# A G E N D A
# ISLE OF WIGHT COUNTY PLANNING COMMISSION
# April 26, 2022

**1. CALL TO ORDER**

INVOCATION

PLEDGE OF ALLEGIANCE

**2. ROLL CALL/DETERMINATION OF A QUORUM**

BRIAN CARROLL, CHAIRMAN
BOBBY BOWSER, VICE-CHAIRMAN
CYNTHIA TAYLOR
JAMES FORD
THOMAS DUERIG
JENNIFER S. BOYKIN
GEORGE RAWLS
THOMAS J. DISTEFANO

**3. ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS**

**4. APPROVAL OF AGENDA**

**5. CONSENT AGENDA**

**A.** MARCH 22, 2022 REGULAR MEETING MINUTES

**B.** APRIL 7, 2022 ACTION LIST BOARD OF SUPERVISORS

**6. CITIZENS' COMMENTS**

**7. PUBLIC HEARINGS**

**A.** GRIFFIN RESIDENTIAL CONDITIONAL REZONING

Application of Earl S. and Diane P. Griffin and Christine Piersall TRS SE & DAB Irrevocable Trust, property owners, for a change in zoning classification of tax parcel number 24-01-036DD from Rural Agricultural Conservation (RAC) to Conditional Rural Residential (C-RR) for single family residential use.

**B.** JAMES RIVER CROSSINGS CONDITIONAL ZONING REQUEST

Application of Saunders and Ojeda, P.C., applicant, on behalf of James River Crossings, Inc., property owner, for a change in zoning from Rural Agricultural Conservation to Conditional Planned Development – Mixed Use for 12.24 acres located at 23067 Channell Way on Tax Parcel Number 34-01-070B for 52 single family detached residences

**C.** EMMANUEL BAPTIST CHURCH CEMETERY EXPANSION CONDITIONAL USE PERMIT REQUEST

Application of Morris G. Hall, Deacon, and the Trustees of Emmanuel Baptist Church, property owner, for a conditional use permit for the expansion of an existing cemetery

on property not currently used as a church cemetery located at 11150 Emmanuel Church Road on property with tax map number 20-01-010

**8. OLD BUSINESS**

**9. NEW BUSINESS**

**A. COUNTY ATTORNEY'S REPORT**

**B. PLANNING DIRECTOR'S REPORT**

1. SHARE THE ISLE DRAFT PLAN

Draft of "Share the Isle: Isle of Wight County's Plan for an Ag" and Mixed Ability Inclusive Community"

**10. CLOSED MEETING**

**11. ADJOURNMENT**

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| MARCH 22, 2022 REGULAR MEETING MINUTES | Cover Memo | 4/22/2022 |

**MINUTES OF THE MEETING OF THE ISLE OF WIGHT COUNTY PLANNING COMMISSION HELD ON THE TWENTY-SECOND DAY OF MARCH IN THE YEAR TWO THOUSAND AND TWENTY-TWO**

## CALL TO ORDER

Brian Carroll, Chairman, called the Isle of Wight County Planning Commission meeting to order at 6:00 PM on March 22, 2022, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

## INVOCATION

Commissioner Bowser delivered the invocation.

## PLEDGE OF ALLEGIANCE

Chairman Carroll invited everyone present to join in the Pledge of Allegiance.

## ROLL CALL/DETERMINATION OF A QUORUM

**PRESENT**
Brian Carroll, Chairman
Bobby Bowser, Vice-Chairman
Cynthia Taylor
Jennifer S. Boykin
George Rawls
Thomas Duerig
Thomas Distefano

A quorum was determined.

**ABSENT**
James Ford

**ALSO IN ATTENDANCE**
Robert W. Jones, Jr., County Attorney
Amy Ring, Community Development Director
Amanda Landrus, Secretary

## ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS

Chairman Carroll asked if there were any requests to table or withdrawal agenda items. Amy Ring, Community Development Director, stated there were no requests.

## APPROVAL OF AGENDA

Chairman Carroll called for a vote to approve the agenda. Commissioner Bowser made a motion to approve the agenda. Commissioner Taylor seconded the motion. Chairman Carroll asked for all in favor to signify by saying aye. The motion passed unanimously.

## APPROVAL OF CONSENT AGENDA

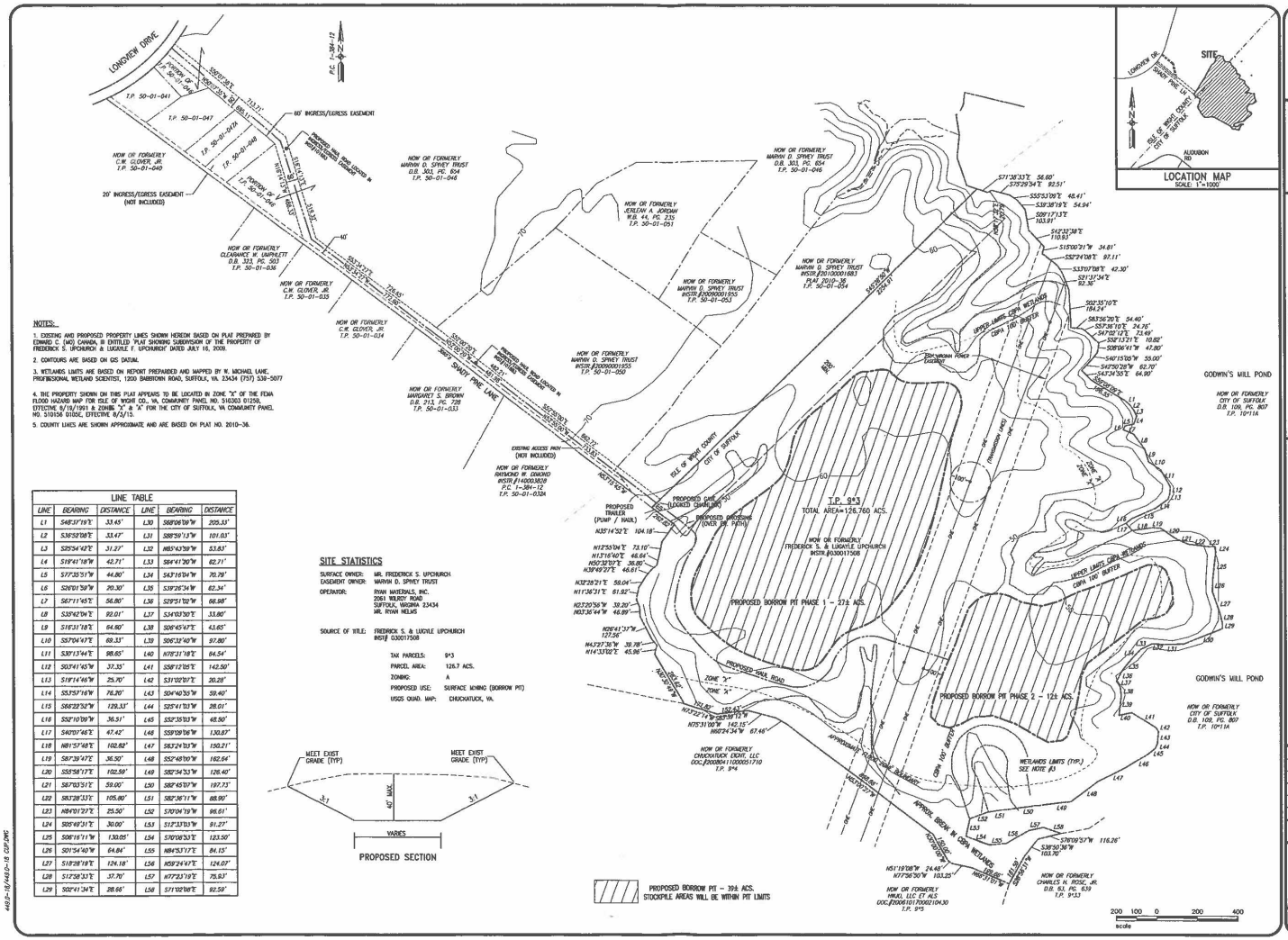
Chairman Carroll called for a vote to approve the consent agenda. Commissioner Bowser made a motion to approve the consent agenda. Commissioner Boykin seconded the motion. Chairman Carroll asked for all in favor to signify by saying aye. The motion passed unanimously.

## CITIZENS' COMMENTS

Chairman Carroll opened the floor for any citizen comments.

Shane Wilson, 18354 Shady Pine Lane, Windsor, asked the Planning Commission for help with a proposed sand pit at the end of Shady Pine Lane. He stated the sand pit is actually located in Suffolk, however the easement and the haul road are in Isle of Wight causing the citizens of Isle of Wight to have the largest impact. He added that he is concerned about Longview Drive. Eighty trucks a day, six days a week will be impacting this road. Mr. Wilson stated that Longview Drive is narrow and is unable to accommodate these trucks and Isle of Wight buses. He also brought up concern with the wells drying up and if Suffolk would address that or not. Mr. Wilson finished by asking the Planning Commission to help turn this proposed sand pit down.

Robert Black, 20155 Longview Drive, addressed the Planning Commission by stating he lives right on the haul route to the proposed sand pit. Mr. Black submitted the following preliminary drawings.




NOTES:

1. EXISTING AND PROPOSED PROPERTY LINES SHOWN HEREON BASED ON PLAT PREPARED BY EDWARD C. (MO) CANADA, III ENTITLED "PLAT SHOWING SUBDIVISION OF THE PROPERTY OF FREDERICK S. UPCHURCH & LUCAYLE F. UPCHURCH" DATED JULY 16, 2008.
2. CONTOURS ARE BASED ON GIS DATUM.
3. WETLANDS LIMITS ARE BASED ON REPORT PREPARDED AND MAPPED BY W. MICHAEL LANE, PROFESSIONAL WETLAND SCIENTIST, 1200 BARROWIN ROAD, SUFFOLK, VA. 23434 (757) 539-5077
4. THE PROPERTY SHOWN ON THIS PLAT APPEARS TO BE LOCATED IN ZONE "X" OF THE FEMA FLOOD HAZARD MAP FOR ISLE OF WIGHT CO., VA. COMMUNITY PANEL NO. 510303 0125D, EFFECTIVE 8/19/1991 & ZONES "X" & "A" FOR THE CITY OF SUFFOLK, VA COMMUNITY PANEL NO. 510156 0155E, EFFECTIVE 6/5/15.
5. COUNTY LINES ARE SHOWN APPROXIMATE AND ARE BASED ON PLAT NO. 2010-36.

| LINE TABLE | | | | | |
|---|---|---|---|---|---|
| LINE | BEARING | DISTANCE | LINE | BEARING | DISTANCE |
| L1 | S48°37'19"E | 33.45' | L30 | S68°08'09"W | 205.53' |
| L2 | S36°52'08"E | 33.47' | L31 | S88°59'13"W | 101.03' |
| L3 | S25°54'42"E | 31.27' | L32 | N85°43'59"W | 53.83' |
| L4 | S19°41'18"W | 42.71' | L33 | S84°41'20"W | 62.71' |
| L5 | S77°25'51"W | 44.80' | L34 | S43°16'04"W | 70.79' |
| L6 | S26°01'59"W | 20.30' | L35 | S39°26'34"W | 62.34' |
| L7 | S67°11'45"E | 56.80' | L36 | S29°51'02"W | 66.98' |
| L8 | S35°42'04"E | 92.01' | L37 | S14°03'30"E | 33.80' |
| L9 | S16°31'10"E | 64.80' | L38 | S26°45'47"E | 43.65' |
| L10 | S57°04'47"E | 69.33' | L39 | S06°36'40"W | 97.80' |
| L11 | S30°13'44"E | 98.65' | L40 | N78°31'18"E | 64.54' |
| L12 | S03°41'45"W | 37.35' | L41 | S58°12'35"E | 142.50' |
| L13 | S18°14'46"W | 25.70' | L42 | S31°02'01"E | 30.28' |
| L14 | S55°57'16"W | 76.20' | L43 | S04°40'35"W | 59.40' |
| L15 | S68°22'52"W | 129.33' | L44 | S25°41'03"W | 28.01' |
| L16 | S52°10'09"W | 36.51' | L45 | S52°35'03"W | 48.50' |
| L17 | S40°07'46"E | 47.42' | L46 | S59°09'06"W | 130.87' |
| L18 | N81°57'48"E | 102.82' | L47 | S58°24'03"W | 150.21' |
| L19 | S87°39'47"E | 36.50' | L48 | S52°48'00"W | 162.64' |
| L20 | S55°58'17"E | 102.59' | L49 | S82°34'33"W | 126.40' |
| L21 | S87°03'51"E | 59.00' | L50 | S88°45'07"W | 197.73' |
| L22 | S83°28'33"E | 105.80' | L51 | S82°36'11"W | 88.90' |
| L23 | N84°01'22"E | 25.50' | L52 | S70°04'19"W | 98.61' |
| L24 | S05°48'31"E | 30.00' | L53 | S12°33'03"W | 91.27' |
| L25 | S06°16'11"W | 130.05' | L54 | S70°08'53"E | 123.50' |
| L26 | S01°54'40"W | 64.84' | L55 | N84°53'17"E | 84.15' |
| L27 | S18°28'18"E | 124.18' | L56 | N59°24'47"E | 124.07' |
| L28 | S12°58'33"E | 37.70' | L57 | N77°23'19"E | 75.93' |
| L29 | S02°41'34"E | 28.66' | L58 | S71°02'08"E | 92.59' |
| | | | L59 | S70°09'57"W | 116.26' |
| | | | L60 | S38°50'36"W | 103.70' |

## SITE STATISTICS

SURFACE OWNER: MR. FREDERICK S. UPCHURCH
EASEMENT OWNER: MARVIN D. SPIVEY TRUST
OPERATOR: RYAN MATERIALS, INC.
2061 WUKOY ROAD
SUFFOLK, VIRGINIA 23434
MR. RYAN WELLS

SOURCE OF WILE: FREDERICK S. & LUCILE UPCHURCH INST# 030017508

TAX PARCELS: 9*3
PARCEL AREA: 126.7 ACS.
ZONING: A
PROPOSED USE: SURFACE MINING (BORROW PIT)
USGS QUAD. MAP: CHUCKATUCK, VA.




