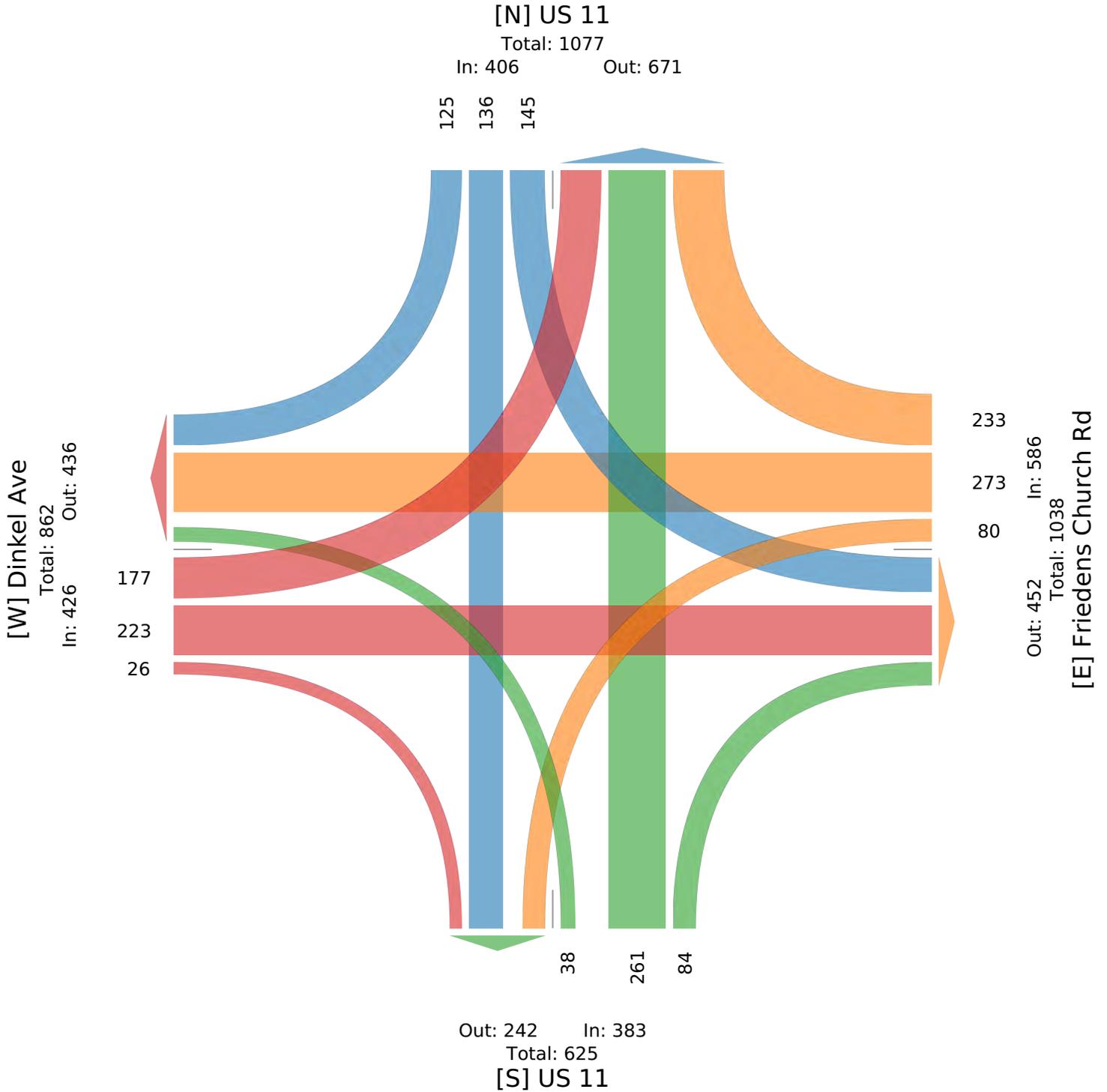
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	US 11 Southbound						Friedens Church Rd Westbound						US 11 Northbound						Dinkel Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2023-10-10 4:15PM	46	94	36	0	176	0	42	71	33	0	146	0	24	56	10	0	90	0	14	47	25	0	86	0	498
4:30PM	48	86	61	0	195	0	54	65	30	0	149	0	25	57	22	0	104	0	14	77	28	0	119	0	567
4:45PM	51	78	62	0	191	0	42	56	19	0	117	0	23	42	13	0	78	0	13	64	29	0	106	0	492
5:00PM	67	104	61	0	232	0	41	54	25	0	120	0	31	39	15	0	85	0	22	92	27	0	141	0	578
Total	212	362	220	0	794	0	179	246	107	0	532	0	103	194	60	0	357	0	63	280	109	0	452	0	2135
% Approach	26.7%	45.6%	27.7%	0%	-	-	33.6%	46.2%	20.1%	0%	-	-	28.9%	54.3%	16.8%	0%	-	-	13.9%	61.9%	24.1%	0%	-	-	-
% Total	9.9%	17.0%	10.3%	0%	37.2%	-	8.4%	11.5%	5.0%	0%	24.9%	-	4.8%	9.1%	2.8%	0%	16.7%	-	3.0%	13.1%	5.1%	0%	21.2%	-	-
PHF	0.791	0.870	0.887	-	0.856	-	0.829	0.866	0.811	-	0.893	-	0.831	0.851	0.682	-	0.858	-	0.716	0.761	0.940	-	0.801	-	0.923
Lights and Motorcycles	210	350	208	0	768	-	158	234	103	0	495	-	101	183	60	0	344	-	60	271	109	0	440	-	2047
% Lights and Motorcycles	99.1%	96.7%	94.5%	0%	96.7%	-	88.3%	95.1%	96.3%	0%	93.0%	-	98.1%	94.3%	100%	0%	96.4%	-	95.2%	96.8%	100%	0%	97.3%	-	95.9%
Heavy	2	12	12	0	26	-	21	12	4	0	37	-	2	11	0	0	13	-	3	9	0	0	12	-	88
% Heavy	0.9%	3.3%	5.5%	0%	3.3%	-	11.7%	4.9%	3.7%	0%	7.0%	-	1.9%	5.7%	0%	0%	3.6%	-	4.8%	3.2%	0%	0%	2.7%	-	4.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Dinkel Ave & US 11 (VA23-279) - TMC

Tue Oct 10, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

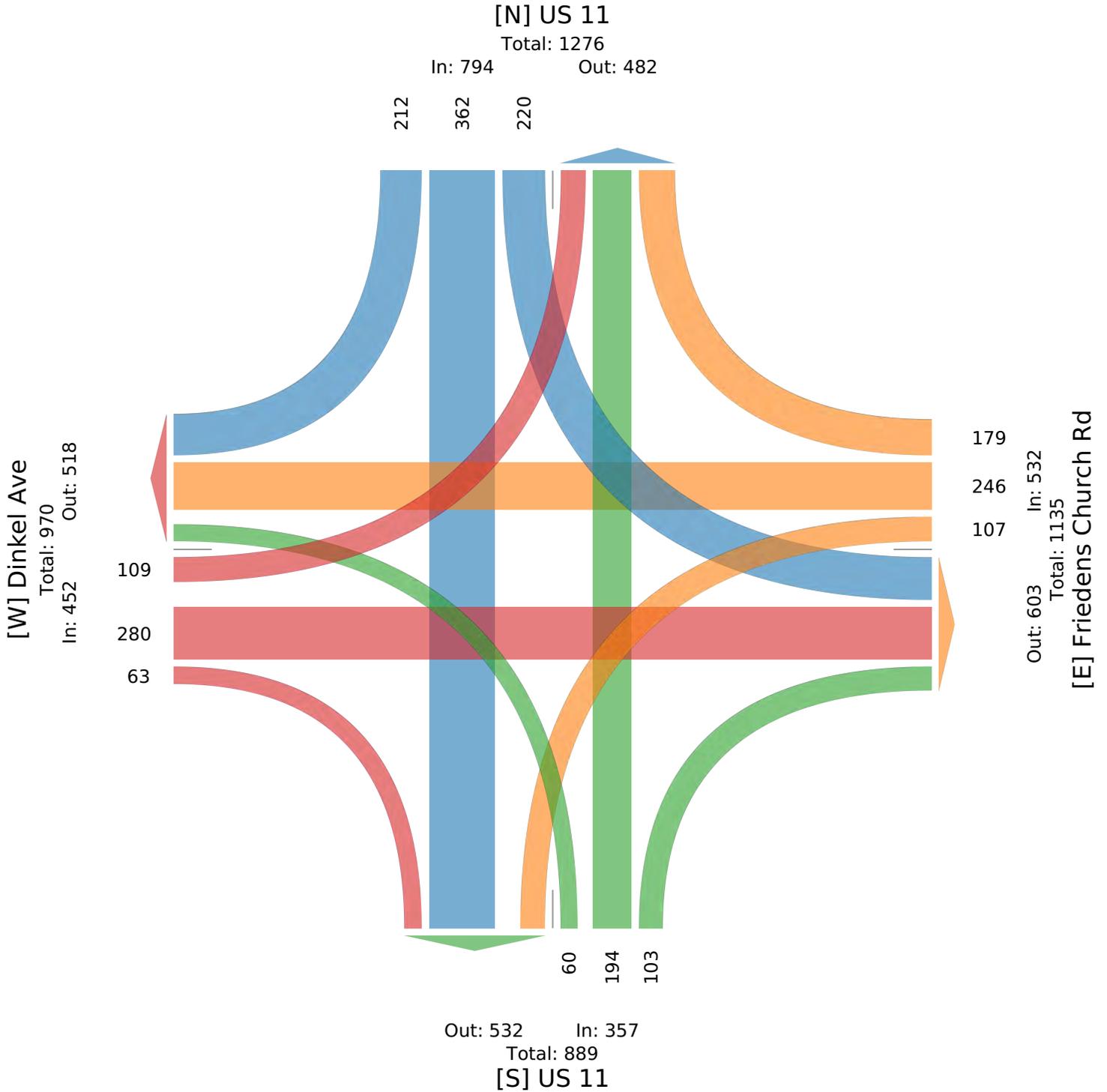
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1126710, Location: 38.365529, -78.936788



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US



Appendix C

HCM: Traffic Operation Results

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	273	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.74	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.4

Vehicle Results

Average Speed, mi/h	25.4	Percent Followers, %	45.0
Segment Travel Time, minutes	1.60	Follower Density (FD), followers/mi/ln	4.8
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.05	4.8	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	373	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.2

Vehicle Results

Average Speed, mi/h	25.2	Percent Followers, %	51.7
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	7.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	60	0.10	7.6	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	324	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.3

Vehicle Results

Average Speed, mi/h	25.3	Percent Followers, %	48.6
Segment Travel Time, minutes	1.61	Follower Density (FD), followers/mi/ln	6.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.08	6.2	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	331	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.78	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.3

Vehicle Results

Average Speed, mi/h	25.3	Percent Followers, %	49.1
Segment Travel Time, minutes	1.61	Follower Density (FD), followers/mi/ln	6.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	44	0.07	6.4	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	391	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.80	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.3