PROPOSED SECTION

PROPOSED BORROW PIT - 39± ACS.
STOCKPILE AREAS WILL BE WITHIN PIT LIMITS

PARRISH LAYNE DESIGN GROUP
Engineers · Surveyors · Planners
P.O. Box 9164, Chesapeake, VA 23321
Phone: 757.686.3345 Fax: 757.686.3348

| REVISIONS | | |
|---|---|---|
| REV. | DATE | |
| 1 | 9/5/2018 | DNJ |
| 2 | 9/14/2018 | DNJ |
| | | COUNTY COMMENTS - WELL HEAD REVISIONS |
| | | DEP COMMENTS |

PRELIMINARY SAND PIT OF UPCHURCH PROPERTY FOR RYAN MATERIALS, INC. T.P. 9*3 SUFFOLK, VIRGINIA

CONCEPT PLAN

DRAWN: BJL
CHECKED: BJL
DATE: 9/25/18
SCALE: 1"=200'
DOC.# 040017025
APPROVAL DATE: PRELIM

C-1
SHEET: 1 OF 1

4449.0-18

4449.0-18/4449.0-18 CUP.DWG

Mr. Black stated he agrees with Mr. Wilsons previous comments about the road and public safety issues. He added he measured various widths along Longview and right in front of his house the pavement measures seventeen feet and four inches, the width of a dump truck is nine and a half feet wide. Mr. Black stated that it would be impossible for two dump trucks to pass one another. Mr. Black stated that Sandy Ridge Road, which is a part of the haul route, is also only sixteen inches wide. He added that if a school bus, fire truck or passenger vehicle is on one of those roads, it would create a dangerous situation. Mr. Black stated the speed limit is 55 MPH for cars, and 45 MPH along with sharp curves makes this road extremely dangerous. He finished by asking for help for safety of the Isle of Wight citizens in the haul route.

Betty Wainwright, 18513 Shady Pine Lane, expressed her concern for the type of environment that the proposed sand pit would cause with the trucks and dust. Ms. Wainwright also expressed concern with the property values being reduced.

## PUBLIC HEARINGS

Chairman Carroll confirmed there were no public hearing items.

## OLD BUSINESS

Chairman Carroll called for the item on Old Business.

> Application of James River Crossings, Inc., Owner, to Amend the Proffered Conditions of the Crossings Commercial Development Located at 14217 Carrollton Boulevard to Allow Additional Subdivision of Commercial Property While Maintaining the Limit on Commercial Building Space

Amy Ring gave the following presentation.

# The Crossings
# Proposed Proffer Revisions

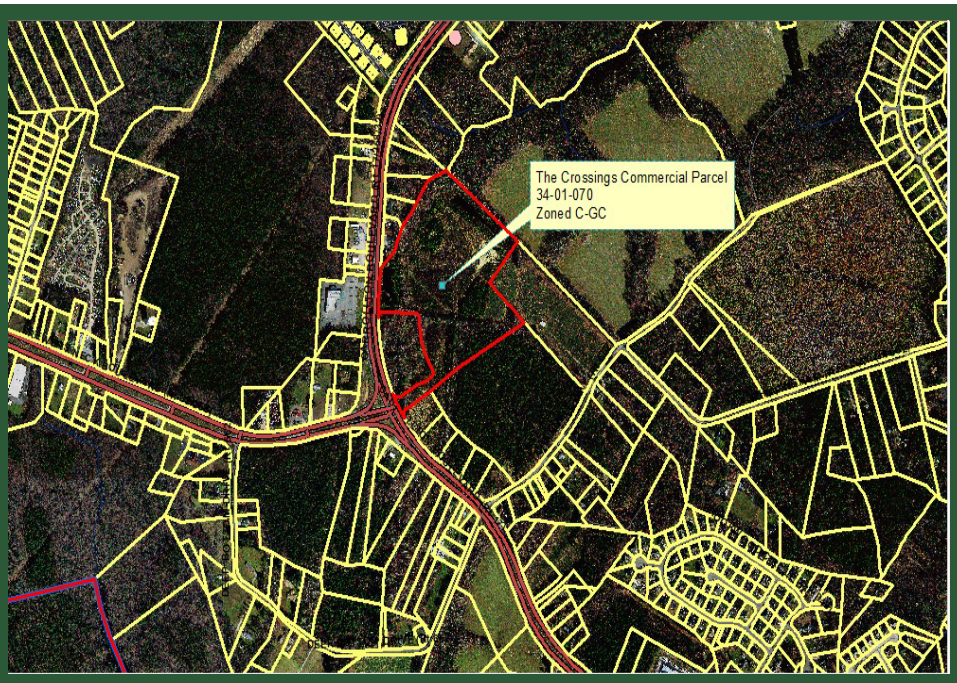
Planning Commission Regular Meeting
March 22, 2022

Local Roots, Global Reach

## SITE DESCRIPTION

| | |
|---|---|
| Tax Map ID#: | 34-01-070 |
| Location : | 15150 Benns Church Boulevard (Rte. 17) |
| Current Zoning : | Conditional – General Commercial (C-GC) |
| Election District: | D4 |
| Approved Use: | Commercial space up to 202,100 SF |

Local Roots, Global Reach

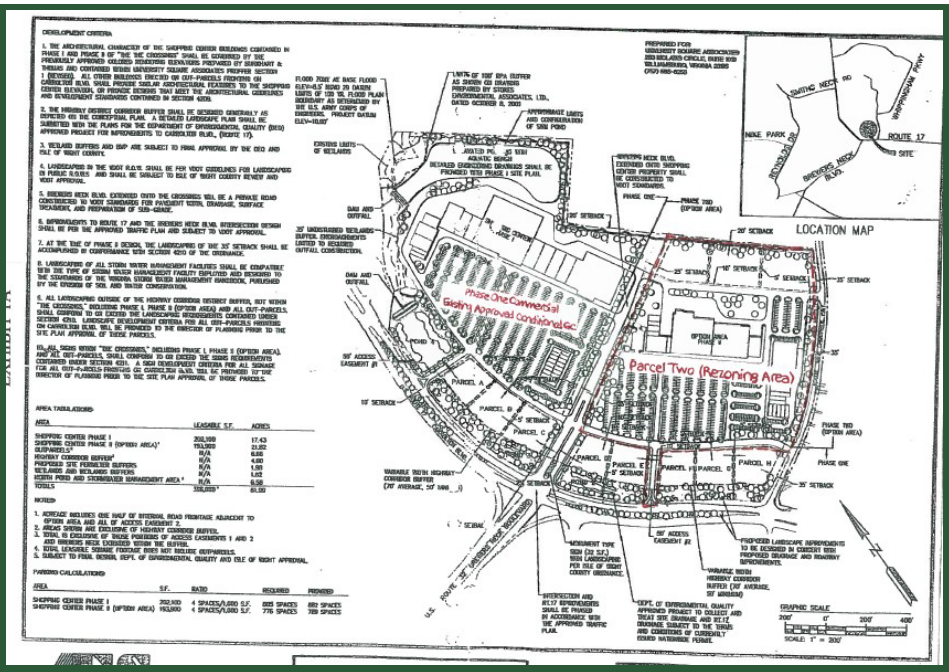



## SITE LOCATION

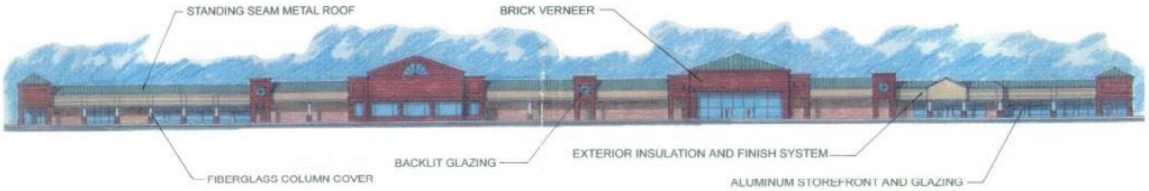
## BACKGROUND

- The Crossings is a planned residential and commercial development that received its initial approval in 2002 and has undergone several revisions in the 20 years since this date.
- The property must be developed in general conformance with proffered conditions including a 2008 concept plan.
- Applicant seeks to amend the proffered conditions as they apply to the large remaining commercial parcel to allow additional subdivision of the property while maintaining the cap of 202,100 square feet of commercial building space.
- Amendment does not change the use or density of the project.

Local Roots,
Global Reach




# Proffered Conceptual Plan




CONCEPTUAL FRONT ELEVATION

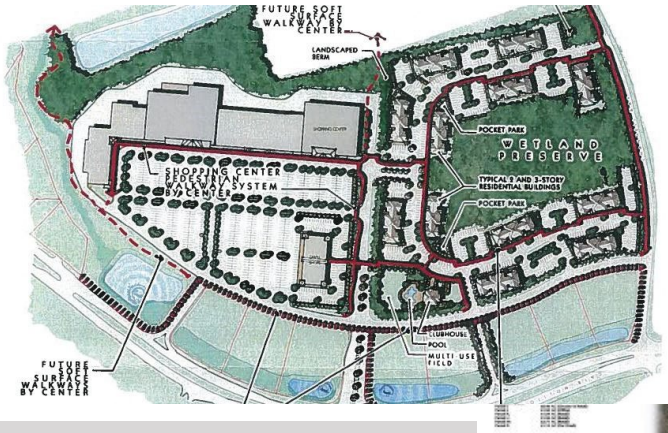
THE CROSSINGS

RT. 17 CARROLTON BLVD.
ISLE OF WIGHT COUNTY, VIRGINIA

UNIVERSITY SQUARE ASSOCIATES
DEVELOPMENT COMPANY

BURKHART THOMAS
ARCHITECTURE-INTERIOR DESIGN

# Revised Concept Plan



## RECOMMENDATION

Because the proposed proffer changes do not impact the use or density of the original project and are generally consistent with the approved master plan for the community, staff recommends approval of the revised proffer conditions.

Local Roots,
Global Reach

# PROFFER CHANGES DESCRIPTION

- Besides allowing a departure to the original proffered layout of the remaining commercial parcel, no other changes are proposed to the proffered conditions.
- All original cash and physical improvement proffers remain the same.
- Future development must still abide by all other design proffers, including such items as use types, architectural elements, pedestrian pathways, and transportation items.

Local Roots, Global Reach

Commissioner Duerig asked what the front area on the new layout was.

Ms. Ring stated it was parcel A of one of the outparcels, and an application for Royal Farms is under review for that site.

Bobby Jones clarified that parcel A is not part of the proffered conditions being discussed, and that it is its own parcel.

Commissioner Distefano asked if there was any further information on the types of companies this site is being marketed for.

Jerry Bowman, President of James River Crossing the Developer of this parcel, stated this was a proposed commercial center, owned by one company that would lease out space to various tenants. He added that today, more retailers want to own their own property instead of being a tenant in a large shopping center. Mr. Bowman added that the large residual parcel will be a large upscale regional grocery store chain in addition to approximately 8,000 square feet of retail space that they will lease out. Mr. Bowman stated they are looking for tenants that are a compatible use with a grocery store chain. Jerry Bowman stated they are in discussion with an arts and crafts store and dollar store user type. He suggested an office space is possible as well. Mr. Bowman asked the Planning Commission for the ability to accommodate the retailers who wish to have a separate parcel.

Commissioner Boykin asked if this proffer amendment was to be approved, and a retailer wanted to come and did not fit in with the design criteria of the Newport Overlay District, would it be to late to deny their application.

Ms. Ring responded that the design criteria is not being changed, and the NDSO criteria still applies and is required to be followed.

Commissioner Distefano stated he liked the new design better than the previous one. He believes this is prime pieces of real estate in our County, and what goes here is very important.

Commissioner Taylor asked what the signage would look like for the space.

Ms. Ring stated a master signage plan was not submitted with this originally, but the applicant could submit a cohesive master signage plan or the requirements of the zoning ordinance would apply.

Mr. Bowman stated they would be submitting a master signage plan with three monument signs.

Commissioner Distefano asked if there were any plans for a bike or pedestrian trail to make that area more commutable.

Ms. Ring stated there is a trail. The County bike and pedestrian trail network will be installed by the developer and will go along Rte. 17 in front of all the out parcels. Ms. Ring added that there will be pedestrian and bike connections that will go interior to the site. Ms. Ring also stated all outparcels will be required to be connected, and the condos will have a network of sidewalks and trails that will go through the community.

Commissioner Distefano moved to recommend to the Board of Supervisors approval of the amendment to the proffered conditions as presented. Commissioner Taylor seconded the motion, which was adopted with Commissioners Bowser, Boykin, Distefano, Duerig, Rawls, Taylor, and Carroll voting in favor of the motion and no Commissioners voting against the motion (7-0). Motion was carried and will go to the Board of Supervisors on April 21, 2022.

## NEW BUSINESS

Amy Ring confirmed there were no New Business items.

Commissioner Taylor asked Ms. Ring if she was aware of a Conditional Use Permit issued by Suffolk for the borrow pit.

Ms. Ring stated she was not aware of a Conditional Use Permit issued, however, there is a hearing scheduled in April for the borrow pit.

Chairman Carroll stated their public notice is posted on the Isle of Wight side.

Commissioner Duerig stated there is an existing entrance to the pit on the Suffolk side and asked why the need to come through Isle of Wight.

Ms. Ring stated in earlier conversations, the applicant decided that it would be easier to come through Isle of Wight than to build a wetland crossing. The County is legally not able to require a Special Use Permit to use their access easement that runs alongside Shady Pine.

In discussion, the Planning Commission agreed to send a letter of concern to Suffolk.

## COUNTY ATTORNEY'S REPORT

Bobby Jones confirmed there was no items for the County Attorney's Report.

## CLOSED MEETING

Chairman Carroll confirmed there were no items to discuss in closed meeting.

## ADJOURNMENT

There being no further information to discuss, Chairman Carroll adjourned the meeting at 6:42 PM.

Adopted this _____day of _____, 2022.

_____
Chairman, Isle of Wight County Planning Commission

Attest: _____
Secretary

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| APRIL 7, 2022 ACTION LIST BOARD OF SUPERVISORS | Cover Memo | 4/14/2022 |

ACTION LIST
BOARD OF SUPERVISORS
APRIL 7, 2022

1. Approval of Agenda: Supervisor Acree moved that the agenda be amended adding a briefing under the County Administrator's report regarding a potential borrow pit and its access through Longview Drive. The motion was unanimously adopted (5-0).

2. Appointments

   Supervisor Rosie moved to appoint Mr. Grice and Mr. Jefferson to the Farmer's Market Task Force as the two Board of Supervisor representatives. The motion was unanimously adopted (5-0).

   Assignment: Storm

3. County Administrator's Report

   A. Sherriff Clark gave a presentation regarding Recruitment and Retention Challenges within his Department.

   B. After discussion and explanation, the Board gave the County Attorney authorization to proceed with advertising a public hearing regarding an Ordinance Amendment for Electronic Summons.

      Assignment: Jones

   C. After discussion and explanation, the Board gave the County Attorney authorization to proceed with advertising a public hearing regarding an updated Cable Franchise Ordinance.

      Assignment: Jones

   D. After discussion and a presentation by Mr. Jones of comparing other jurisdictions, the Board will move the Ordinance Amendment Allowing Deer/Bear Hunting with Rifles to Old Business for the next meeting to act.

      Assignment: Jones

E. Supervisor Acree moved that the Chairman be authorized to execute the Vehicle Grant Agreement for a medic unit for the Carrollton Volunteer Fire Department. The motion was unanimously adopted (5-0).

Assignment: Jones

F. Mr. Keaton gave an update on a possible Borrow Pit project in Suffolk that would affect traffic in Isle of Wight County. He showed examples of how large dump trucks would be impassable on Longview Drive and Shady Pine Lane. Staff will attend Suffolk's public comment meetings to express the County's concerns.

G. Third Quarter FY2021-22 Financial Report: Stephanie Humphries, Director of Budget and Finance provided the Board with information relative to the County's financial performance for third quarter of FY2021-22 and advised on the status and implications of the County's financial performance.

H. Proposed FY2022-23 Operating and Capital Budgets: County Administrator Keaton presented his proposed FY2022-23 Operating and Capital Budgets.

Assignment: Keaton

Mr. McCarty moved to adopt the following meeting schedule for the FY2022-23 budget process, the motion was unanimously adopted (5-0).

- Thursday, April 21 at 4:00pm – Compensation Study Presentation/Regular Meeting/Budget Public Hearing
- Thursday, April 28 at 6:00pm – Budget Work Session
- Thursday, May 5 at 6:00pm – Budget Work Session
- Thursday, May 12 at 6:00pm – Adoption of the Proposed Operating & Capital Budgets, Related Ordinances, and CIP

4. Closed Meeting

Pursuant to Section 2.2-3711(A) of the Code of Virginia, a motion to move to closed session for the limited purpose of: (1) Consultation with legal counsel employed by the board regarding specific legal matters requiring the provision of legal advice by such counsel, namely the application of the Dillon rule to zoning matters, pursuant to subsection 8. (2) A discussion concerning a prospective business or the expansion of an existing business where no previous announcement has been made of business' interest in locating or `expanding its facilities in the Shirley T. Holland Industrial Park pursuant to

subsection 5. (3) A discussion regarding the appointment of specific appointees to County boards, committee, or authorities, pursuant to subsection 1.

5. Mr. Grice moved to appoint James M. Collins to the Community Advisory Committee of the Hampton Roads Planning District Commission and Hampton Roads Transportation Planning Organization. The motion was unanimously adopted (5-0).

Assignment: Johnson

# PLANNING REPORT

## APPLICATION:

Application of Earl S. and Diane P. Griffin and Christine Piersall TRS SE & DAB Irrevocable Trust, property owners, for a change in zoning classification of tax parcel number 24-01-036DD from Rural Agricultural Conservation (RAC) to Conditional Rural Residential (C-RR) for single family residential use.

## ELECTION DISTRICT:

D2 (formerly Newport)

## LOCATION:

The parcel totals 13.592 acres on Vellines Lane (Rte. 712). The surrounding properties are single family residential.

## BACKGROUND:

The property proposed to be rezoned was subdivided from the parent tract of 74.225 acres in October of 2021 for Agriculture, Horticulture or Silviculture use. The parcel contains 7.3 acres of clear land and 6.3 acres of woods and wetlands. The owners have been approached to sell the property for single family residential use which requires rezoning to a residential zoning.

## DESCRIPTION:

The proposal will allow the lot to be used for single family residential. A proffered condition of the rezoning to C-RR will also allow no more than two (2) family member transfers from the parcel. Based on the Capital Impacts Model analysis results, there is sufficient capacity in regard to school, fire and rescue, and law enforcement facilities to serve these parcels.

## COMPREHENSIVE LAND USE PLAN:

The property is designated Rural Agricultural Conservation on the Future Recommended Land Use Map in the Comprehensive Plan. This designation is intended to maintain and conserve rural character and farmlands and to provide for a full range of agricultural and farming activities and related uses with low density residential development. The proposal is consistent with the future recommended land use.

**ORDINANCE REVIEW:**

The required lot area in the RR zoning district is a minimum of 40,000 square feet. The minimum lot frontage is 120 feet with 150 feet of lot width at the front setback line. The parcel meets the minimum requirements of the RR zoning district.

The property is in the Chesapeake Bay Preservation Area and does contain a Resource Protection area. Future development will require a Wetlands and Chesapeake Bay Resource Protection Area Delineation.

Any future subdivision of the land will require subdivision plat approval.

**AGENCY REVIEW:**

Staff distributed the application to the following agencies and departments for review and comment:

- Emergency Services - Stated no concerns with the application.
- Environmental Planner - Stated a wetlands delineation will be required upon development or re-subdivision of the parcel.
- Virginia Department of Transportation - Stated no concerns with the application.
- Isle of Wight County Museum (Historical Resources) - Stated no concerns with the application.
- County Attorney - Stated no concerns with the the application.

**STAFF CONCLUSIONS:**

Strengths:

- The application is compatible with the existing land uses in the vicinity and within the guidelines of the future Recommended Land Use Plan Designation.

Weaknesses:

- Staff has not identified any weaknesses at this time.

**STAFF RECOMMENDATION:**

Staff recommends approval of the rezoning application with proffered conditions.

**ATTACHMENTS:**

| Description | Type | Upload Date |
|---|---|---|
| Rezoning Application | Cover Memo | 4/13/2022 |
| Location Map | Exhibit | 4/12/2022 |
| Enlarged Location Map | Exhibit | 4/12/2022 |
| Land Use Map | Exhibit | 4/12/2022 |
| Zoning Map | Exhibit | 4/13/2022 |
| Rezoning Exhibit | Exhibit | 4/12/2022 |
| ZA-1-22 Griffin PC Resolution | Resolution | 4/20/2022 |

April 5, 2022

Mrs. Amy Ring
Director of Planning and Zoning
P. O. Box 80
Isle of Wight, VA 23397

**RE: Griffin Rezoning Request** – Parcel III, Griffin Property, Vellines Lane, Newport District (Tax Parcel # 24-01-036DD)

Dear Mrs. Ring:

Please find attached my amended application to request a change in zoning from Rural Agricultural Conservation (RAC) to Conditional - Rural Residential (C-RR) for tax parcel #24-01-036DD. The proffer statement is also attached limiting the ability to subdivide the parcel for not more two (2) family transfers.

The subject parcel consists of 13.592 acres subdivided from the parent tract containing approximately 69 acres. Approximately 7 of the 13.592 acres are actively farmed, and the remaining portion heavily wooded and containing special floodplain hazard areas and wetlands.

The property is served by and fronts on Vellines Lane, which is a state-maintained road. Vellines Lane serves approximately 30 residences and is predominantly residential. The residential development of this lot will compliment and maintain the rural residential ambience of the area.

If the rezoning to C-RR is approved, the parcel will be sold and the prospective buyer proposes to construct a single-family residence.

I can be reached for questions or additional discussion with regard to this request at 757-399-6381 or you may contact Beverly Walkup at 757-651-4843. Ms. Walkup is assisting me in filing this application and may speak on my behalf.

Sincerely,

S. Earl Griffin

S. Earl Griffin

Attachment(s)

04/01/2022

Isle of Wight County Board of Supervisors, Zoning and Planning,

My wife and I are currently trying to purchase a parcel of land on Villines lane, parcel # 24-01-036DD. We are appealing to you to consider changing the zoning on this property to allow us to possible one day family transfer two parcels to our daughters. We have two young daughters and are moving from Portsmouth VA to Isle Of Wight County. We feel that Isle Of Wight County will offer the type of safety and small town community that we can raise our family in. Being close with family is something that we value and are hoping our children can one day build a home of their own next to us. We have relatives and friends that live In Isle of Wight County and would love to be closer to them. I have been Firefighter/Paramedic with a local municipality for the last 14 years and understand the importance of community involvement. I look forward to being able to volunteer with the IOW emergency agencies and be a part of this community. We have heard nothing but positive things about IOW county and we are excited about raising our family here.

Please don't hesitate to contact with questions.

Sincerely,

Ryan and Kathy Bugg
33 Rivercrest dr
Portsmouth VA 23701
757-469-1435

ISLE OF WIGHT
COUNTY, VIRGINIA
DEPARTMENT OF PLANNING AND ZONING

# APPLICATION FOR REZONING/CONDITIONAL ZONING AMENDMENT

This application should be used to petition for a change to the Official Zoning Map or for an amendment of zoning conditions. The following application requirements are consistent with the procedures set forth in Section 1-1015, *Amendments*, of the Isle of Wight County Zoning Ordinance, as amended.

## A. APPLICATION FOR (CHECK ALL THAT APPLY):

[ ] Rezoning

[X] Conditional Rezoning (Are voluntary proffered conditions attached?): __X__ Yes _____ No

Request to change the subject property(s) from the __RAC_____ to the __C-RR_____ zoning district.

Proposed Use or Activity: __Rezone agricultural lot for single-family residential use._____

[ ] Amendment to Conditional Zoning

Request to change conditional zoning as follows (Attach current and proposed conditions): _____

_____

## B. PROJECT DESCRIPTION:

Project Name: __N/A_____

Property Address (if any): ___N/A_____

Election District: __Newport_____

Comprehensive Plan Designation: ___RAC_____

The rezoning will apply to _13.592_____ acres out of __13.592_____ total acres

Tax Parcel Identification # _24-01-036DD_____ Number of Acres to be Rezoned: __13.592_____

Requesting Zoning District Change from: __RAC_____ to __C-RR_____

Tax Parcel Identification # _____ Number of Acres to be Rezoned: _____

Requesting Zoning District Change from: _____ to _____

Proposed Utilities (check all that apply): Public Water _____ Private Well __X__

Public Sewer _____ Private Septic __X__

C. **APPLICATION INFORMATION:**

Applicant(s) Name(s): Griffin, S. Earl and Diane P. & Piersall, Christine TRS SE &DP Griffin Irrevocable Trust

Address: 4100 Faigle Road

City, State, Zip Code: Portsmouth, VA 23703

Phone No.: 757-399-6381 Email: ann@gpspc.org Fax No.:

Property Owner(s) Name(s): same as above

Address:

City, State, Zip Code:

Phone No.: Email: Fax No.:

**NOTICE: THE ATTACHED CHECKLIST MUST BE COMPLETED, CERTIFIED, AND SUBMITTED OR THE APPLICATION WILL BE CONSIDERED INCOMPLETE.**

Remit Application to: Isle of Wight County Central Permitting, 17140 Monument Circle, Suite 100
P. O. Box 80, Isle of Wight, Virginia 23397

---

**FOR OFFICE USE ONLY:**

Complete Application Received On: April, 5, 2022 Fees Paid: ✓ Tax Query:
[ ] Current [ ] Delinquent Distribution Date:
Posted/Date to Post: 4/8/2022

**AGENCIES REFERRALS:**

| | |
|---|---|
| ___ Department of Conservation & Recreation | ___ Inspections |
| ___ Economic Development | ___ Sheriff's Office |
| ✓ Emergency Services | ___ Town of Smithfield |
| ___ General Services | ___ Town of Windsor |
| ✓ Environmental Planner | ✓ VDOT |
| ✓ Health Department | ___ Schools |
| ___ Transportation Manager | ___ Budget & Finance |
| ___ Commission of Revenue | ✓ County Attorney |
| ✓ Other AoSE / Arch | |

Verified By: Date: 4/5/2022

**COUNTY OF ISLE OF WIGHT**
**DISCLOSURE OF REAL ESTATE HOLDINGS**

Applicant: Griffin, S. Earl and Diane P. & Piersall, Christine TRS SE & DP Griffin Irrevocable Trust

Address 4100 Faigle Road
Street

Portsmouth, VA 23703
City State Zip

**REAL ESTATE HOLDINGS TO BE AFFECTED**

| Location or Address | Description |
|---|---|
| T. P. #24-01-036DD | 13.592 acres, Parcel III, Griffin Property |
| | |
| | |
| | |

**OTHER OWNERS OF AFFECTED REAL ESTATE**

(Not Required for Corporation whose stock is traded on a national or local stock exchange or having more than 500 shareholders.)

| Name of Individuals Corporation/Partnership Business Association | Address |
|---|---|
| N/A | |
| | |
| | |
| | |

Does any member of the Isle of Wight County Planning Commission or governing body have any interest in such property, either individually, by ownership of stock in a corporation owning such land, partnership, as the beneficiary of a trust, or the settlor of a revocable trust, or whether a member of the immediate household of any member of the Planning Commission or governing body has any such interest? Yes No (X) If yes, names of members:

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct, and true.

Applicant: S. EARL GRIFFIN Applicant: S. Earl Griffin Date: 3-25-22
Printed or Typed Name Signature

Commonwealth of Virginia
County of Isle of Wight
Subscribed and sworn to before me MARCIA FARRAR FULFORD,
A Notary Public in and for the County of Isle of Wight, Commonwealth of Virginia,
this 25 day of MARCH, 2022.

Marcia Farrar Fulford
Notary Public
My Commission Expires 2/29/2024

Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

Griffin Rezoning Application – 2nd signature page

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct, and true.

Applicant: Diane P. Griffin Applicant: Diane P. Griffin Date: 4/6/22
Printed or Typed Name Signature

Commonwealth of Virginia
~~County of Isle of Wight~~ Suffolk
Subscribed and sworn to before me
MARCIA FARRAR FULFORD, A Notary Public
in and for the County of Isle of Wight, Commonwealth of
Virginia, this 6 day of April, 2022.

Marcia Farrar Fulford
Notary Public
My Commission Expires 2/29/2024

Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct, and true.

Applicant: Christine Piersall Applicant: Christine Piersall Date: 4/6/22
Printed or Typed Name Signature

Commonwealth of Virginia
~~County of Isle of Wight~~ Suffolk
Subscribed and sworn to before me
MARCIA FARRAR FULFORD, A Notary Public
in and for the County of Isle of Wight, Commonwealth of
Virginia, this 6 day of April, 2022.