Vehicle Results

Average Speed, mi/h	46.3	Percent Followers, %	52.0
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/mi/ln	4.4
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	83	0.07	4.4	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	362	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.4

Vehicle Results

Average Speed, mi/h	46.4	Percent Followers, %	50.1
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/mi/ln	3.9
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	86	0.07	3.9	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	391	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.74	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.3

Vehicle Results

Average Speed, mi/h	46.3	Percent Followers, %	51.9
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/mi/ln	4.4
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	77	0.06	4.4	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	408	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.2

Vehicle Results

Average Speed, mi/h	46.2	Percent Followers, %	53.0
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	4.7
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	95	0.08	4.7	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	559	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.6

Vehicle Results

Average Speed, mi/h	50.6	Percent Followers, %	60.0
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/mi/ln	6.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	86	0.11	6.6	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	517	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	57.9
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/mi/ln	5.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	90	0.11	5.9	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	479	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.86	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	51.1

Vehicle Results

Average Speed, mi/h	51.1	Percent Followers, %	55.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	78	0.09	5.2	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description		Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	648	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.89	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.4

Vehicle Results

Average Speed, mi/h	50.4	Percent Followers, %	64.0
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/mi/ln	8.2
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	110	0.15	8.2	D

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	12	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	54.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	464	Heavy Vehicle Adjustment Factor (fHV)	0.892
Peak Hour Factor	0.89	Flow Rate (V _p), pc/h/ln	292
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2080
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (c _{adj}), pc/h/ln	2080
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.0
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	261	Effective Speed Factor (St)	4.79
Effective Width of Volume (W _v), ft	17	Bicycle LOS Score (BLOS)	6.76
Average Effective Width (W _e), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	12	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	54.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	607	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.90	Flow Rate (Vp), pc/h/ln	414
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2080
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2080
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.20
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.0
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL), veh/h	337	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.62
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	11/29/2023
Agency		Analysis Year	2023
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	12	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	54.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	694	Heavy Vehicle Adjustment Factor (fHV)	0.892
Peak Hour Factor	0.81	Flow Rate (V _p), pc/h/ln	480
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2080
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (c _{adj}), pc/h/ln	2080
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.0
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	428	Effective Speed Factor (St)	4.79
Effective Width of Volume (W _v), ft	17	Bicycle LOS Score (BLOS)	7.01
Average Effective Width (W _e), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	12	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	54.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	665	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.93	Flow Rate (Vp), pc/h/ln	439
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2080
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2080
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	54.0
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL), veh/h	358	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.65
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	1 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.4

Vehicle Results

Average Speed, mi/h	25.4	Percent Followers, %	46.0
Segment Travel Time, minutes	1.61	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	45	0.07	5.2	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	2 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	451	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.1

Vehicle Results

Average Speed, mi/h	25.1	Percent Followers, %	56.0
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	10.1
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	72	0.14	10.1	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	3 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	375	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.2

Vehicle Results

Average Speed, mi/h	25.2	Percent Followers, %	51.8
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	7.7
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	59	0.10	7.7	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	4 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	355	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.3

Vehicle Results

Average Speed, mi/h	25.3	Percent Followers, %	50.6
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	7.1
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	56	0.09	7.1	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	5 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	409	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.2

Vehicle Results

Average Speed, mi/h	46.2	Percent Followers, %	53.1
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	4.7
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	100	0.09	4.7	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/29/2023
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	6 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	438	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.26

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.2

Vehicle Results

Average Speed, mi/h	46.2	Percent Followers, %	54.8
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	107	0.10	5.2	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	7 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	392	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.3

Vehicle Results

Average Speed, mi/h	46.3	Percent Followers, %	52.0
Segment Travel Time, minutes	1.37	Follower Density (FD), followers/mi/ln	4.4
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	96	0.08	4.4	B

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	8 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	471	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.1

Vehicle Results

Average Speed, mi/h	46.1	Percent Followers, %	56.6
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	5.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	115	0.11	5.8	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	9 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	618	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.4

Vehicle Results

Average Speed, mi/h	50.4	Percent Followers, %	62.7
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/mi/ln	7.7
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	108	0.14	7.7	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	10 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	674	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.2

Vehicle Results

Average Speed, mi/h	50.2	Percent Followers, %	65.0
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/mi/ln	8.7
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	118	0.17	8.7	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	11 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	599	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.6

Vehicle Results

Average Speed, mi/h	50.6	Percent Followers, %	61.9
Segment Travel Time, minutes	0.90	Follower Density (FD), followers/mi/ln	7.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	105	0.13	7.3	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	12 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	776	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.46

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.0

Vehicle Results

Average Speed, mi/h	50.0	Percent Followers, %	68.8
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/mi/ln	10.7
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	136	0.21	10.7	D

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	13 - 15 Friedens Church Rd from US 11 to I-81 Ramps	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	606	Heavy Vehicle Adjustment Factor (fhv)	0.892
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	369
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	329	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.88
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	802	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	536
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.26
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	10.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL), veh/h	436	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.75
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	03/13/2024
Agency		Analysis Year	2035
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	14 - 16 Friedens Church Rd from US 11 to I-81 Ramps	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	902	Heavy Vehicle Adjustment Factor (fHV)	0.892
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	550
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.27

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	10.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	490	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	7.08
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	846	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.93	Flow Rate (V _p), pc/h/ln	559
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (c _{adj}), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.27
Direction 2 Speed and Density			
Lane Width Adjustment (f _{LW})	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (f _{LLC})	0.0	Density (D), pc/mi/ln	10.7
Median Type Adjustment (f _M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f _A)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v _{OL}), veh/h	455	Effective Speed Factor (S _t)	4.79
Effective Width of Volume (W _v), ft	17	Bicycle LOS Score (BLOS)	6.77
Average Effective Width (W _e), ft	23	Bicycle Level of Service (LOS)	F

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	1 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	321	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.3

Vehicle Results

Average Speed, mi/h	25.3	Percent Followers, %	48.4
Segment Travel Time, minutes	1.61	Follower Density (FD), followers/mi/ln	6.1
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.08	6.1	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	2 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	515	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97292	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35540	PF Power Coefficient (p)	0.63055
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.0

Vehicle Results

Average Speed, mi/h	25.0	Percent Followers, %	59.0
Segment Travel Time, minutes	1.63	Follower Density (FD), followers/mi/ln	12.1
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	82	0.17	12.1	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	3 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	438	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.26

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.1

Vehicle Results

Average Speed, mi/h	25.1	Percent Followers, %	55.3
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.13	9.6	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	4 - Dinkel Ave from N Main St to College View Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	3590
Lane Width, ft	16	Shoulder Width, ft	2
Speed Limit, mi/h	25	Access Point Density, pts/mi	5.9

Demand and Capacity

Directional Demand Flow Rate, veh/h	396	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	7.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	26.4
Speed Slope Coefficient (m)	1.97130	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35498	PF Power Coefficient (p)	0.63051
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	3590	-	-	25.2

Vehicle Results

Average Speed, mi/h	25.2	Percent Followers, %	53.0
Segment Travel Time, minutes	1.62	Follower Density (FD), followers/mi/ln	8.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	62	0.11	8.3	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	5 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	475	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.1

Vehicle Results

Average Speed, mi/h	46.1	Percent Followers, %	56.9
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	5.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	116	0.11	5.9	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2023
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	6 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42551	PF Power Coefficient (p)	0.70847
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.0

Vehicle Results

Average Speed, mi/h	46.0	Percent Followers, %	57.5
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	6.1
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	119	0.11	6.1	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	7 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	437	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.26

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	46.2

Vehicle Results

Average Speed, mi/h	46.2	Percent Followers, %	54.8
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	5.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	107	0.09	5.2	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	8 - Dinkel Ave from College View Dr to Bridgewater City Limit	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5596
Lane Width, ft	11	Shoulder Width, ft	5
Speed Limit, mi/h	45	Access Point Density, pts/mi	6.6

Demand and Capacity

Directional Demand Flow Rate, veh/h	537	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	6.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.32

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	48.1
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.41622
PF Slope Coefficient (m)	-1.42560	PF Power Coefficient (p)	0.70842
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5596	-	-	45.9

Vehicle Results

Average Speed, mi/h	45.9	Percent Followers, %	60.1
Segment Travel Time, minutes	1.38	Follower Density (FD), followers/mi/ln	7.0
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	131	0.13	7.0	C

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	9 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	718	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.0

Vehicle Results

Average Speed, mi/h	50.0	Percent Followers, %	66.7
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	126	0.18	9.6	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	10 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	748	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	5.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient (m)	5.11511	Speed Power Coefficient (p)	0.53327
PF Slope Coefficient (m)	-1.39859	PF Power Coefficient (p)	0.72723
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	49.9

Vehicle Results

Average Speed, mi/h	49.9	Percent Followers, %	67.8
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/mi/ln	10.1
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	131	0.20	10.1	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	11 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	666	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	50.4

Vehicle Results

Average Speed, mi/h	50.4	Percent Followers, %	64.7
Segment Travel Time, minutes	0.91	Follower Density (FD), followers/mi/ln	8.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	116	0.16	8.6	D

HCS Two-Lane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	12 - Dinkel Ave from Bridgewater City Limit to US 11	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4012
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	55	Access Point Density, pts/mi	17.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	883	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	4.90
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	54.1
Speed Slope Coefficient (m)	5.03734	Speed Power Coefficient (p)	0.52860
PF Slope Coefficient (m)	-1.39926	PF Power Coefficient (p)	0.72684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4012	-	-	49.7

Vehicle Results

Average Speed, mi/h	49.7	Percent Followers, %	72.1
Segment Travel Time, minutes	0.92	Follower Density (FD), followers/mi/ln	12.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	154	0.25	12.8	E

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	AM
Project Description	13 to 15 - Friedens Church Rd from US 11 to I-81 Ramps	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	815	Heavy Vehicle Adjustment Factor (fhv)	0.892
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	496
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	9.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	443	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	7.03
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	906	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	605
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.30
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	11.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL), veh/h	492	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.81
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

HCS Multilane Highway Report

Project Information

Analyst	VHB	Date	03/14/2024
Agency		Analysis Year	2045
Jurisdiction	Rockingham County	Time Analyzed	PM
Project Description	14 to 16 - Friedens Church Rd from US 11 to I-81 Ramps	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V) veh/h	1014	Heavy Vehicle Adjustment Factor (fhv)	0.892
Peak Hour Factor	0.92	Flow Rate (Vp), pc/h/ln	618
Total Trucks, %	13.21	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	11.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	1.0		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vOL), veh/h	551	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	7.14
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Measured or Base Free-Flow Speed	Base	Percent Grade, %	4.00
Base Free-Flow Speed (BFFS), mi/h	55.0	Grade Length, mi	0.74
Lane Width, ft	11	Access Point Density, pts/mi	4.1
Median Type	Divided	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	52.1	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1039	Heavy Vehicle Adjustment Factor (fHV)	0.814
Peak Hour Factor	0.93	Flow Rate (Vp), pc/h/ln	686
Total Trucks, %	12.63	Capacity (c), pc/h/ln	2042
Single-Unit Trucks (SUT), %	95	Adjusted Capacity (cadj), pc/h/ln	2042
Tractor-Trailers (TT), %	5	Volume-to-Capacity Ratio (v/c)	0.34
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	1.9	Average Speed (S), mi/h	52.1
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	13.2
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	1.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (vOL), veh/h	559	Effective Speed Factor (St)	4.79
Effective Width of Volume (Wv), ft	17	Bicycle LOS Score (BLOS)	6.88
Average Effective Width (We), ft	23	Bicycle Level of Service (LOS)	F

Appendix D

Heavy Vehicles: Volumes and Percentages

**Existing Heavy Vehicle Volume and Percentage by Segment
(2023)**

Segment	Direction	Daily Volume	Daily HV%	Daily HV Volume	Peak Time	Peak Volume	Peak HV%	Peak HV Volume
A	NB	3119	6.8%	214	AM	202	9.4%	19
					PM	351	2.6%	9
	SB	3156	7.7%	242	AM	285	8.1%	23
					PM	258	7.0%	18
B	EB	3577	6.4%	229	AM	313	7.0%	22
					PM	326	3.1%	10
	WB	3355	6.3%	213	AM	289	5.2%	15
					PM	359	3.6%	13
C	EB	5083	5.4%	276	AM	453	4.0%	18
					PM	476	2.1%	10
	WB	5094	4.9%	249	AM	412	5.1%	21
					PM	577	3.1%	18
D	NB	1893	2.5%	48	AM	139	5.0%	7
					PM	219	0.9%	2
	SB	1577	3.0%	48	AM	134	0.0%	0
					PM	152	0.7%	1
E	EB	6158	13.2%	814	AM	464	11.6%	54
					PM	694	5.3%	37
	WB	6333	12.6%	800	AM	607	7.6%	46
					PM	665	8.1%	54
F	NB	1753	4.7%	83	AM	160	5.6%	9
					PM	220	5.5%	12
	SB	1796	3.9%	70	AM	217	2.8%	6
					PM	199	4.0%	8

**Peak Hour 2045 Heavy Vehicle Volume and Percentage
(2023)**

Segment	Direction	Peak Time	Peak Volume	Peak HV%	Peak HV Volume
A	NB	AM	295	9.4%	28
		PM	484	2.6%	12
	SB	AM	403	8.1%	33
		PM	364	7.0%	25
B	EB	AM	437	7.0%	31
		PM	448	3.1%	14
	WB	AM	402	5.2%	21
		PM	494	3.6%	18
C	EB	AM	661	4.0%	26
		PM	688	2.1%	14
	WB	AM	613	5.1%	31
		PM	812	3.1%	25
D	NB	AM	191	5.0%	10
		PM	300	0.9%	3
	SB	AM	184	0.0%	0
		PM	208	0.7%	1
E	EB	AM	815	11.6%	95
		PM	1014	5.3%	54
	WB	AM	906	7.6%	69
		PM	1039	8.1%	84
F	NB	AM	219	5.6%	12
		PM	295	9.4%	28
	SB	AM	484	2.6%	12
		PM	403	8.1%	33

Appendix E

In Person Public Meeting Comments



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

Please add crosswalk when you add the side
walks to Don Litten so people can get to the
businesses safely. Reduce Speed through entire
section. Pulling out @ Mt. Crawford Ave. is scary.
Now townhouses entering and @ the Old Bridgewater
Road are dangerous w/ people going 45-55, mostly 55.

Contact Information (Optional):

Wear a biking/walking town and including more safe things for those people as we start kind of connecting Mt. Crawford and Blawater in some ways.

- Where Mt. Crawford ends. Stop light or move it to connect to Don Litten and add a light @ Don Litten, this will slow down traffic too.
- I'll say it again, Slow down traffic.



hrmpo

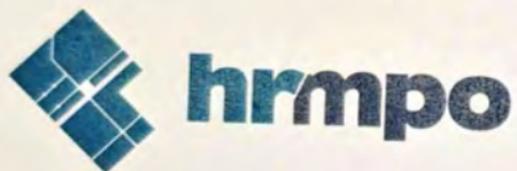
May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

Concerned about traffic currently backed
up on Rt 11 North Bound, intersection
of Friedens Church Rd. ~~It~~ it's backed
up, and needs a Right hand turn only
so the traffic doesn't back up w/
people who are continuing straight

Contact Information (Optional):



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

Need TO LOOK AT DOING 4 LANES
The entire way INSTEAD OF JUST FROM
81 to Rt. 11. 2 LANES IS JUST A
TEMP FIX.

Contact Information (Optional):

[Redacted contact information box]



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

The traffic at exit 240 ~~is~~ needs
to flow better w/ all additional
traffic

Contact Information (Optional):



hrmpo

May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

- Mt. Crawford needs to go behind Smiley's + tie into Don
Litten Parkway to combine connections to Dinkel @
a better location.

- Looking @ all of the growth between Dinkel/Oakwood/B'water/Rt.11,
it seems unlikely that additional lanes aren't warranted on
Dinkel in 2045 and that speeds are unchanged from those
shown as existing.

Contact Information (Optional):

(Reference 2050 Land Use Plan)



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

① Pre-decision outreach
programs (Did not know about
BUCEES until too late)

② Mt. Crawford interchange on Dinkle

Contact Information (Optional):

[Redacted contact information]



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

Property owner on the south side
of Dinkel suggested adding pocket
west bound left turn lanes where the
existing eastbound left turn lanes
are located. Re-striping exercise.

Contact Information (Optional):

Submit by Adam Campbell on
behalf of attendee.



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

③ Should we "prohibit"
tractor-trailers traffic
on Mt. Crawford Ave,

Contact Information (Optional):

[Redacted area for contact information]



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

Shared use pedestrian or bicycle path is vital for
this project. Should extend at least from MAIN ST.
to the Bridgewater town limit. Ideally the path
should continue to overlook Farms complex.

Contact Information (Optional):

[Redacted contact information area]



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

With more industries + buisnesses
coming to Mount Crawford + Bridgewater,
where is the accessible/affordable
transportation along with the
walkways, curb cuts, etc. With more
people means more housing + transportation needs
to be provided.

Contact Information (Optional):

[Redacted area for contact information]



May 21, 2024

Dinkel Avenue/Friedens
Church Small Area Study

Comments/Questions/Concerns:

What about existing businesses being impacted that have worked hard to grow & develop. Are you going to take their land?

Have you considered various options of transit with all the "improvements." Is the existing road @ Friedens going to be able to support Bucess / Hotel / Restaurant traffic

Contact Information (Optional):

Along with existing businesses like The 7-11 + McDonalds.

What about all the farmland

Appendix F

Mount Crawford Avenue: Planning-Level Signal Warrant

Planning Level Warrant Analysis –

Intersection: Dinkel Ave and Mt Crawford Ave

Year: 2045

Virginia Supplement to the MUTCD

Page 4-8

[Revision_1_Entire_Supplement.pdf \(virginia.gov\)](#)



Table 4C-V1. Traffic Signal Warrant Using Average Daily Traffic Estimate

(To be used only when traffic counts are not available, such as at a future intersection)

Condition A—Minimum Vehicular Volume

	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor-street approach (one direction only)
ADT	11226	2666
Threshold	8000	2400
Traffic signal shall be considered	Yes	Yes

Number of lanes for moving traffic on each approach		Vehicles per day on major street (total of both approaches)				Vehicles per day on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	8,000	6,400	5,600	4,480	2,400	1,920	1,680	1,344
2 or more	1	9,600	7,680	6,720	5,376	2,400	1,920	1,680	1,344
2 or more	2 or more	9,600	7,680	6,720	5,376	3,200	2,560	2,240	1,792
1	2 or more	8,000	6,400	5,600	4,480	3,200	2,560	2,240	1,792

Appendix G

HRMPO Briefing Slides



Dinkel Avenue / Friedens Church Road Small Area Study Project Summary to HRMPO Policy Board

Presented by
Sean Becker, P.E. PMP

June 20, 2024

Project Background and Corridor Overview

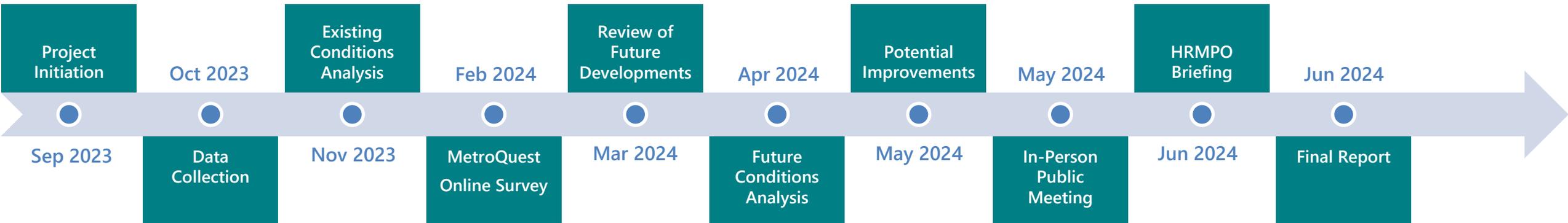
- Diverse corridor runs 3.28 miles through Rockingham County from I-81 Exit 240 to Main Street (VA-42) in Downtown Bridgewater
 - 2 lanes along Dinkel Ave, 4 lanes along Friedens Church Rd
- Study Goals:
 - Companion to Rockingham County Comprehensive Plan Updates
 - Analyze existing conditions
 - Forecast future corridor development
 - Analyze future conditions
 - Recommend potential improvements
 - Develop proposed cross sections



Project Team

- › Ann Cundy – CSPDC
- › Zach Beard – CSPDC
- › Garreth Bartholomew – CSPDC
- › Paula Melester – CSPDC
- › Ansley Heller – CSPDC
- › Brad Reed – VDOT Staunton Planning
- › Adam Campbell – VDOT Staunton Planning
- › Alex Wilmer – Town of Bridgewater
- › Don Komara – VDOT Harrisonburg Residency
- › Jeremy Mason – VDOT Staunton Planning
- › Dylan Nicely – Rockingham County
- › Casey Armstrong – Rockingham County
- › Libby Clark – Town of Mount Crawford
- › Royce Hylton – Town of Mount Crawford
- › Neal Dillard – Town of Mount Crawford
- › Shane McCabe – VDOT Staunton Planning
- › Stephen King – Rockingham County
- › Kayla Yankey – Rockingham County
- › Sean Becker – VHB Project Manager
- › Majeed Algomaiah – VHB Technical Lead
- › Chris Daily – VHB Project Support