Marcia Farrar Fulford
Notary Public
My Commission Expires 2/29/2024

Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

COUNTY OF ISLE OF WIGHT PROFFER STATEMENT

Applicant's name(s): S. Earl and Diane P. Griffin & Christine Piersall TRS SE &DP Griffin Irrevocable

Owner's name(s): same as above

Project name: Parcel A, Griffin Property, Vellines Lane

Date: March 24, 2022

Parcel-Tax Map Numbers and deed book reference: T. P. #24-01-036DD/D.B. Ref #

These proffers are made as of the 24th of March, 2022 by (S. Earl and Diane P. Griffin & Christine Piersall TRS SE &DP Griffin Irrevocable) (collectively "Owner"), of Tax Map Number 24-01-036DD, containing approximately 13.5920 acres of land which is referred to herein as the "Property". Owner has filed a rezoning application with the Isle of Wight County Planning and Zoning Department requesting a change in the zoning of the Property from Rural Agricultural Conservation (RAC), to Conditional- Rural Residential (C-RR). Owner voluntarily proffers that the development of the Property proposed for rezoning under this application shall be in strict accordance with the conditions set forth below. These proffered conditions ("Proffers") are the only conditions offered on this rezoning, and any prior proffered conditions on the Property are hereby superseded by these proffers and any and all previous proffers on the Property are hereby void and of no further force and effect.

I. Development of the Property:

1. Parcel A shall be used for single-family residential purposes.
2. Further subdivision of the subject parcel is hereby prohibited, except that the Owner may subdivide the property to create two (2) family member transfer parcels.
3. In the event that the Application is not approved by the County, this proffer statement shall be null and void.

Applicant/Owner's Signature: S. Earl Griffin

Printed or Typed Name: S. EARL GRIFFIN

Date: 3-~~25~~-22
24 SEP

*Commonwealth of Virginia,*
*County/City of* SUFFOLK :

*Subscribed and sworn to before me,* MARCIA FARRAR FULFORD, *a Notary Public in and for the County/City of* Suffolk, *Commonwealth of Virginia, this 24th day of March, 2022.*

*Notary Public:* Marcia Farrar Fulford (Seal)

*My Commission Expires:* 2/29/2024

Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

Griffin Proffer Statement, 2nd signature page

Applicant/Owner's Signature: Diane P. Griffin

Printed or Typed Name: Diane P. Griffin

Date: 4/6/22

*Commonwealth of Virginia,*
*County/City of* Suffolk :

*Subscribed and sworn to before me,* MARCIA FARRAR FULFORD, *a Notary Public in and for the County/City of* Suffolk, *Commonwealth of Virginia, this* 6 *day of* April, *2022.*

*Notary Public:* Marcia Farrar Fulford *(Seal)*

*My Commission Expires:* 2/29/2024

Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

Applicant/Owner's Signature: Christine Piersall

Printed or Typed Name: Christine Piersall

Date: 4/6/22

*Commonwealth of Virginia,*
*County/City of* Suffolk :

*Subscribed and sworn to before me,* MARCIA FARRAR FULFORD, *a Notary Public in and for the County/City of* Suffolk, *Commonwealth of Virginia, this* 6 *day of* April, *2022.*

*Notary Public:* Marcia Farrar Fulford *(Seal)*

*My Commission Expires:* 2/29/2024

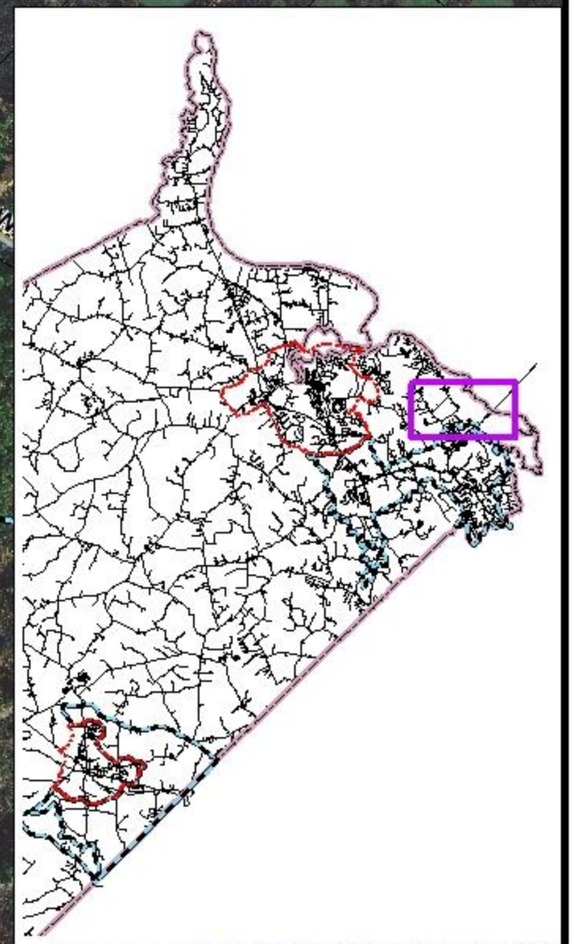
Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 2/29/2024

# ZA-01-2022 GRIFFIN REZONING LOCATION MAP

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

N

GRAND SQUARE LANE
DRIVEWAY
ROCKY ROAD
HINNANT LANE
DRIVEWAY
VELUNES LANE
DRIVEWAY
KINGS COVE W
SITE
DRIVEWAY
DRIVEWAY
HARBOR DRIVE
ANCHOR COURT
LIGHTHOUSE LANE



**Legend**

- Road Center Lines
- Towns
- Development Service Districts
- Parcels
- County Boundary

0 500 1,000 Feet

# ZA-01-2022 GRIFFIN REZONING LOCATION MAP ENLARGEMENT

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

**Legend**

- Road Center Lines
- Towns
- Development Service Districts
- Parcels
- County Boundary

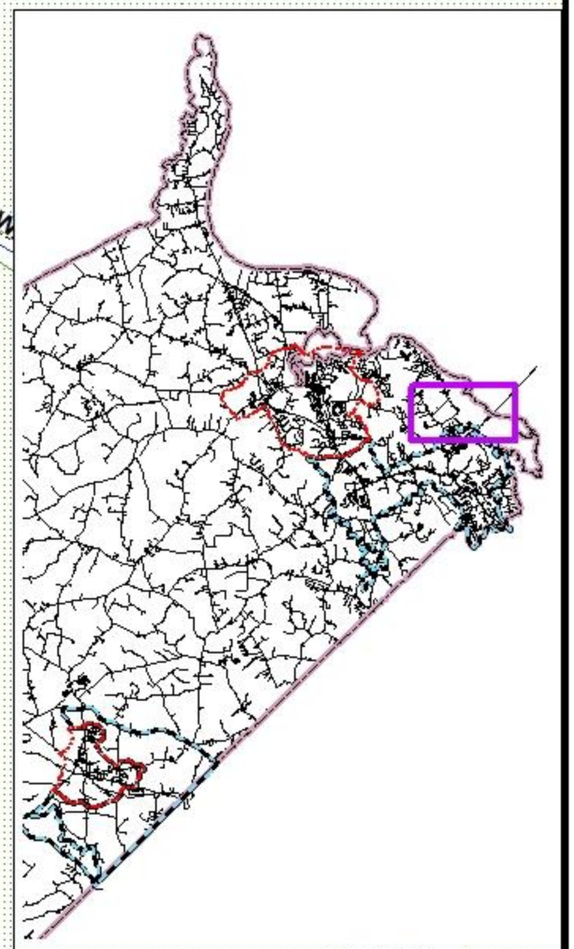
# ZA-01-2022 GRIFFIN REZONING LAND USE MAP

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

N

GRAND SQUARE LANE
DRIVEWAY
ROCKY ROAD
HINNANT LANE
DRIVEWAY
VELLINES LANE
DRIVEWAY
KINGS COVE W
SITE
DRIVEWAY
DRIVEWAY
HARBOR DRIVE
ANCHOR COURT
LIGHTHOUSE LANE
Road
Road

RAC
RC
SR
MU



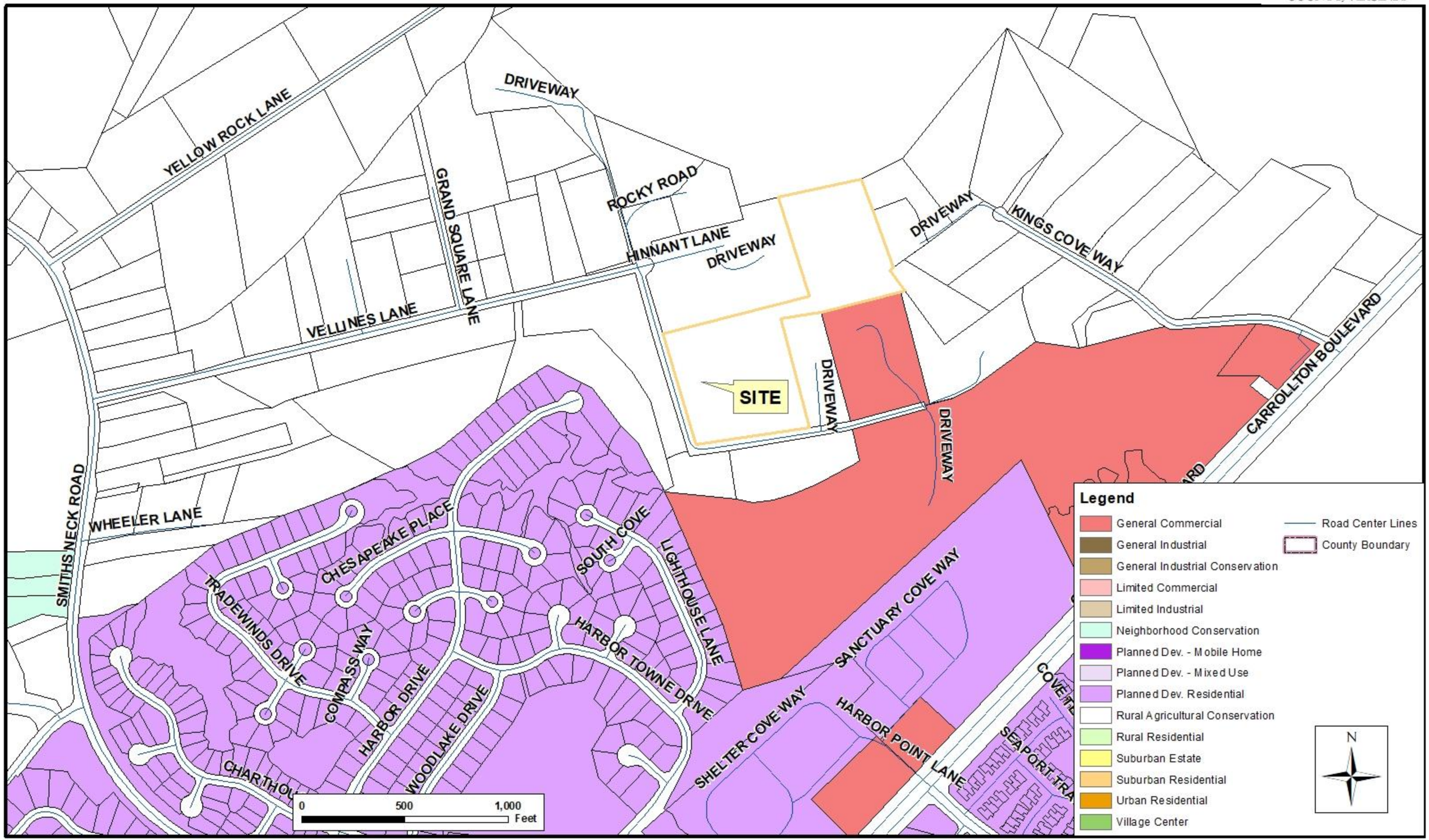
## Legend

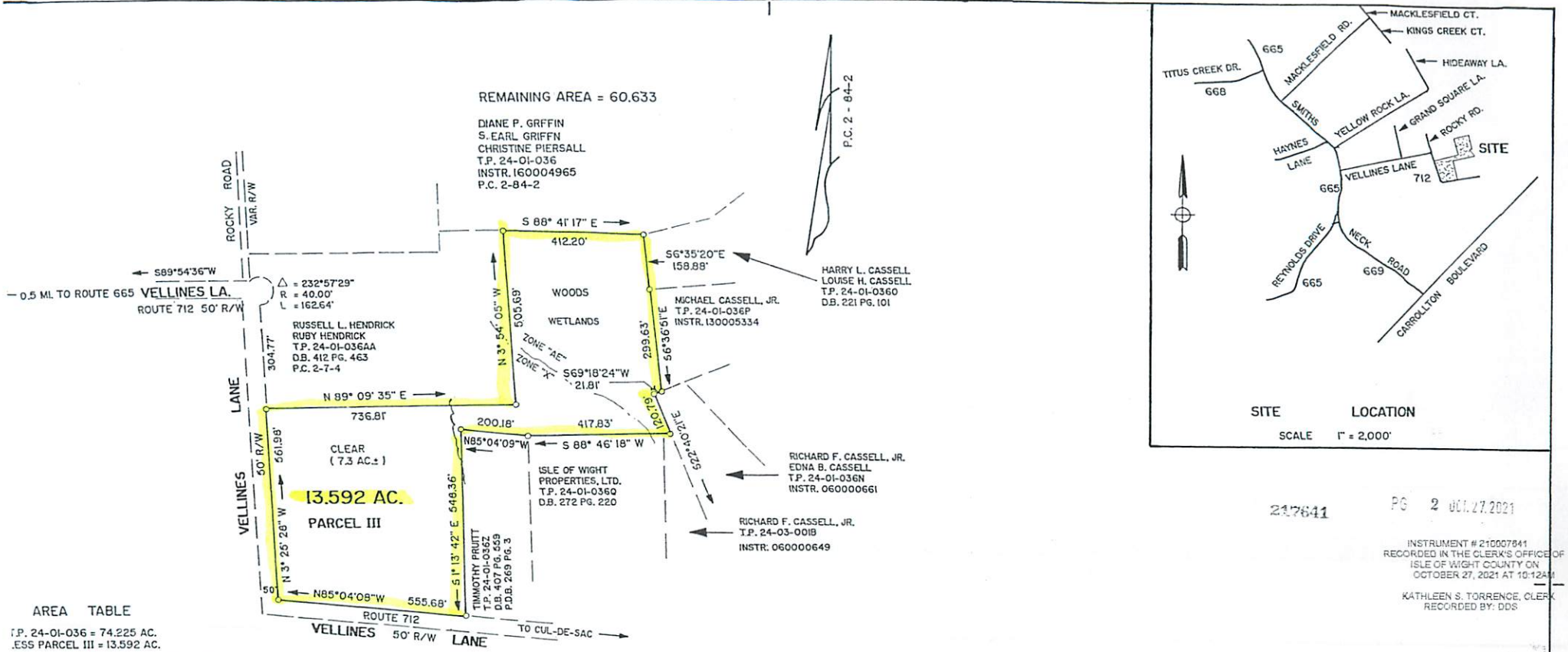
- Road Center Lines
- Development Service Districts
- Parcels
- County Boundary

0 500 1,000 Feet

# ZA-01-2022 GRIFFIN REZONING - ZONING MAP

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA









217641 PG 2 OCT. 27, 2021

INSTRUMENT # 210007841
RECORDED IN THE CLERK'S OFFICE OF
ISLE OF WIGHT COUNTY ON
OCTOBER 27, 2021 AT 10:12AM

KATHLEEN S. TORRENCE, CLERK
RECORDED BY: DDS

## AREA TABLE

T.P. 24-01-036 = 74.225 AC.
LESS PARCEL III = 13.592 AC.