Study Timeline

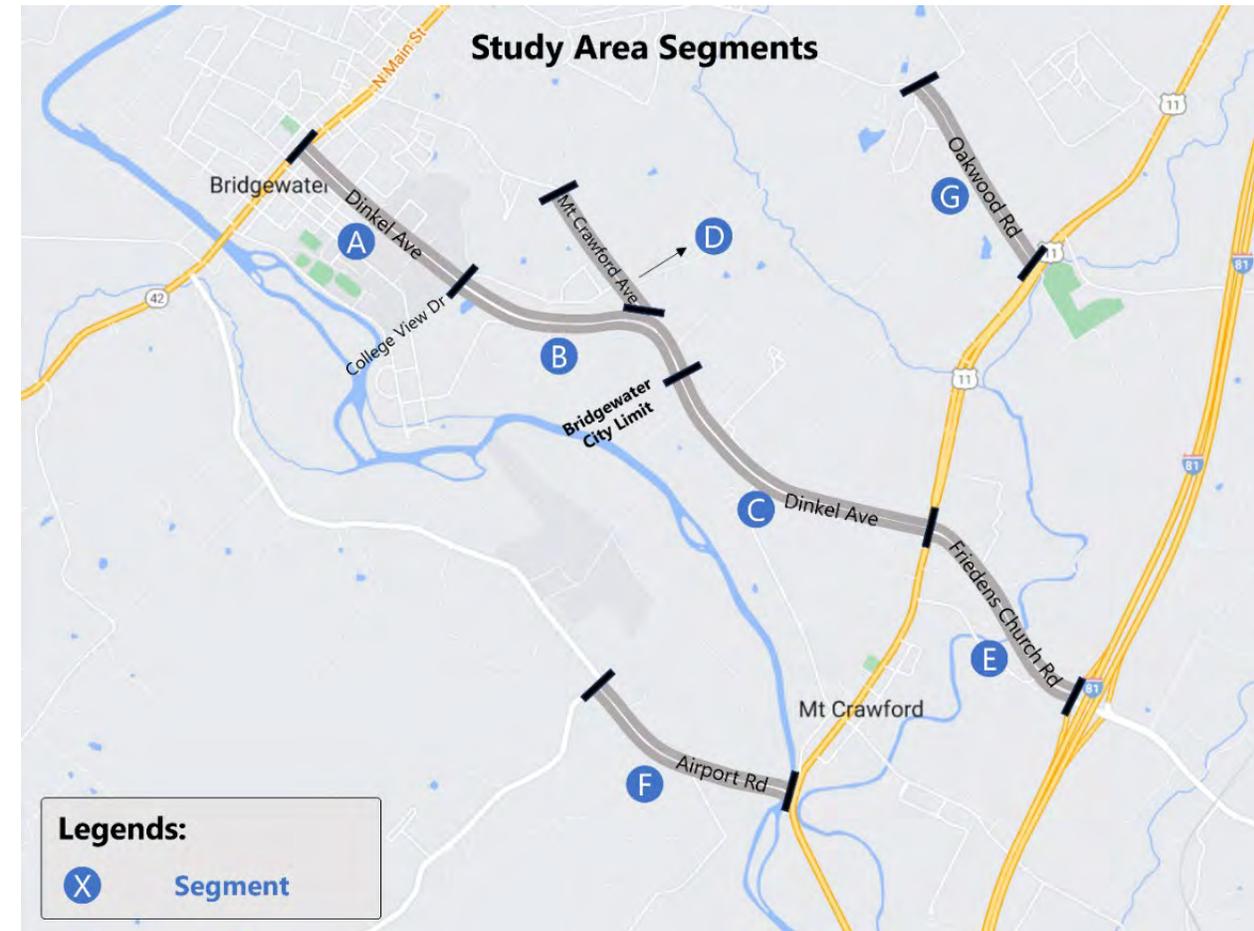


Traffic Data Collection

- Traffic data collection was conducted on Tuesday October 10, 2023 and Wednesday October 11, 2023
- 48-hour Tube Count with Vehicle Classification at:
 - Dinkel Ave between N Liberty St and N 3rd St
 - Dinkel Ave between College View Dr and Mt Crawford Ave
 - Dinkel Ave between Old Bridgewater Rd and Shenandoah's Pride Dairy entrance
 - Mt Crawford Ave between College View Dr and Dinkel Ave
 - Friedens Church Rd between US-11 and future Parsons Ct
 - Airport Rd between US-11 and VA-698 / Wise Hollow Rd
- 12-Hour Turning Movement Count with Vehicle Classification at:
 - Dinkel Ave & Mt. Crawford Ave
- 6-Hour AM/PM Peak Turning Movement Count with Vehicle Classification at:
 - Dinkel Ave & VA-42
 - Dinkel Ave & Don Liten Pkwy
 - Dinkel Ave & Old Bridgewater Rd
 - Dinkel Ave & US-11

Existing Conditions Analysis

- Corridor divided into 4 segments to analyze operations using Highway Capacity Software (HCS)
- Selected Measure of Effectiveness:
 - Follower Density
 - Percent Time Spent Following
 - Modeled Average Speed
 - Friedens Church Road utilized Density as MOE due to 4 lane cross section



Existing Conditions Analysis Results

- Level of Service (LOS) shows acceptable existing corridor operations in AM and PM peak hours
- All segments are operating well under capacity by volume to capacity ratio (v/c)

Segment Details					AM				PM			
ID	Road	Start	End	Direction	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)	v/c Ratio	Follower Density (followers/mi/ln)	LOS	Percent Followers (%)
A	Dinkel Ave	N Main St	College View Dr	NB	0.16	4.8	B	45.0	0.22	7.6	C	51.7
				SB	0.19	6.2	C	48.6	0.19	6.4	C	49.1
B	Dinkel Ave	College View Dr	Bridgewater City Limit	EB	0.23	4.4	B	52.0	0.21	3.9	B	50.1
				WB	0.23	4.4	B	51.9	0.24	4.7	B	53.0
C	Dinkel Ave	Bridgewater City Limit	US 11	EB	0.33	6.6	C	60.0	0.30	5.9	C	57.9
				WB	0.28	5.2	C	55.9	0.38	8.2	D	64.0
E	Friedens Church Rd	US 11	I-81 Ramps	EB	0.14	-	A	-	0.23	-	A	-
				WB	0.20	-	A	-	0.21	-	A	-

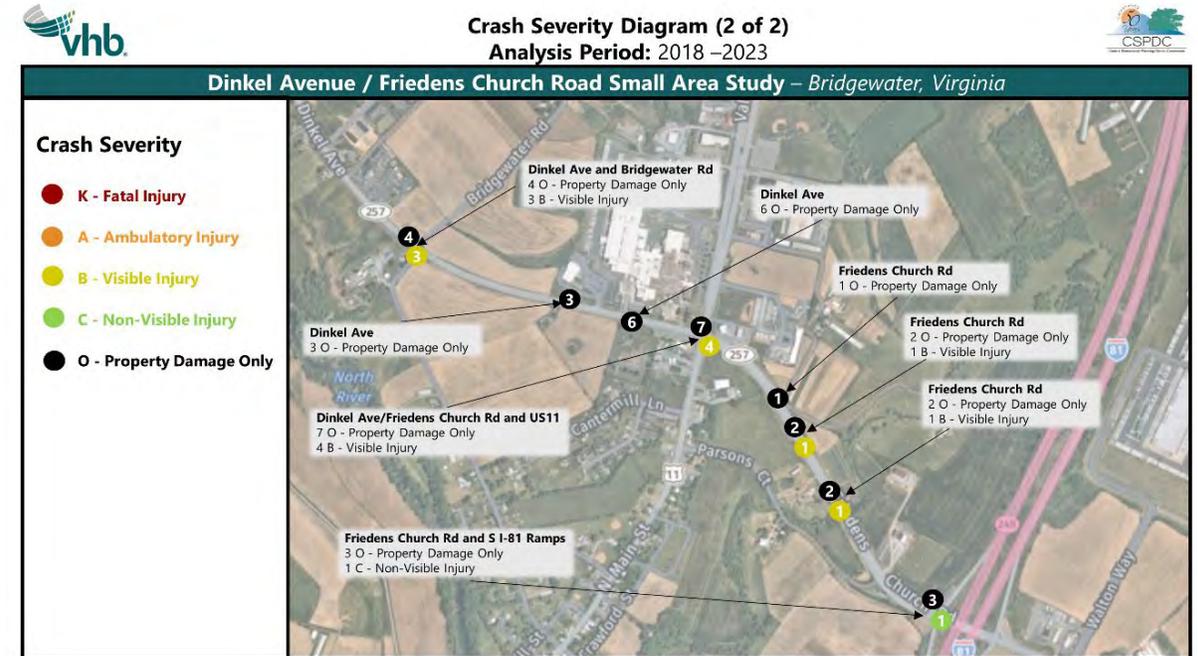
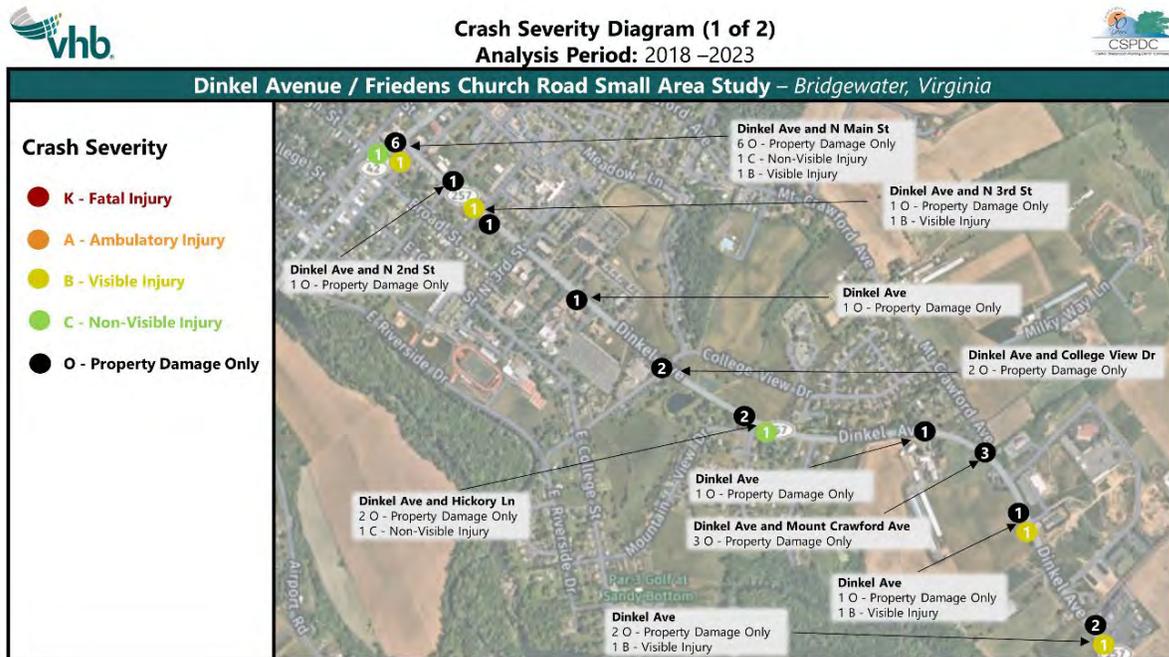
HCS Existing Results

- All segments operating acceptably in AM and PM Peak hour modeled conditions



Crash Analysis

- Review of crash data from 2018 to 2023 shows no fatal or severe crashes
- No hotspots or recurring crash trends noted along the corridor



Public Engagement - MetroQuest

- MetroQuest Survey open from January 31, 2024 to February 23, 2024
- 915 unique responses logged
- Key Findings
 - Main corridor uses are to access I-81 and shop/run errands (20% of respondents each)
 - Survey responses indicated priorities for minimizing traffic congestion and improving safety along the corridor
 - Substantial feedback about corridor operations during I-81 incidents and with future developments

Study Corridor Priority	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Ranked 5	Average
Minimizing traffic congestion	159	120	44	27	36	2.12
Improved safety and traffic calming	130	132	82	40	11	2.16
Efficient freight access and movement	34	52	111	50	51	3.11
More pedestrian facilities (sidewalks)	43	48	66	85	82	3.35
More bicycle facilities (bike lanes)	32	43	46	76	86	3.5
Expanded transit service	21	8	36	78	77	3.83

Study Corridor Priorities

Future Development Analysis

- Developments categorized into one of three categories when forecasting traffic volumes:
 - Known, Anticipated, or Speculative

- Sources for future development analysis:
 - Rockingham County Comprehensive Plan
 - Town of Mount Crawford Comprehensive Plan
 - VDOT Staunton Planning resources
 - Numerous meetings with Town and County Stakeholders
 - Buc-ee's OSAR

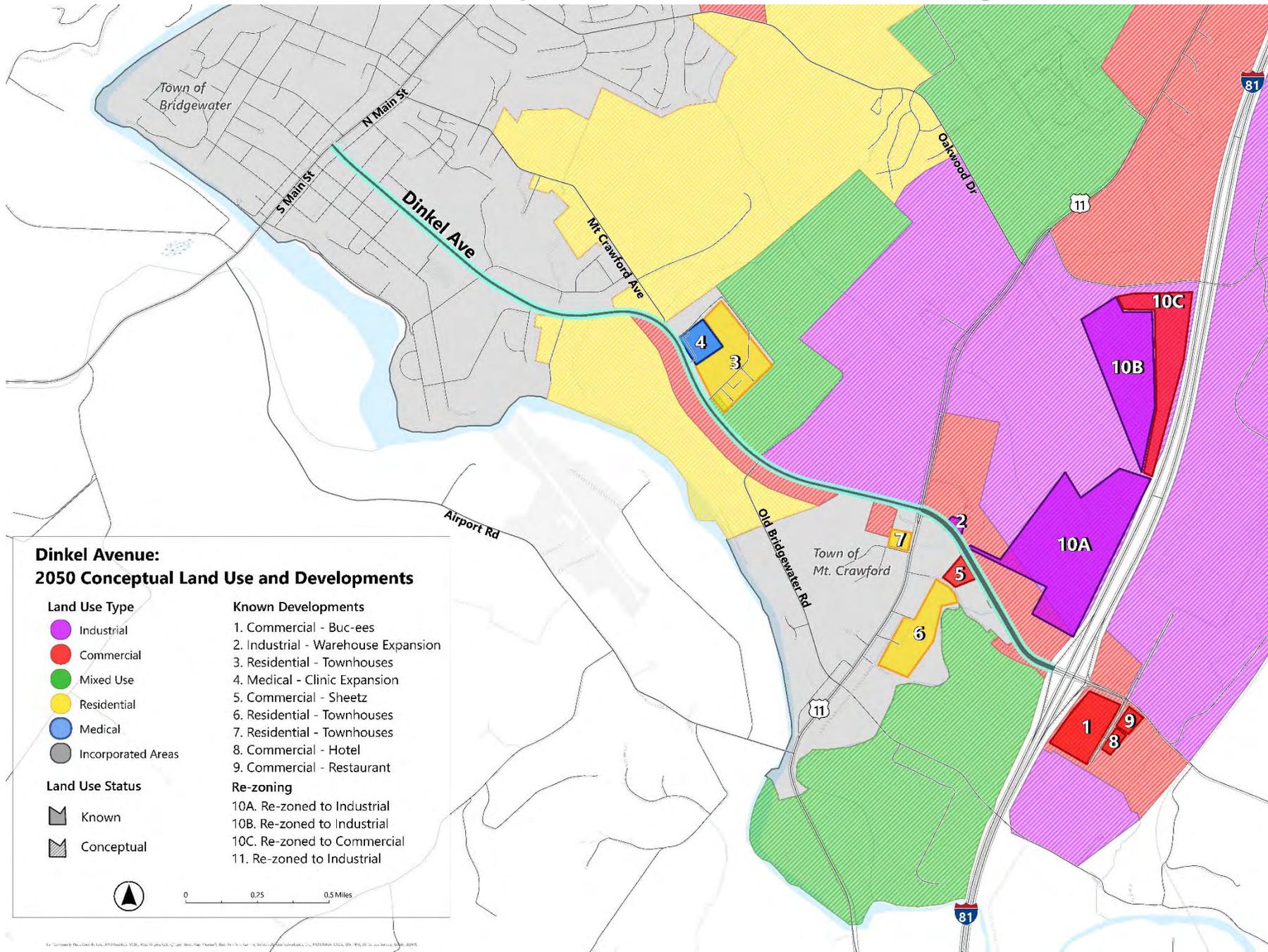
#	Category	Comment	Size	Opening Year	Source	Status
1	Commercial	Buc-ees	74,000 SF	2024	Buc-ee's Operations and Safety Analysis Report	Known
2	Industrial	Warehouse	11,000 SF	2024	Rockingham County, VA	Anticipated
3	Residential	Townhouses	130 Units	2024	Town of Bridgewater	Known
4	Medical	Clinic	5,100 SF	2024	Town of Bridgewater	Known
5	Commercial	Sheetz	18 Pumps	2024	TIA from VDOT	Known
6	Residential	Townhouses	263 Units	2025	TIA from VDOT	Known
7	Residential	Townhouses	17 Units	2025	Town of Mount Crawford	Known
8	Commercial	Hotel (Next to Buc-ees)	250 Rooms	2035	Buc-ee's Operations and Safety Analysis Report	Anticipated
9	Commercial	Restaurants (Next to Buc-ees)	5,000 SF	2035	Buc-ee's Operations and Safety Analysis Report	Anticipated

Future Developments

#	Category	Comment	Size	Opening Year	Source	Status
10A	Industrial	Rezoned Land to I1	127.7 Acre	2040	Rockingham County	Speculative
10B	Industrial	Rezoned Land to I1	54.7 Acre	2040	Rockingham County	Speculative
10C	Commercial	Rezoned Land to B1	43.8 Acre	2040	Rockingham County	Speculative
11	Industrial	Rezoned Land I1	81.9 Acre	2040	Rockingham County	Speculative

Rezoning of Parcels

Future Developments and Parcel Rezoning

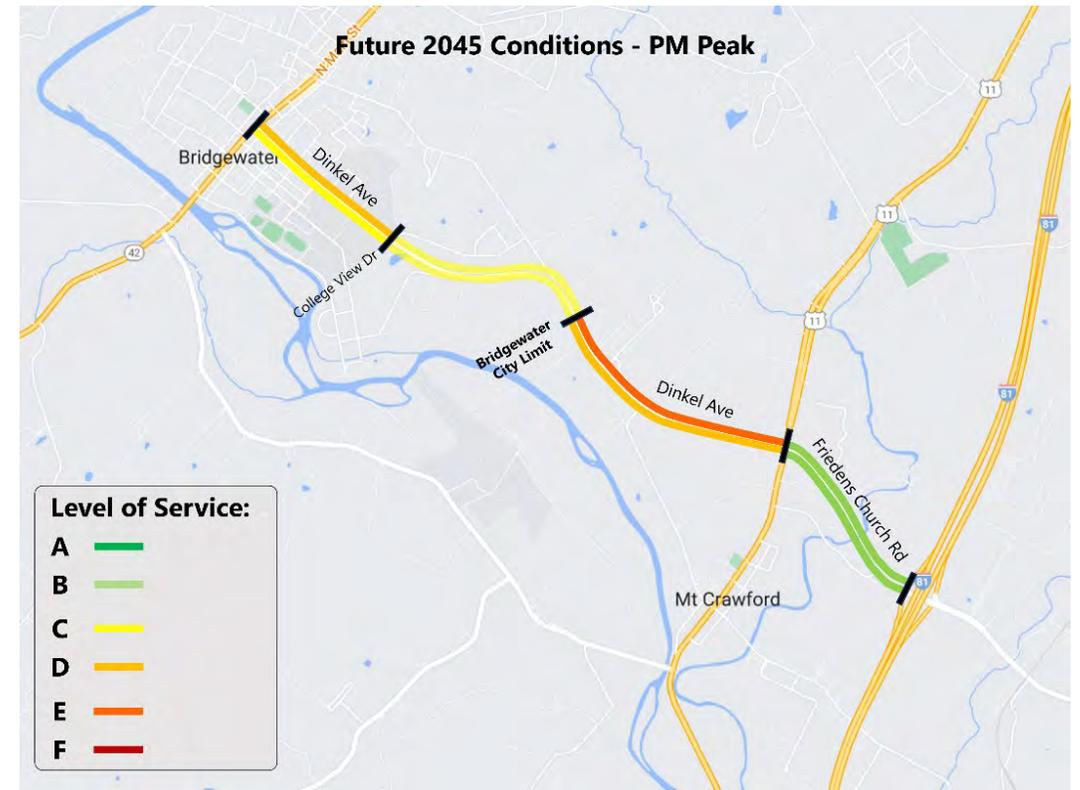
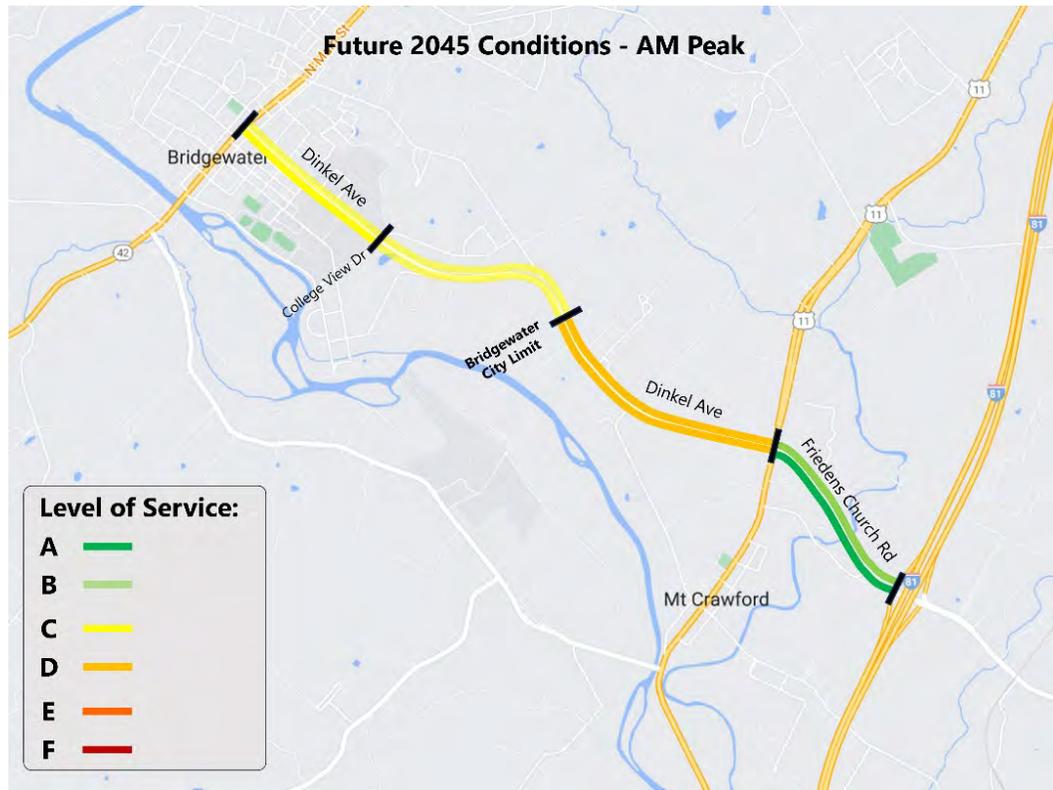