REMAINING AREA T.P. 24-01-036 = 60.633 AC.

NOTE AREA DETERMINED BY CALCULATING FROM PLAT RECORDED IN P.C. 2 - 84 - 2.

REFERENCE - INSTR. 160004965
P.C. 2 - 84 - 2

● - DENOTES IRON PIN FOUND

THIS SUBDIVISION OF LAND IS BEING CREATED UNDER SECTION 3-4-1 (a) OF THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE FOR AGRICULTURAL, HORTICULTURAL OR SILVERCULTURAL PURPOSES. RESIDENTIAL DEVELOPMENT WILL REQUIRE RESIDENTIAL ZONING PURSUANT TO SECTION 3-8 OF THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE.

THIS PROPERTY IS LOCATED IN THE CHESAPEAKE BAY PRESERVATION AREA (CBPA).

I HEREBY CERTIFY THAT THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN ZONE "X" AND ZONE "AE" AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY-PANEL 510303 0158 E, DEC. 2, 2015. J.D. Vann, L. S.

NO TITLE REPORT WAS PROVIDED FOR THIS SURVEY.

I HEREBY CERTIFY THAT THIS SUBDIVISION WAS MADE BY ME AT THE DIRECTION OF THE OWNERS AND THAT THE SUBDIVISION IS ENTIRELY WITHIN THE LAND OWNED BY S. EARL GRIFFIN AND DIANE P. GRIFFIN. THE LAST INSTRUMENT OF TITLE BEING INSTRUMENT NO. 160004965. I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL OF THE REQUIREMENTS OF THE BOARD OF SUPERVISORS AND ORDINANCES OF THE COUNTY OF ISLE OF WIGHT, VIRGINIA, REGARDING THE PLATTING OF THE SUBDIVISIONS WITHIN THE COUNTY HAVE BEEN COMPLIED WITH.

GIVEN UNDER MY HAND THIS 24TH DAY OF SEPTEMBER, 2021.

J.D. Vann, L. S.

CHRISTINE PIERSALL ( CO-TRUSTEE ) HEREBY CERTIFIES THAT SHE IS THE OWNER OF THE PROPERTY SHOWN ON THIS PLAT AND THAT THIS SUBDIVISION IS WITH HER FREE CONSENT AND ACCORDANCE WITH HER DESIRES.

OWNER Christine Piersall CHRISTINE PIERSALL ( CO-TRUSTEE )

STATE OF VIRGINIA
COUNTY/CITY Portsmouth, TO-WIT
SUBSCRIBED AND SWORN TO BEFORE ME MARCIA FARRAR FULFORD, A NOTARY PUBLIC IN AND FOR THE COUNTY/CITY SUFFOLK STATE OF VIRGINIA. THIS 22 DAY OF OCTOBER, 20 21.
MY COMMISSION EXPIRES 12/31/2024.
GIVEN UNDER MY HAND THIS 22 DAY OF October, 2021.
7703719
NOTARY REGISTRATION NO.
Marcia Farrar Fulford
NOTARY PUBLIC
Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 12/31/2024

S. EARL GRIFFIN & DIANE P. GRIFFIN HEREBY CERTIFY THAT THEY ARE THE OWNERES OF THE PROPERTY SHOWN ON THIS PLAT AND THAT THIS SUBDIVISION IS WITH THEIR FREE CONSENT AND ACCORDANCE WITH THEIR DESIRES.

OWNER S Earl Griffin S. EARL GRIFFIN ( TRUSTEE )
OWNER Diane P. Griffin DIANE P. GRIFFIN ( TRUSTEE )

STATE OF VIRGINIA
COUNTY/CITY Portsmouth, TO-WIT
SUBSCRIBED AND SWORN TO BEFORE ME MARCIA FARRAR FULFORD A NOTARY PUBLIC IN AND FOR THE COUNTY/CITY OF SUFFOLK, STATE OF VIRGINIA. THIS 22 DAY OF OCTOBER, 20 21.
MY COMMISSION EXPIRES 12/31/2024.
GIVEN UNDER MY HAND THIS 22 DAY OF October, 2021.
7703719
NOTARY REGISTRATION NO.
Marcia Farrar Fulford
NOTARY PUBLIC
Marcia Farrar Fulford
Commonwealth of Virginia
Notary Public
Commission No. 7703719
My Commission Expires 12/31/2024

REVISED OCT. 21, 2021

PLAT SHOWING AGRICULTURAL, HORTICULTURAL OR SILVERCULTURAL SUBDIVISION OF TAX PARCEL 24-01-036, PROPERTY OF
DIANE P. GRIFFIN & S. EARL GRIFFIN
DIANE P. GRIFFIN AND CHRISTINE PIERSALL, TRUSTEES OF THE
S. EARL GRIFFIN 2016, IRREVOCABLE FAMILY TRUST
S. EARL GRIFFIN AND CHRISTINE PIERSALL, TRUSTEES OF THE
DIANE P. GRIFFIN IRREVOCABLE FAMILY TRUST
LOCATED ON VELLINES LANE
NEWPORT MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
SCALE 1" = 100' SEPT. 24, 2021

J. D. VANN - LAND SURVEYING
25085 NEW MARKET ROAD
COURTLAND, VIRGINIA 23837
TEL. NO. 757-562-4923

THIS SUBDIVISION HAS BEEN FOUND TO BE IN CONFORMANCE WITH THE SUBDIVISION ORDINANCE AND MUST BE RECORDED WITH THE OFFICE OF THE CLERK OF CIRCUIT COURT OF ISLE OF WIGHT COUNTY WITHIN SIX MONTHS OF THE DATE OF APPROVAL. APPROVAL WILL BE DEEMED VOID AFTER SIX MONTHS AND THE PLAT MUST BE RESUBMITTED FOR APPROVAL.

DATE OF APPROVAL: 10/26/2021 SUBDIVISION AGENT
DATE OF APPROVAL: 10/25/21 V.D.O.T. ENGINEER

COMMONWEALTH OF VIRGINIA
J. D. VANN
Lic. No. 1943
10-21-21
LAND SURVEYOR

SCALE 1" = 100'
0' 100' 200'

2021-200-IW

**RESOLUTION NO. PC-22-03**

**ISLE OF WIGHT COUNTY PLANNING COMMISSION**
**A RESOLUTION TO PRESENT A REPORT AND RECOMMENDATION TO THE BOARD OF SUPERVISORS RELATING TO REZONING REQUEST ZA-01-22 TO CHANGE THE ZONING FROM RAC, RURAL AGRICULTURAL CONSERVATION, TO C-RR, CONDITIONAL RESIDENTIAL OF 13.592 ACRES OF LAND IDENTIFIED AS TAX MAP PARCEL 24-01-036DD**

**WHEREAS,** Earl S. and Diane P. Griffin and Christine Piersall TRS SE & DP Irrevocable Trust, owners, have requested a change in zoning from RAC, Rural Agricultural Conservation, to C-RR, Conditional Rural Residential; and

**WHEREAS,** the procedural requirements for the consideration of this request by the Planning Commission have been met.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of Isle of Wight County, that:

Section 1. Findings.

A. The Isle of Wight County Planning Commission finds that the proposed rezoning is reasonable, and warranted due to a change in circumstances affecting the property, and has considered the following factors and finds that the proposed rezoning does not conflict with:

1. the existing use and character of property within the County;

2. the Comprehensive Plan;

3. the suitability of the property for various uses;

4. the trends of growth or change;

5. the current or future requirements of the community as to land for various purposes as determined by population and economic studies and other studies;

6. the transportation requirements of the community;

7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services;

8. the conservation of natural resources;

9. the preservation of flood plains;

10. the preservation of agricultural and forestal land;

11. the conservation of properties and their values;

12. the encouragement of the most appropriate use of land throughout the County;

Section 2. Recommendation to Board of Supervisors.

The Planning Commission recommends to the Board of Supervisors that the request, PC-22-03, be:

___ a. Granted as submitted, and that the Board of Supervisors adopt the proposed Ordinance without modification.

___b. Denied, and that Board of Supervisors do not adopt the proposed Ordinance.

___c. Granted with the modifications set forth on the attached listing of specific recommendations, and that the Board of Supervisors adopt the proposed Ordinance with such modifications.

READ AND PASSED: _____

TESTE: _____

Approved as to Form:

_____
Bobby Jones, County Attorney

# PLANNING REPORT

## APPLICATION:

Application of Saunders and Ojeda, P.C., applicant, on behalf of James River Crossings, Inc., property owner, for a change in zoning from Rural Agricultural Conservation to Conditional Planned Development – Mixed Use for 12.24 acres located at 23067 Channell Way on Tax Parcel Number 34-01-070B for 52 single family detached residences

## ELECTION DISTRICT:

D2 (formerly Newport)

## LOCATION:

The subject property has frontage on Channell Way and is located on the east side of Carrollton Boulevard (U.S. Route 17) at the end of Spadea Way, the public street providing principal access to the Crossings. It is bordered to the south and west by parcel 34-01-070D, which is the site of the Crossings condominiums project, and parcel 34-01-070, which is the future site of the Crossings commercial development. To the north of the property is parcel 34-01-077D, the future site of Phases 2, 4, and 5 of the South Harbor Subdivision. To the east across Channell Way are three small parcels zoned Rural Agricultural Conservation (RAC), two of which contain single-family detached dwellings.

## BACKGROUND:

The subject property contains four radio towers arrayed southeast to northwest on the subject property as well as a small, concrete block utility building accessed by a driveway from Channell Way. These structures are proposed to be demolished prior to initiating site clearing and grading. The property is zoned Rural Agricultural Conservation (RAC) and is located in the Newport Development Service Overlay (NDSO) District and Chesapeake Bay Preservation Area (CBPA). The interior of the site consists of an open field which is regularly mowed, and the exterior property boundaries are lined with mature trees that provide a good natural buffer to and from adjoining properties. The property is currently drained by former agricultural ditches which convey runoff off-site to the northwest. The parcel lies adjacent to, and immediately northeast of, the Crossings but was not previously available to the owner/developer for purchase during the planning of that larger project, which was originally approved in 2002.

As presently designed, the Crossings development adjoining the subject property to the south is approximately 62 acres and consists of a maximum of 234,400 square feet of commercial development on properties zoned Conditional – General Commercial (GC) and up to 240 multifamily residential dwelling units on property zoned Conditional – Urban Residential (UR). Site clearing and grading for construction of the internal street network, utilities, and related infrastructure serving the commercial outparcels and residential parcel has been underway since 2020, and construction of the first multifamily residential building began in late 2021.

Abutting the subject property to the north, Parcel 34-01-077D (the Lippe parcel) is the southern parcel comprising the South Harbor community. The Pitt (Parcel 34-01-077) parcel and Lippe parcels were conditionally rezoned PD-MX in 2019 to allow for a maximum of 340 townhouses and single-family detached dwellings, and the rezoning was amended in 2020 to reconfigure streets, relocate open space areas, and modify community amenities as well as the proposed mix of residential dwelling types. Parcel 34-01-077D is planned for 244 single-family attached and detached dwellings in Phase 2, Phase 4, and, immediately adjacent to the Tower Site, Phase 5. The preliminary plat and construction plan for Phase 2 of the subdivision are currently being reviewed by staff.

The subject property is surrounded by parcels that have been rezoned for development. It is the only remaining parcel west of Channell Way, south of the Garrett Farm Property (Parcel 34-01-077C) and not having frontage on Carrollton Boulevard, that continues to be zoned Rural Agricultural Conservation (RAC).

**DESCRIPTION:**

The property owner wishes to rezone the property as a future phase of the Crossings planned development that will be connected by a network of streets, trails, and stormwater infrastructure. The application includes a request to conditionally rezone the subject parcel to permit the construction of 52 single-family detached dwelling units utilizing a condominium system of property ownership. The proposed development will be accessed by extending Spadea Way, a public street, into the development to the northern property line, where it will be extended further to intersect the main street in South Harbor Phase 5 upon development of that phase. A second public street connection is proposed to Channel Way just south of the Whippingham Parkway intersection. Stormwater runoff generated by the proposed development will be collected by an underground storm sewer system and discharged by a pipe to BMP #5 in the

Crossings commercial area (see Master Utilities and Drainage Plan), which will be enlarged to accommodate the volume of runoff generated by the site. Public water and sewer will be extended from the Crossings to serve the proposed development.

Each single-family detached dwelling unit and the exclusive use area or yard surrounding it (equivalent to a lot) will be at least 55 feet in width and 5,500 square feet in area. The minimum building setbacks, established in the proffer statement, will be twenty (20) feet, five (5) feet, and fifteen (15) feet for the front, side, and rear yards, respectively. The James River Crossings community will include 2.15 acres of open space (17.5% of the total area in addition to the Crossings) that will be improved with landscaping, trails, a playground and dog park, and other amenities. The open space area proposed adjacent to the northern property line shared with South Harbor currently contains a strip of mature forest which could be preserved to create a wooded park-like setting.

The Community Impact Statement (CIS) states that the development is projected to generate 20 students and that existing facilities possess adequate capacity to accommodate this increase which was verified by school enrollment figures for facilities that will serve the development. Fire and Rescue projected that the development would increase calls for service by approximately 19 calls per year and that no expansion of existing facilities is needed to address increase. The County's Community Impact Model (CIM) was run by staff and the CIS findings have been validated.

Cultural Resources Survey: The Phase 1 Cultural Resources Survey prepared by Circa reported one isolated historic shovel test find consisting of a post-1950 glass bottle fragment and one late twentieth century radio station on the property. These resources were determined to be ineligible for listing on the National Register of Historic Places (NRHP). For this reason, the study concluded that the proposed project will not affect any archaeological or architectural sites listed or potentially eligible for listing on National Register, and no further action was recommended.

Traffic Impact Analysis (TIA): The Traffic Impact Analysis for James River Crossings was prepared by Kimley-Horn and Associates, Inc. and serves as an original TIA for this project, as well as an updated TIA for the adjacent South Harbor (referred to as the "No Bridge" scenario). The TIA analyzes the traffic impact of the 52 dwelling units in James River Crossings in addition to modified points of connection to Carrollton Boulevard resulting from the extension of Spadea Way through the subject parcel to intersect with the internal street network

in South Harbor. Combining the analyses of these two projects yields a more complete study of the traffic impacts, separately and collectively, of development activity in the area and its effects on the local road network. The average daily vehicle trips generated by James River Crossings (491) are anticipated to have minimal impacts due to the small amount of new traffic being generated by the project relative to the high volume of traffic experienced along the Carrollton Boulevard corridor today, in addition to projected traffic growth in the future. No declines in service levels are expected at the Spadea Way and Channell Way intersections of Carrollton Boulevard, compared to scenarios in which the project site remains undeveloped. In their letter dated March 29, 2022, the Virginia Department of Transportation (VDOT) Franklin Residency concurred with the findings of the TIA.

The transportation improvements proffered as part of the Crossings and South Harbor include the following improvements to Carrollton Boulevard, Channell Way, and Spadea Way, which are designed to mitigate the traffic impacts of the various development projects served by these streets:

- Spadea Way is the primary entrance into the Crossings and has one inbound and two outbound lanes (with a curbed median in between). Northbound right and southbound left turn lanes onto Spadea Way from Route 17 were constructed on Carrollton Boulevard, each having 200 feet of storage length. The eastbound approach to Carrollton Boulevard on Brewers Neck Boulevard was widened to add a dedicated through lane in addition to two dedicated left turn lanes.
- The westbound approach to Carrollton Boulevard on Channell Way will be improved to have one shared through/left-turn lane and one exclusive right turn lane. The existing two-lane road will be improved (widened) between Carrollton Boulevard and Whippingham Parkway.

The applicant is not proposing additional proffered improvements to mitigate the traffic impacts of the project but is planning to extend Spadea Way through the property to the northern property line to create a second point of connection to the future South Harbor subdivision from the south. The James River Crossings project contains a second public street connection to Channell Way. The other internal streets will be private and maintained by the community's condominium owners' association.

The planned street connections to South Harbor and Channell Way change the way trips are allocated throughout the local road network, but do not result in significant additional delays or declines in operational conditions compared to

previous traffic studies. Notably, the overall service levels anticipated at these intersections on Carrollton Boulevard remain essentially unchanged compared to previous TIAs. However, the overall problem of worsening traffic congestion on Carrollton Boulevard associated with continued growth in background traffic conditions is made apparent by this new report, with service levels falling to E and F by 2026 and 2032 for many of the side street approaches to Carrollton Boulevard, particularly during AM and PM peak hours. Continued background growth along this corridor is expected to lead to increasing delays and worsening traffic congestion on U.S. Route 17 in the future.

Wetland Delineation Report and Environmental Site Assessment: The preliminary wetland delineation identified 0.342 acres of non-tidal, emergent wetlands on the site near the northwest portion of the property. These appear to be the remnants of historic agricultural ditches rather than natural stream channels and were determined to be disconnected in terms of surface flow to downstream natural channels. A preliminary jurisdictional determination from the Army Corp of Engineers is currently pending. The applicant is required to obtain all necessary permits from the Army Corps of Engineers and Department of Environmental Quality before filling these isolated wetlands.

**COMPREHENSIVE LAND USE PLAN:**

The subject property is located in the Newport Development Service District (DSD), an area described in the Comprehensive Plan as a focus area for future growth in the County. The Land Use Plan ("Envision the Isle" chapter) designates the property for future Mixed Use (MU) as part of the larger mixed-use activity center surrounding the crossroads village of Bartlett lying at the intersection of Carrollton Boulevard and Brewers Neck Boulevard. Mixed use areas are described generally in the plan as comprised of "housing mixed with office, commercial, and other uses…located on major transportation routes and at major intersections." The plan describes future residential development anticipated in these areas as "a mix of detached and attached single family residences, multiplexes, townhomes, and apartment style residences, [having] community amenities and preserved natural features" up to density of 14 dwelling units per acre or higher.

The proposed development of the subject property for single-family detached residential use would establish James River Crossings as a low-density residential element of the mixed-use center associated with the Crossings to which this property is related proximately, practically, and legally. Streets, sidewalks, and trails will connect James River Crossings to the Crossings proper as well as South

Harbor and its commercial core area, allowing for pedestrian, bicycle, and vehicular interconnectivity between these mixed-use developments and among their residential and commercial core areas.

The project as conceptually designed accomplishes several Comprehensive Plan policies regarding the preservation of natural resources. The Plan states that mixed-use areas should include abundant open spaces which preserve natural features (e.g., mature forest cover, wetlands, etc.) and create active- and passive-use recreational amenities such as walking and multi-use trails, playgrounds, open spaces, and natural areas for residents of the community.

The proposed development and its proximity to commercial areas help implement policy statements and accomplish the purposes of the Plan's Newport DSD and Urban Development Area (UDA) designations with respect to housing. The Plan's housing policies and actions aim to provide opportunities for a variety of housing types for people of all incomes, backgrounds, and ages, and to increase opportunities within DSDs for residences to be in close proximity to retail, employment, and public facilities such as schools and parks. The proposed rezoning, therefore, is considered consistent with the Comprehensive Plan.

**ORDINANCE REVIEW:**

The requested zoning, use, and density (4.25 du/ac) are consistent with the recommendations of the Land Use Plan and comply with the minimum density prescribed in the Planned Development – Mixed Use (PD-MX) District of the Zoning Ordinance (4 du/ac minimum). The requested zoning is consistent generally with the description and purpose of the PD-MX zoning designation in addition to the traditional neighborhood design principles of the Subdivision Ordinance for mixed-use developments.

Following approval of the change in zoning, the applicant will be required to submit subdivision plats and construction plans for review and approval in accordance with County ordinances.

**AGENCY REVIEW:**

Staff forwarded the rezoning application for James River Crossings to County departments and VDOT and transmitted comments to the applicant, which were addressed in subsequent submittals. All comments issued to date have been addressed by the applicant to the satisfaction of staff. The project site plan will be reviewed by the County and VDOT once this conditional rezoning application has

been decided.

**STAFF CONCLUSIONS:**

The relative strengths and weaknesses of this application are discussed below:

Strengths:

1. The requested conditional rezoning is consistent with the Comprehensive Plan's recommendations for the Newport DSD and Land Use Plan for this area of the County. The expansion of housing opportunities is likewise supported by policies and actions aimed at providing a variety of housing types that meet the needs, preferences, and financial capabilities of present and future residents in proximity to commercial areas.
2. The extension and connection of Spadea Way to South Harbor and Channell Way will result in improved street connectivity for residents of Carrollton and increased options for residents to access the adjoining highway network.
3. The provision of open space and construction of sidewalks and trails, including along Channell Way, provides recreational amenities and improves pedestrian connectivity and convenient pedestrian access to commercial areas for residents of the subdivision and the public generally consistent with the Comprehensive Plan and the purpose statements of the Planned Development – Mixed Use (PD-MX) Zoning District and Traditional Neighborhood Design (TND) provisions of the Subdivision Ordinance.
4. The forested areas along the edges of the property provide an excellent opportunity to save mature and specimen trees, particularly within the open space area lying adjacent to the northern property line and for use as a buffer along the southern property line between the subject property and The Crossings. A tree survey will need to be conducted as part of the site plan to identify healthy trees greater than eight (8) inches in diameter that can be saved and which do not interfere with lot grading, streets, or underground utilities.

Weaknesses:

1. The overall picture with respect to future traffic congestion on Carrollton Boulevard is worsening, with service levels falling to E and F during the AM and PM peak hours for many of the side street approaches. Although the proposed development does not contribute significantly to the projected deterioration in service levels, the applicant is proposing to extend the Spadea Road right-of-way to connect to the adjacent South Harbor subdivision, which gives motorists additional options for accessing Carrollton Boulevard from adjacent neighborhoods and vice versa.

**STAFF RECOMMENDATION:**

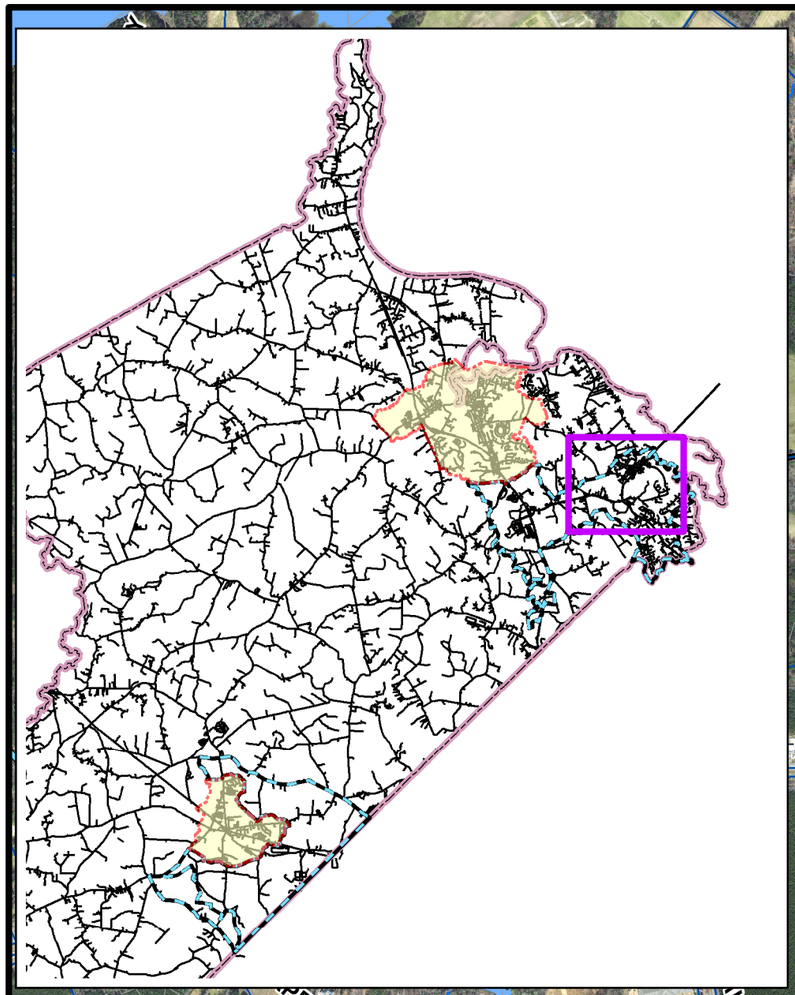
Due to the preponderance of the strengths cited herein, staff recommends approval of the application with proffered conditions, concept plan, and associated exhibits as presented.

**ATTACHMENTS:**

| Description | Type | Upload Date |
|---|---|---|
| Vicinity Map | Exhibit | 4/14/2022 |
| Property Map | Exhibit | 4/14/2022 |
| Zoning Map | Exhibit | 4/14/2022 |
| Site Photos | Exhibit | 4/18/2022 |
| Application Form | Backup Material | 4/12/2022 |
| Concept Plan | Backup Material | 4/12/2022 |
| Community Impact Statement | Backup Material | 4/12/2022 |
| Proffer Statement | Backup Material | 4/12/2022 |
| Master Utility & Drainage Plan | Backup Material | 4/12/2022 |
| Architectural Sketches | Backup Material | 4/12/2022 |
| Environmental Site Assessment | Backup Material | 4/12/2022 |
| Traffic Impact Analysis | Backup Material | 4/12/2022 |
| Preliminary Wetland Delineation Report | Backup Material | 4/12/2022 |
| Ph. 1 Cultural Resources Assessment | Backup Material | 4/12/2022 |
| Tower Site Plat | Backup Material | 4/12/2022 |
| PC Resolution ZA-8-21 | Resolution | 4/20/2022 |

# James River Crossings Conditional Rezoning - Vicinity Map

Local Roots, Global Reach
ISLE OF WIGHT COUNTY, VIRGINIA



## Legend

- Road Center Lines
- Towns
- Development Service Districts
- Parcels
- Rivers & Lakes
- County Boundary

0 500 1,000 Feet

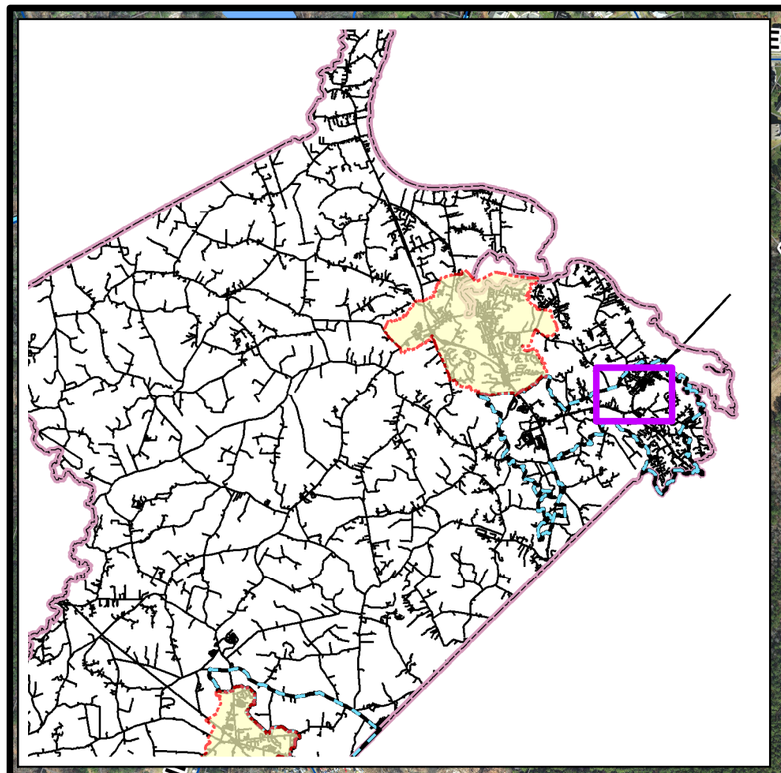
N

Tower Site
Parcel #34-01-070B

CHARTHOUSE LANE
SMITHS NECK ROAD
SEAPORT TRAIL
BEACON HILL WAY
NIKE PARK ROAD
DRIVEWAY
CARROLLTON BOULEVARD
NORTHGATE DRIVE
JAMES RIVER TRAIL
BOOKER T DRIVE
CARVER DRIVE
BARTLETT CIRCLE
DRIVEWAY
ACCESS
SPADEA WAY
DRIVEWAY
CHANNELL WAY
HILL WAY
NELSON MAINE
COLONIAL WAY
WHIPPINGHAM PARKWAY
DRIVEWAY
BROOKWOOD CIRCLE
RICHMOND WAY
LIBERTY WAY
DEEP BOTTOM DRIVE
OMERA DRIVE
BRITT WAY
OTHER
GAYLE WAY
DRIVEWAY
OTHER
ASHBY WAY EAST
MANOR DRIVE
SUGAR HILL ROAD
BROGAN LANE
KENNEL LANE
NEWBILL LANE
DRIVEWAY
DRIVEWAY