Existing and Future Volume Comparison

Segment Details		Peak Hour Volumes						Percentage of Peak Hour Volume Change Since 2023			
		Existing (2023)		Future Interim Year (2035)		Future Forecast Year (2045)		Future Interim Year (2035)		Future Forecast Year (2045)	
ID	Direction	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
A	NB	202	351	264	424	295	484	31%	21%	46%	38%
	SB	285	258	345	327	403	364	21%	27%	41%	41%
B	EB	313	326	376	403	437	448	20%	24%	40%	37%
	WB	289	359	361	433	402	494	25%	20%	39%	38%
C	EB	453	476	569	620	661	688	26%	30%	46%	45%
	WB	412	577	551	714	613	812	34%	24%	49%	41%
E	EB	464	694	606	902	815	1014	31%	30%	76%	46%
	WB	607	665	802	846	906	1039	32%	27%	49%	56%

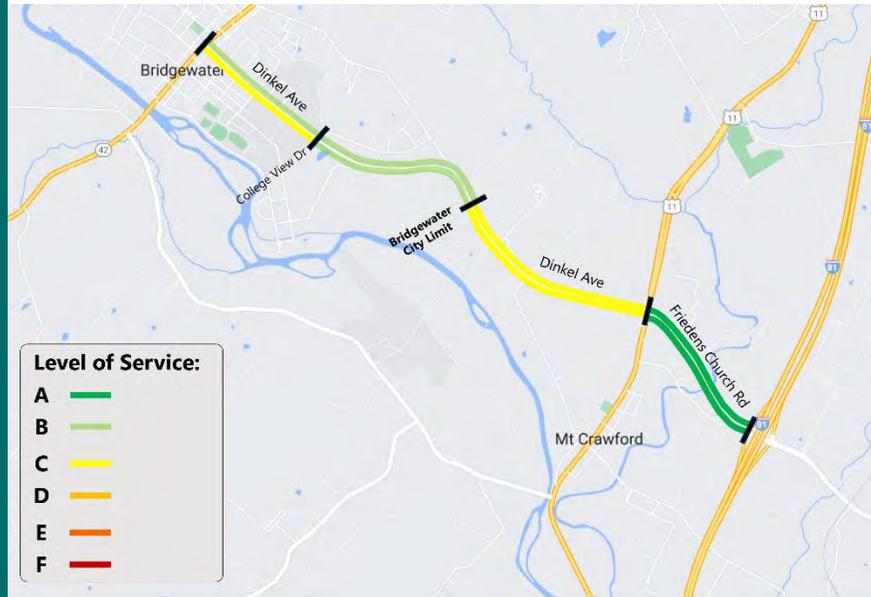
Future Corridor Analysis Results

- Minimal reduction in segment LOS during AM and PM peaks
- Reduction in LOS between Bridgewater City Limit and US-11 consists of minimal reduction in modeled average speed
- Model results show traffic operations will remain acceptable in 2045 model