# James River Crossings Conditional Rezoning - Property Map

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA



## Legend

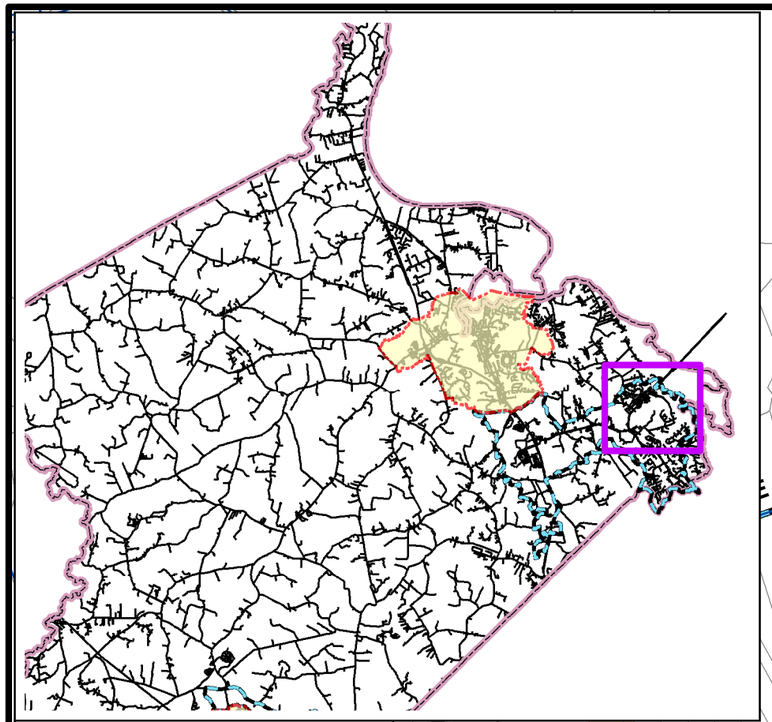
- Road Center Lines
- Towns
- Development Service Districts
- Parcels
- Rivers & Lakes
- County Boundary

N

0 500 1,000 Feet

# James River Crossings Conditional Rezoning - Zoning Map

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA



## Legend

- Road Center Lines
- Development Service Districts
- Parcels
- General Commercial
- General Industrial
- General Industrial Conservation
- Limited Commercial
- Limited Industrial
- Neighborhood Conservation
- Planned Dev. - Mobile Home
- Planned Dev. - Mixed Use
- Planned Dev. Residential
- Rural Agricultural Conservation
- Rural Residential
- Suburban Estate
- Suburban Residential
- Urban Residential
- Village Center

WHEELER LANE
HARBOR DRIVE
BEACON HILL WAY
SMITHS NECK ROAD
DRIVEWAY
CARROLLTON BOULEVARD
HIGH GATE MEWS
SEAPORT TRAIL
NORTHGATE DRIVE
FIDDLER LANE
JAMES RIVER TRAIL
34-01-003A1
34-01-077
34-01-077D
BOOKER T DRIVE
BREWERS NECK BOULEVARD
CARROLLTON BOULEVARD
SPADEA WAY
ACCESS
DRIVEWAY
CHANNELL WAY
WHIPPINGHAM PARKWAY
DRIVEWAY
DRIVEWAY
DEEP BOTTOM DRIVE
OMERA DRIVE
SUNDEW DRIVE
LIBERTY WAY
COLONIAL WAY
RICHMOND WAY

**Current: RAC**
**Requested: PD-MX**

N

0 500 1,000 Feet

**Parcel 34-01-070B looking toward the subject property from Channell Way.**

**The wooded area along the southern property line looking west-southwest from the site access driveway.**

**Spadea Way in The Crossings development looking southwest from the subject property.**

**The wooded area along the northern property line looking northeast from the subject property toward the Lippe parcel (Parcel 34-01-077D).**

**The Crossings commercial parcel (Parcel 34-01-070) looking west from the subject property.**

**The Crossings commercial parcel (Parcel 34-01-070) looking northwest from the subject property toward BMP #5.**

**BMP #5 on The Crossings commercial parcel (Parcel 34-01-070).**

**The existing utility building located on the subject property.**

**The wooded area bordering the northern property line and Lippe Parcel (34-01-077D) looking southeast east from the subject property toward Channell Way.**

**Example of a mature canopy tree in the wooded area bordering the northern property line.**

**Existing residential uses on Channell Way across the street from the subject property.**

**The road frontage of the subject property (on right) looking south on Channell Way.**

## APPLICATION FOR REZONING/CONDITIONAL ZONING AMENDMENT

This application should be used to petition for a change to the Official Zoning Map or for an amendment of zoning conditions. The following application requirements are consistent with the procedures set forth in Section 1-1015, *Amendments*, of the Isle of Wight County Zoning Ordinance, as amended.

**A. APPLICATION FOR (CHECK ALL THAT APPLY):**

[ ] Rezoning

[ X ] Conditional Rezoning (Are voluntary proffered conditions attached?): X Yes ____ No

Request to change the subject property(s) from the RAC to the PD-MX zoning district.

Proposed Use or Activity: 52 Single Family Detached Condominium Residential Units

[ ] Amendment to Conditional Zoning

Request to change conditional zoning as follows (Attach current and proposed conditions): ____

**B. PROJECT DESCRIPTION:**

Project Name: Tower Site

Property Address (if any): 23067 Channell Way, Carrollton, VA

Election District: Newport DSD

Comprehensive Plan Designation: Strategic Growth, Mixed Use

The rezoning will apply to 12.24 acres out of 12.24 total acres

Tax Parcel Identification # 34-01-070B Number of Acres to be Rezoned: 12.24

Requesting Zoning District Change from: RAC to PD-MX

Tax Parcel Identification #____ Number of Acres to be Rezoned: ____

Requesting Zoning District Change from:____ to ____

Tax Parcel Identification #____ Number of Acres to be Rezoned: ____

Requesting Zoning District Change from:____ to ____

Proposed Utilities (check all that apply): Public Water X Private Well ____

Public Sewer X Private Septic

**C. APPLICATION INFORMATION:**

Applicant(s) Name(s): Saunders & Ojeda, P.C., Counsel on behalf of James River Crossings, Inc.

Address: 705 West Washington Street

City, State, Zip Code: Suffolk, VA 23434

Phone No.: (757) 942-7070 Email: wharper@sando.law Fax No.: (757) 934-1299

Property Owner(s) Name(s): James River Crossings Inc.

Address: 616 Village Drive, Suite G

City, State, Zip Code: Virginia Beach, VA 23454

Phone No.: (757) 243-1270 Email: jbowman@evalaw.net Fax No.:

J. Scott Harper 4-8-2022

**Applicant Signature** **Date**

4-8-2022

**Owner Signature** *if different* **Date**

**NOTICE: T E ATTACHED CHECKLIST MUST BE COMPLETED, CERTIFIED, AND SUBMITTED OR THE APPLICATION WILL BE CONSIDERED INCOMPLETE.**

Remit Application to: Isle of Wight County Central Permitting, 17140 Monument Circle, Suite 100
P. O. Box 80, Isle of Wight, Virginia 23

---

**FOR OFFICE USE ONLY:**

Complete Application Received On: _____ Fees Paid: _____
Tax Query: [ ] Current [ ] Delinquent Distribution Date: _____
Posted/Date to Post: _____

**AGENCIES REFERRALS:**

_____ Department of Conservation & Recreation
_____ Economic Development
_____ Emergency Services
_____ General Services
_____ Environmental Planner
_____ Health Department
_____ Transportation Manager
_____ Commission of Revenue
_____ Other _____

_____ Inspections
_____ Sheriff's Office
_____ Town of Smithfield
_____ Town of Windsor
_____ VDOT
_____ Schools
_____ Budget & Finance
_____ County Attorney

Verified By: _____ Date: _____

# COUNTY OF ISLE OF WIGHT
## DISCLOSURE OF REAL ESTATE HOLDINGS

Applicant Saunders & Ojeda, P.C. Counsel on behalf of James River Crossings, Inc.
Address: 705 West Washington Street
City, State, Zip Code: Suffolk, VA 23434
Phone No.: (757) 942-7070 Email: wharper@sando.law Fax No.: (757) 934-1299

### REAL ESTATE HOLDINGS TO BE AFFECTED

| Location or Address | Description |
|---|---|
| 23067 Channell Way, Carrollton, VA | 12.24 Acre Parcel off Channell Way |
| | |
| | |
| | |

### OTHER OWNERS OF AFFECTED REAL ESTATE

(Not Required for Corporation whose stock is traded on a national or local stock exchange or having more than 500 shareholders.)

| Name of Individuals Corporation/Partnership Business Association | Address |
|---|---|
| Booth-Cobb Media, LLC | Larry Cobb, Registered Agent |
| | 700 Monticello Ave, Suite 311 |
| | Norfolk, VA 23510 |
| | |

Does any member of the Isle of Wight County Planning Commission or governing body have any interest in such property, either individually, by ownership of stock in a corporation owning such land, partnership, as the beneficiary of a trust, or the settlor of a revocable trust, or whether a member of the immediate household of any member of the Planning Commission or governing body has any such interest? Yes (No)

If yes, names of members:

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct and true.

Applicant: J. Witt Harper, Esq. Applicant: [signature] Date: 8-30-2021

Printed or Typed Name Signature

Commonwealth of Virginia
City of Suffolk

Subscribed and sworn to before me Cheryl Kathleen Watters,
A Notary Public in and for the City of Suffolk, Commonwealth of Virginia, this 30th day of August, 2021.

[signature]
Notary Public

My Commission Expires December 31, 2025, REG# 7924387

Local Roots, Global Reach

# ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF PLANNING AND ZONING

## SUBMITTAL CHECKLIST FOR REZONING/CONDITIONAL ZONING AMENDMENT APPLICATIONS

In conjunction with Section 1-1015, *Amendments*, of the Isle of Wight County Zoning Ordinance, as amended, the following information shall be submitted for a Rezoning/Conditional Zoning Amendment Application. Please note that it is the applicant's responsibility to ensure that the application is in compliance with all Federal, State and County regulations.

No application for a rezoning shall be certified as complete unless the following information is provided; unless the required number of copies has been reduced by the Zoning Administrator.

☒ 1. Fifteen (15) copies of the original, executed application and one (1) original executed application. Both the applicant(s) and the property owner(s) must have their signature(s) notarized on page No. 2 of the application.

☒ 2. The appropriate fees have been submitted with the application. Checks should be made payable to: Treasurer, Isle of Wight County.

N/A 3. Fifteen (15) copies of a statement of the reasons for seeking such amendment, and if applicable, a statement of proffered conditions.

- Any applicant proposing a conditional rezoning under the provisions of Section 1-1016, *Conditional Zoning*, of the Isle of Wight County Zoning Ordinance shall submit fifteen (15) copies of the signed proffer statement and one (1) original signed proffer statement. Proffered conditions shall be signed by the owner(s) of the property.

☒ 4. Fifteen (15) copies) of a narrative description of the property which shall include the Tax Parcel Identification Number.

☒ 5. One (1) copy of the most recent deed of the property to be rezoned.

☒ 6. For residential subdivisions of five (5) or more lots, planned development, commercial, industrial, or miscellaneous rezoning/conditional zoning amendment applications, a concept plan of the property to be rezoned shall be submitted by the applicant. Such document shall be drawn to scale and shall include the following information:

- A vicinity map at a scale of no less than one (1) inch equals two thousand (2,000) feet
- Title of drawing
- Date of drawing
- Existing wood line
- North arrow
- Scale bar
- Current zoning of parcel(s) to be rezoned, including tax map number(s) and owner(s)
- Current zoning of adjacent parcel(s), including tax map number(s) and owner(s)
- Street names including route number and width(s) of the right-of-way(s)
- Fifteen (15) full size copies, with one (1) reduced 11-inch X 17 inch copy shall be submitted
- Please note that additional information on the site layout may be requested by the Zoning Administrator during the review process in order to more effectively review the application and prepare the staff reports for the Planning Commission and Board of Supervisors.

☒ 7. Fifteen (15) copies of such supplemental material as may be necessitated by the proposal itself or the district in which located or proposed to be located, and in accordance with Section 5-5000, *Supplementary Use Regulations,* of the Isle of Wight County Zoning Ordinance.