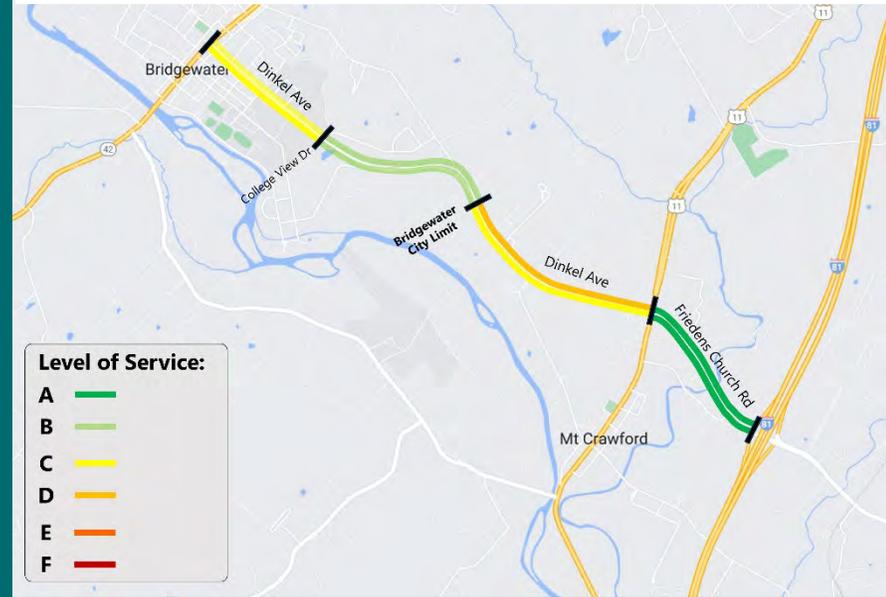


DINKEL AVENUE MODELED LEVEL OF SERVICE

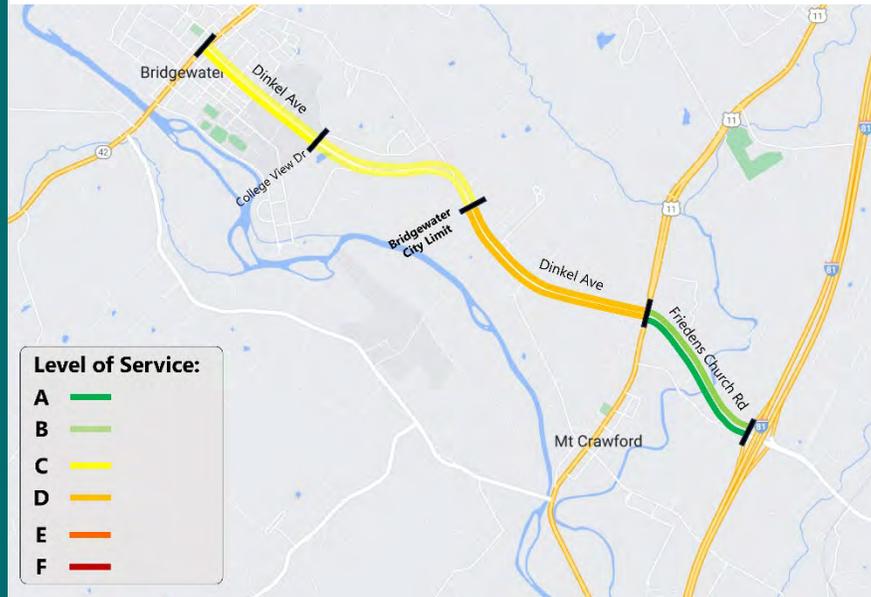
Existing Conditions - AM Peak



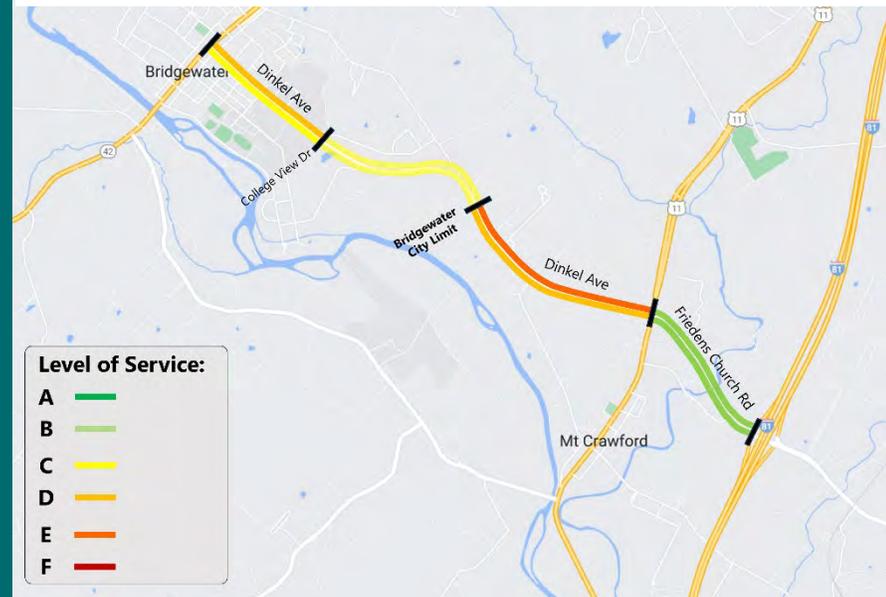
Existing Conditions - PM Peak



Future Forecast Year (2045) Conditions - AM Peak

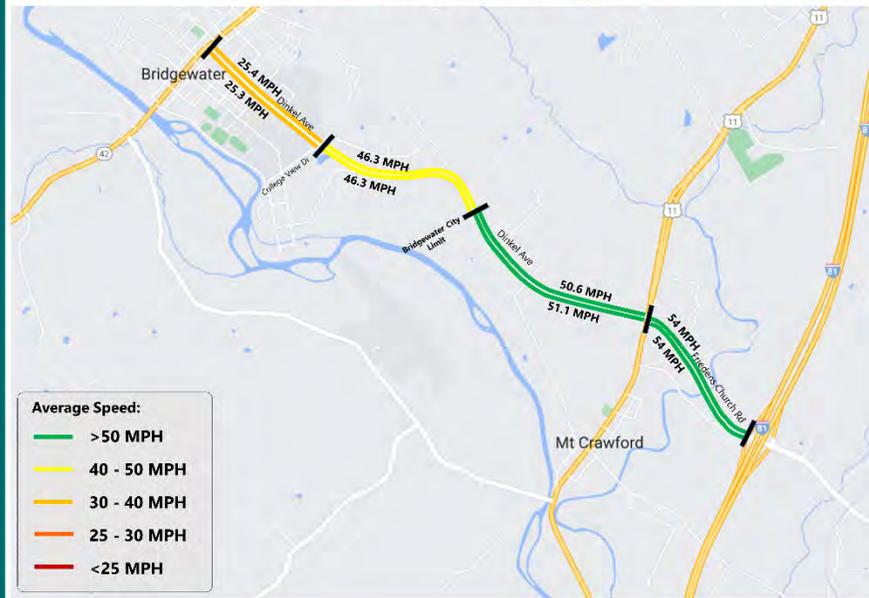


Future Forecast Year (2045) Conditions - PM Peak

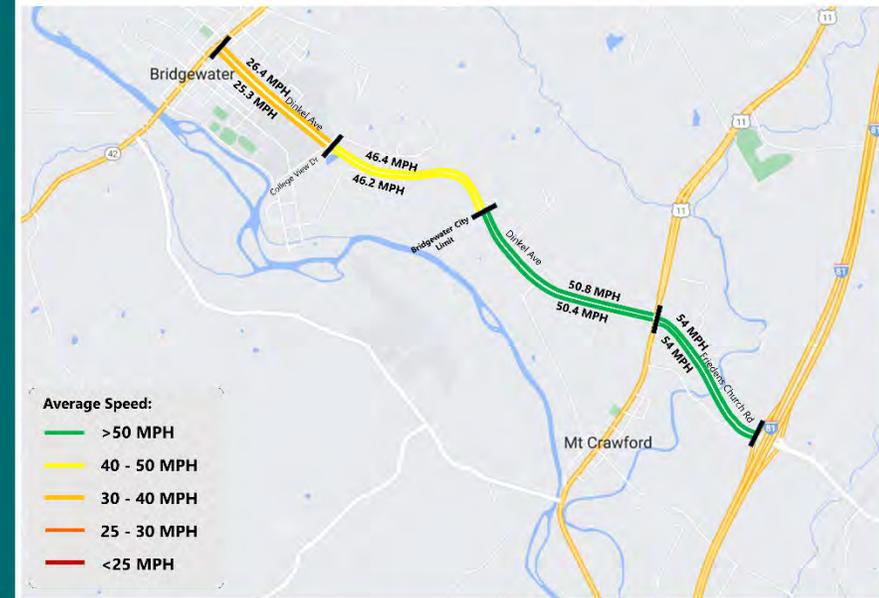


DINKEL AVENUE MODELED SPEED RESULTS

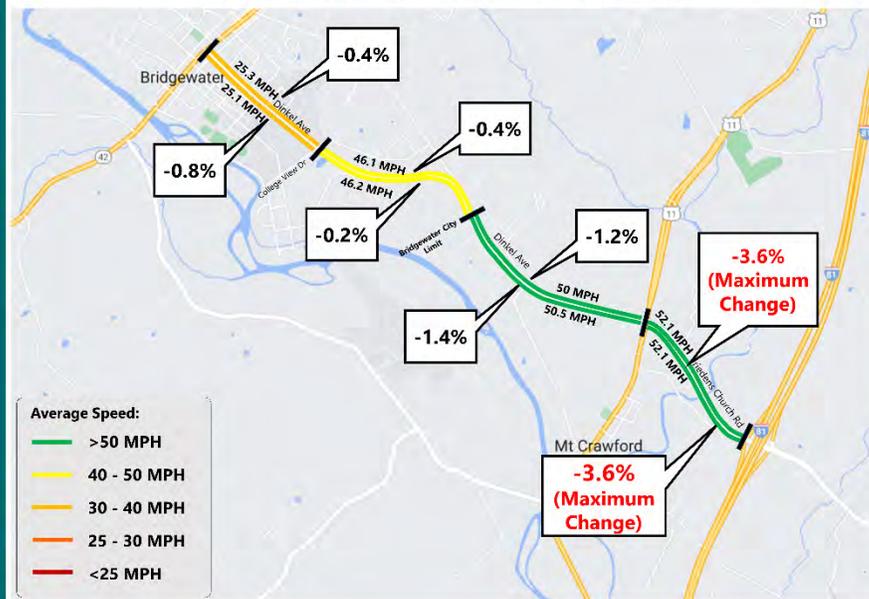
Existing Conditions - AM Peak



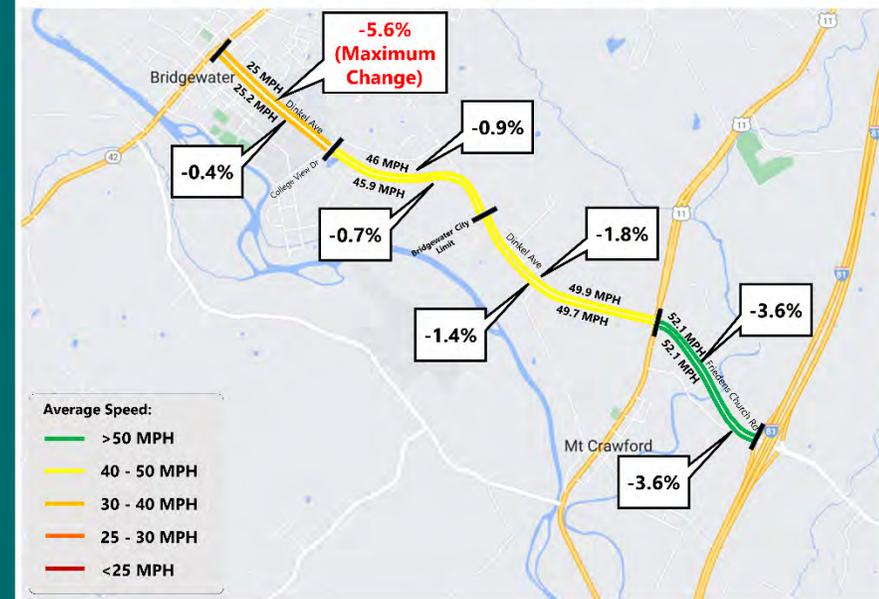
Existing Conditions - PM Peak



2045 Future Conditions - AM Peak



2045 Future Conditions - PM Peak

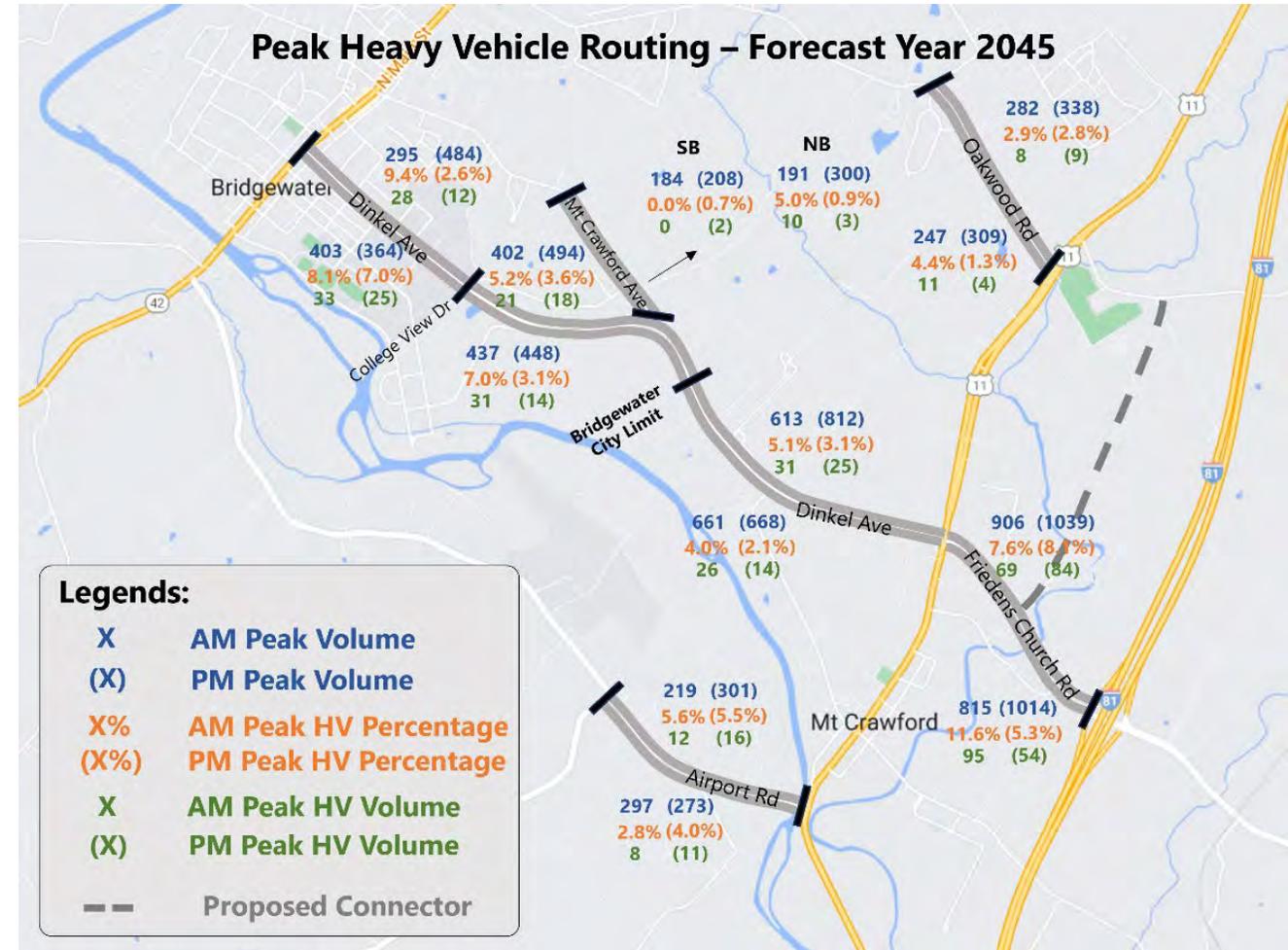


Public Engagement – In Person

- In-Person public meeting May 21, 2024
- 44 citizen, organization, and local government attendees
- Key Takeaways
 - Feedback from public on access management between US-11 and Mount Crawford Ave
 - Questions about regional travel patterns connecting I-81 / US-11 and VA-42
 - Some feedback about desire for bicycle, pedestrian, and transit options to improve mobility
 - Public has concerns about congestion along corridor, particularly during I-81 congestion incidents

Future Truck Routing

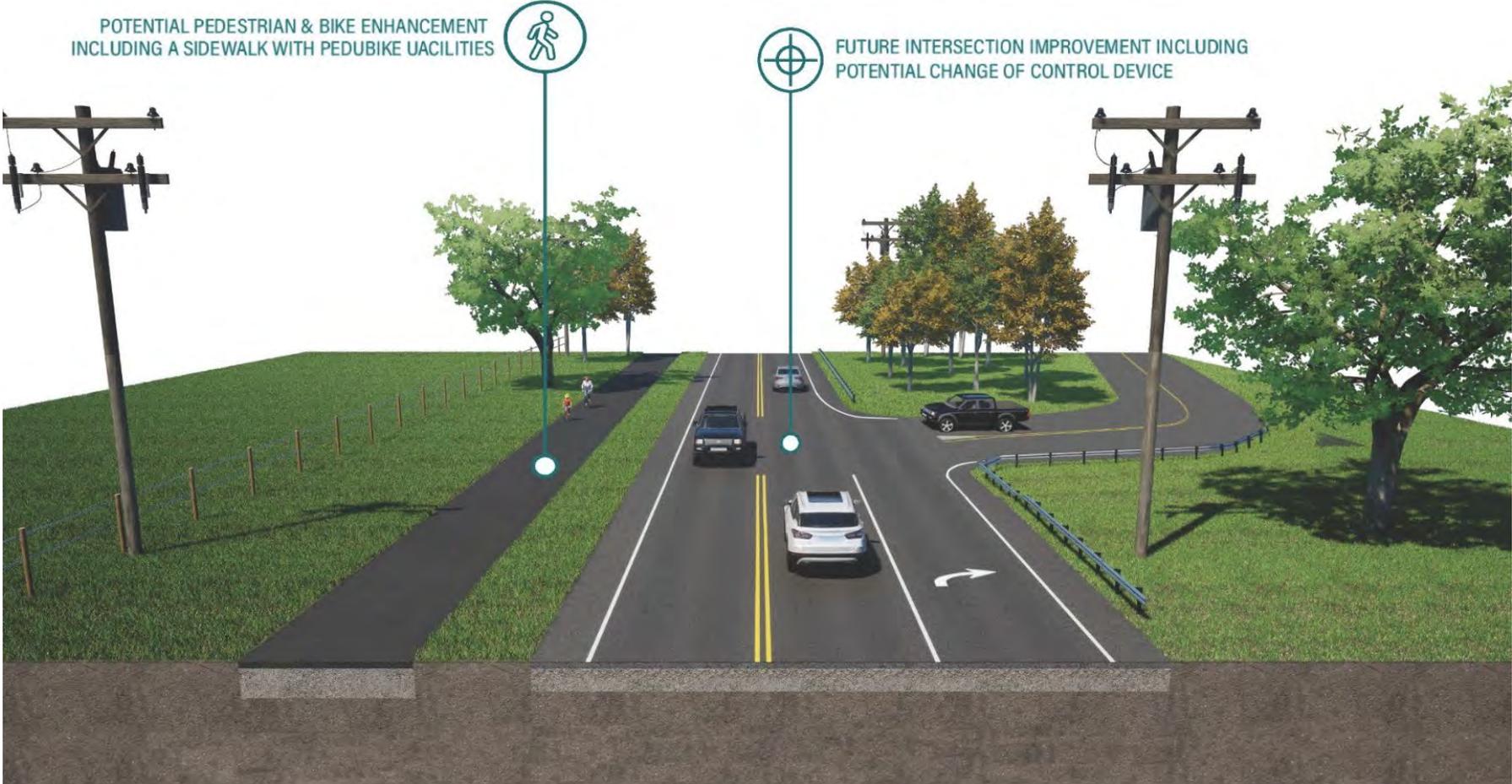
- Existing truck volumes center on the study corridor
 - 54 heavy vehicles in peak hour
- Future modeled truck volumes likewise center on the study corridor
 - 95 heavy vehicles in peak hour
- Proposed connector may change travel patterns along Friedens Church, reducing volumes on US-11



Future Potential Cross Sections

Dinkel Avenue at Mount Crawford Avenue Potential 2045 Cross Section

*Based on the existing conditions and 2045 volumes:



Dinkel Avenue At Volunteer Drive

Potential 2045 Cross Section

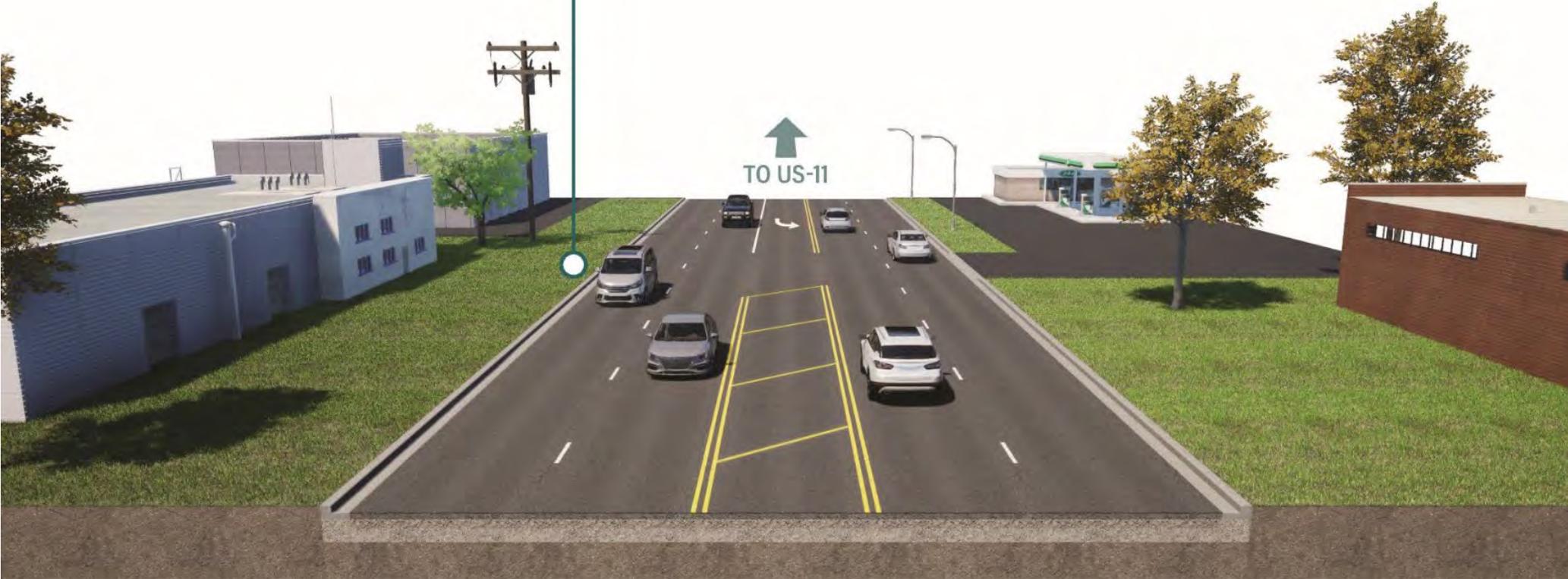
*to preserve corridor capacity, anticipate consolidation of existing commercial entrances



Dinkel Avenue at US-11

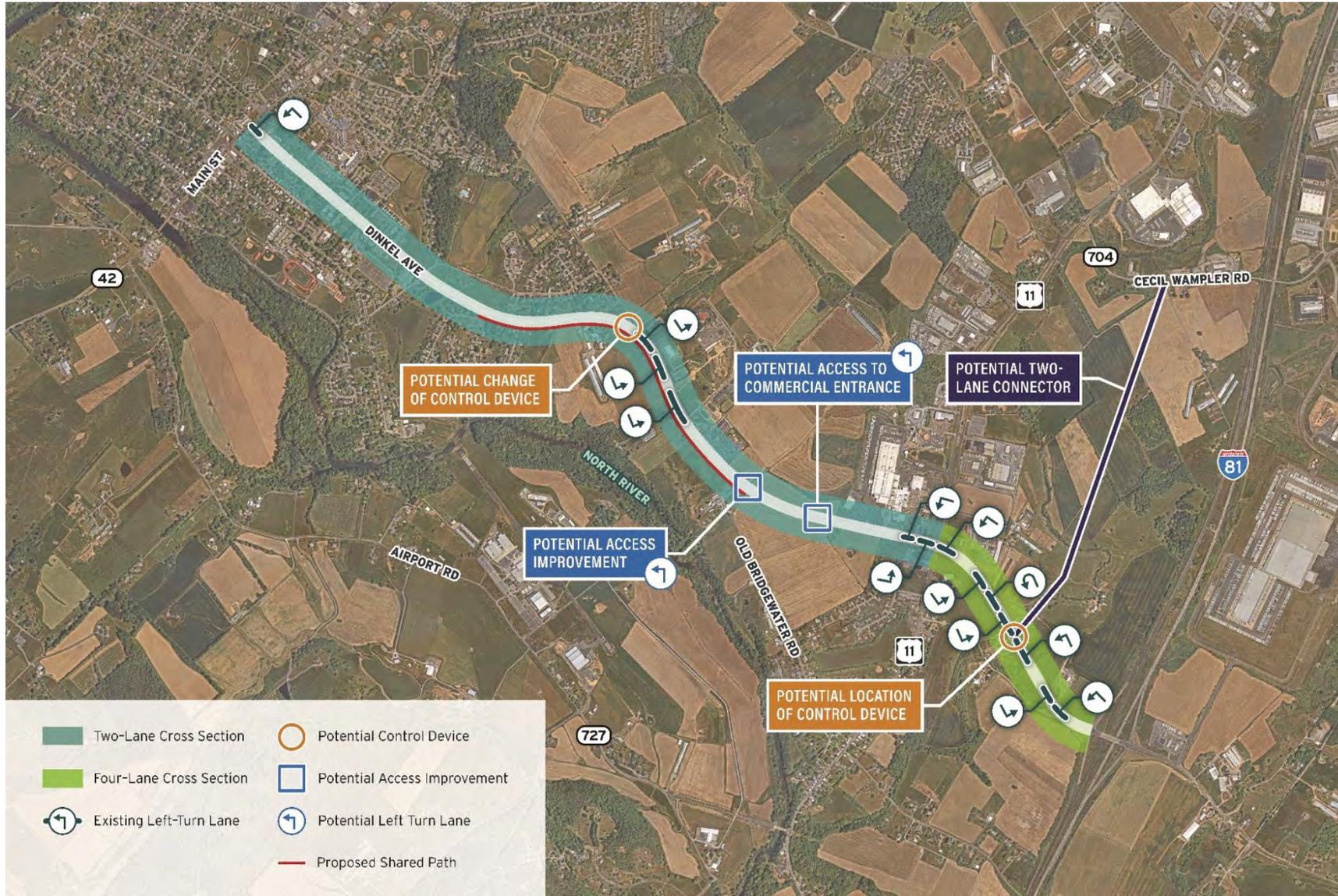
Potential 2045 Cross Section

Potential Pedestrian Infrastructure



↑
TO US-11

Summary of Potential Improvements



Key Takeaways

- Existing and Future corridor operations are acceptable based on measures evaluated included Percent Time Spent Following LOS, v/c ratio, and modeled average speed
 - Expanding the cross section of Dinkel Avenue is not recommended based on developments considered in the future analysis
- Additional study needed to assess
 - Appropriate Traffic Control at Dinkel Ave and Mount Crawford Ave
 - Potential turn lane or access management improvements on corridor between Mount Crawford Ave and US-11

Opportunities for Future Studies

- Model updates in response to corridor land use changes or new developments
- Traffic control device study including signal justification report (SJR) at the following locations:
 - Dinkel Ave and Mt Crawford Ave
 - The future possible connector between Friedens Church Road and Cecil Wampler Road
- Access management evaluation for turn lanes and access points between Mount Crawford Avenue and US-11



Questions?

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