☒ 8. For residential subdivisions of five (5) or more lots, planned development, commercial, industrial, or miscellaneous rezoning/conditional zoning amendment applications, a Community Impact Statement is required in accordance with Section 1-1015.F, *Community Impact Statement,* of the Isle of Wight County Zoning Ordinance as amended on January 6, 2011. Please refer to Section 1-1015.F for detailed requirements of the Community Impact Statement. Fifteen (15) copies of the Community Impact Statement are required and shall include the following:

- ☒ Adequacy of Existing Public Facilities and Services
- ☒ Additional On-site and Off-site Public Facilities and Services
- Forthcoming ☐ Traffic Impact Analysis for projects exceeding 200 ADT, or when requested by the Zoning Administrator
- ☒ Fiscal Impact Analysis, if the project includes residential dwellings (optional for projects without a residential component)

N/A ☐ 9. Fifteen (15) copies of a Water Quality Impact Assessment shall be required for any rezoning in the Chesapeake Bay Preservation Area which:

- ☐ will disturb any portion of the 100-foot buffer area of a Resource Protection Area (RPA), or any component identified in Section 3000.B.1 of the Chesapeake Bay Preservation Area Ordinance;
- ☐ contains ten (10) acres or more for any use, other than a development of single family detached residential lots;
- ☐ contains twenty-five (25) acres or more for the development of single family detached residential lots; or,
- ☐ any other development that may warrant such assessment due to the unique characteristics of the site or intensity of the proposed use or development, as may be required by the Zoning Administrator.

Forthcoming ☐ 10. For Planned Development, fifteen (15) copies of the required supplemental information shall be submitted in accordance with Section 4-14005, *Submission Requirements,* of the Isle of Wight County Zoning Ordinance. Please refer to Section 4-14005 for a detailed list of the submission requirements.

☒ 11. All real estate taxes must be paid and current at the time of submittal; otherwise, the submittal will be refused at the counter. Proof of the most recent tax payment to the County must accompany the application.

☒ 12. Voluntary Proffer Statement

☒ 13. Estoppel Certifications

I, the undersigned, certify that this application is complete, accurate and contains all required and requested information, documents and other submittals, and that all statements made herein are, to the best of my knowledge, true and correct. I further certify that I have exercised due diligence to obtain the most recent, complete and correct information available. I understand that any section not completed in its entirety may delay processing of this application and the date of the Planning Commission public hearing and that the submittal of a complete application does not guarantee the application will be placed on the next available Planning Commission agenda.

J. Keith Eyson 10-12-21

Signature Date

# PRELIMINARY/CONCEPTUAL SITE LAYOUT & MASTER DEVELOPMENT PLAN OF

# TOWER SITE

## ISLE OF WIGHT, VIRGINIA

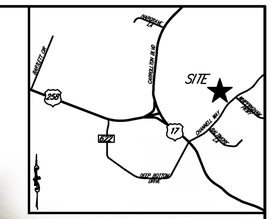
**Site Data**

| | |
|---|---|
| Site Area: | ± 12.24 AC |
| TPIN: | 34-01-070B |
| Existing Zoning: | RAC |
| Existing Use: | Radio Tower |
| Proposed Zoning: | PD-MX |
| Proposed Use: | Detached Condominiums |
| Overlay Districts | Newport Development Services Overlay<br>Chesapeake Bay Preservation Area |
| Proposed Units: | 52 |
| Open Space Provided: | ± 2.15 AC (17.5%) |
| Min. Unit Area: | 5,500 SF |
| Max. Building Height: | 35' |
| Proposed Unit Width: | 55' |

**Proposed Setbacks:**
Front: 20'
Side: 5'
Rear: 15'

**Proposed Density:**
Gross: 4.25 Units/Acre
Net: 6.78 Units/Acre

**Owner: N/F Booth-Cobb Media, LLC**




DATE: 01/28/2022

THIS DRAWING IS CONCEPTUAL AND HAS BEEN PREPARED WITH A SITE SURVEY PREPARED BY OTHERS, THEREFORE, PROPERTY LINES, WETLAND BOUNDARIES, AND OTHER SITE SPECIFIC DATA ARE APPROXIMATE. CONCEPT DRAWINGS ARE GENERAL IN NATURE AND ARE INTENDED ONLY TO ILLUSTRATE THE DEVELOPMENT POTENTIAL FOR A PROPERTY; THEY SHOULD NOT BE RELIED UPON AS THE SOLE BASIS FOR ANY FINANCIAL OR LEGALLY BINDING TRANSACTION.

NOTES:

- THE PROPOSED GROSS DENSITY REPRESENTS THE MAXIMUM DENSITY OF RESIDENTIAL USES.
- EACH UNIT OWNER WILL BE RESPONSIBLE FOR THE MAINTENANCE OF THE AREA WITHIN LIMITS OF THE UNIT.
- THERE ARE NO FEATURES PRESENT THAT AFFECT THE NET DENSITY CALCULATION.
- PRIVATE STREETS WILL BE DEDICATED TO THE COA AND WILL BE MANAGED AS COMMON AREAS
- ALL STREETS, WHETHER PUBLIC OR PRIVATE, MUST BE CONSTRUCTED TO MINIMUM VDOT SUBDIVISION STREET STANDARDS AND SPECIFICATIONS.

50 0 50 100
1 INCH = 50 FT

ORBIS LANDSCAPE ARCHITECTURE
ORBIS-LA.COM

MSA, P.C.
5032 Rouse Drive, Suite 200
Virginia Beach, VA 23462-3764
757-490-9264 | www.msaonline.com

Environmental Sciences • Surveying • Civil & Environmental Engineering

# COMMUNITY IMPACT STATEMENT
# TOWER PARCEL

Isle of Wight County, VA
MSA Project No. 18075E

The intention of this project is to develop the +/- 12.2-acre parcel (TPIN 34-01-070B) located on Channell Way immediately northeast of The Crossings development, into single-family detached condominium residential units. The parcel is currently zoned as RAC and contains several radio towers that will be demolished. Surrounding areas include The Crossings development to the west and south, Channell Way to the southeast, and the South Harbor residential development to the northeast. The ongoing improvements at The Crossings also include the construction of Spadea Way, a public right-of-way extending from Carrollton Boulevard to the southwest property limits. The proposed development will consist of fifty-two (52) single family detached condominium residential units with associated neighborhood streets, sidewalks, and amenity open spaces. The concept plan calls for the extension of Spadea Way through the development and connecting to the future South Harbour development to the northeast, as well as a public right-of-way connecting Spadea Way to Channell Way to the south. The community will also provide pedestrian connectivity via sidewalks and trails to Channell Way to the south, South Harbor to the east, Carrollton Boulevard to the west, and The Crossings' commercial, retail, restaurants, amenities, and open space trails.

The existing site is primarily cleared and drains to the northwest. There are some limited trees along the northeastern property line. The existing trees located on the property will be preserved to the greatest extent possible. Where applicable the existing trees will be utilized to achieve buffer requirements. The quality of the existing vegetation is unknown making it difficult to determine the extent of preservation. Trees of poor quality, diseased, dying or overcrowded are not acceptable specimens for preservation. The developer is not aware of any existing groundwater wells or septic systems on the property; however, in the event that any do exist, they will be properly abandoned in accordance with VDH and DEQ requirements.

There are no RPA buffers on this property, and no disturbance to the one-hundred-foot buffer area or any components is proposed with this development. Approximately 0.34 acres of emergent wetlands have been identified on the site (see attached Preliminary Wetland Delineation). These wetlands will be permitted and impacted with the proposed land development. The stormwater management requirement for this development will be accommodated through the expansion of the adjacent BMP #5 to the north being constructed as part of The Crossings development. The facility improvements will be designed to meet current Technical Criteria IIb for both stormwater quality and quantity management.

As part of the ongoing development of The Crossings to the southwest of this property, public utilities have been sized and constructed to accommodate the development of this property. The Crossings sanitary sewer pump station design has been approved by Isle of Wight County with sufficient capacity to handle the additional 52 residential units, and the gravity sewer main is being extended to the property limits with sufficient depth and capacity to serve the proposed community. The public water main will also be extended through the property and looped to Channell Way with capacity to meet the domestic and fire service demands as approved by Isle of Wight County.

This project lies within the attendance zones for Carrollton Elementary School, Smithfield Middle School and Smithfield High School. The proposed 52 single-family residential units are projected to generate a total of 20 students, and the existing facilities have capacity to accommodate this increase.

Police, fire, and emergency services are already in place to serve the surrounding communities and businesses. Fire and Rescue projects that this development will increase calls for service by approximately 19 calls per year, and existing facilities will not need to be expanded to serve the proposed development.

## NARRATIVE DESCRIPTION OF THE PROPERTY

**The 34-01-070B Subject Property.**

Parcel 34-01-070B is approximately 12.24 acres, currently zoned RAC. The Subject Property lies adjacent to 34-01-070D, 34-01-070D, 34-01-077D and Chanell Way, within the Newport DSD.

The County has designated this parcel for mixed use by land planning designation. The applicant is requesting a rezoning of the subject property from RAC to PD-MX for the purpose of establishing 52 single family detached condominium units. This fits within the Comprehensive Plan's maximum density permitted within the PD-MX Zoning District for conventional single-family detached subdivisions of 4 du/ac for UDA areas. This will be part of the James River Crossing Development to its south. The condominium association to be established for this project will be a member of the master property owners association for the Crossings, will share in the community facilities of the Crossings and will paid for its share of the maintenance of those community facilities and common areas. This project also serves to diversify the available housing opportunities in the area. Additionally, the proposed zoning of PD-MX is described in the Isle of Wight County Ordinance as providing a variety of affordable housing types.

The condominium owners' association will be created to, among other things, maintain the open spaces, private streets, parks and other common areas. The property will be developed as single family detached houses on individual condominium units. The units will be created to provide unit owners some autonomy in maintaining and designing the area surrounding their homes consistent with the zoning ordinance of Isle of Wight County.

The Preliminary/Conceptual Site Layout & Master Development Plan incorporates traditional neighborhood design as defined by the Comprehensive Plan in that it has a defined street grid and homes oriented to the street. Also, in accordance with the Mixed-Use Designation, this project has access to public water and sewer infrastructure and is located near Route 17.

RESTATED PROFFER STATEMENT

**Applicant's name(s):** Saunders & Ojeda, P.C., Counsel on behalf of James River Crossings, Inc.

**Owner's name(s):** James River Crossings Inc.

**Project name:** Tower Site

**Date:** April 4, 2022

**Parcel-Tax Map Numbers and deed book reference:** 34-01-070B and Instrument #140002331

These proffers are made as of the 4th day of April , 2022 by **James River Crossings Inc.** ("Owner"), of Tax Map Number 34-01-070B, containing approximately 12.24 acres of land which is referred to herein as the "Property". Booth-Cobb Media LLC filed a rezoning application with the Isle of Wight County Planning and Zoning Department requesting a change in the zoning of the Property from Rural Agricultural Conservation (RAC) to Conditional Planned Development - Mixed Use (PD-MX) on behalf of James River Crossings, the contract purchaser. James River Crossings has since acquired the Property. Owner voluntarily proffers that the development of the Property proposed for rezoning under this application shall be in strict accordance with the conditions set forth below.

These proffered conditions ("Proffers") are the only conditions offered on this rezoning, and any prior proffered conditions on the Property are hereby superseded by these proffers and any and all previous proffers on the Property are hereby void and of no further force and effect.

All improvements, land, easements, dedications, gifts, proffers and other conveyances to the County shall be in fee simple, without cloud of title or encumbrance of any kind.

1. The maximum number of residential units shall not exceed fifty-two (52) single family detached condominium residential units.

2. The minimum unit area shall be no less than five thousand five hundred (5,500) square feet.

3. The maximum building height shall not exceed thirty-five (35) feet.

4. The maximum unit width shall not exceed fifty-five (55) feet.

5. The minimum setbacks shall be no less than:
   Front: twenty (20) feet
   Side: five (5) feet
   Rear: fifteen (15) feet

6. The Property will be developed as the second phase of the Crossings development, as a condominium project with single family detached homes. It will be subject to the Declaration covering all of the Crossings properties, will be a member of the James River Crossings Master Association, Inc. ("Master Association") which will have responsibility for all of the common facilities and common areas and will, through its payments to the Master Association, share in the common expenses of the Crossings development.

SIGATURE PAGE

Applicant: J. Witt Harper, Esq.

Applicant: _____ Date: _____
Signature

Commonwealth of Virginia,
City of Suffolk

Subscribed and sworn to before me, Cheryl K. Watters, a Notary Public in and for the City of Suffolk, Commonwealth of Virginia, this __ date of _____, 202__.

_____
My Commission Expires December 31, 2025
My Registration Number: 7924387

Owner: James River Crossings Inc.

Owner: _____ Date: 4/6/2022

Jerry L. Bowman, President

Commonwealth of Virginia,
City of Norfolk

Subscribed and sworn to before me, Kathryn M Estep, a Notary Public in and for the City of Norfolk, Commonwealth of Virginia, this 6th date of April, 2022

Kathryn M Estep

My Commission Expires 2/28/2026
My Registration Number: 264416

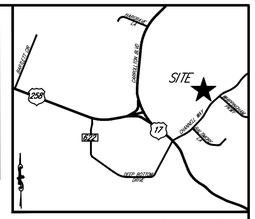
KATHRYN M ESTEP
NOTARY PUBLIC
REG # 264416
MY COMMISSION EXPIRES
02/28/20__
COMMONWEALTH OF VIRGINIA

MASTER UTILITY & DRAINAGE PLAN OF

# TOWER SITE

ISLE OF WIGHT, VIRGINIA

| LEGEND | |
|---|---|
| SYMBOL/ABBREVIATION | DESCRIPTION |
| 8" SS | 8" PVC GRAVITY SEWER |
| 8" W | 8" WATER MAIN |
| 4" DI | 4" DI WATER MAIN |
| | STORM SEWER |
| | STORM SEWER INLET |
| FH | FIRE HYDRANT |
| | STORM SEWER/ SANITARY SEWER MANHOLE |




LOCATION MAP, SCALE 1" = 2,000'

N/F
EH2, LLC
PARCEL ID: 34-01-0TTD
ZONING: RAC
CURRENT USE: AGRICULTURE
PROPOSED USE: RESIDENTIAL

OPEN PLAY AREA

PRIVATE STREET

PUBLIC RIGHT-OF-WAY

CHANNELL WAY (50' R/W)
ROUTE 662
(DB 303, PG 155)

THE CROSSINGS
EX. BMP #5

PROPOSED BMP #5
EXPANSION AREA

RIM=±20.5
INV=13.98

RIM=±20.5
INV=17.0

RIM=±20.5
INV=17.0

RIM=±21
INV=17.0

INV=12.84

INV=11.63

6" @ 0.97%

BOV

FH

SPADEA WAY

EXTENSION OF PUBLIC GRAVITY SEWER AND WATER HAVE BEEN APPROVED BY ISLE OF WIGHT COUNTY WITH CAPACITY FOR THIS DEVELOPMENT. ISLE OF WIGHT COUNTY APPLICATION #SP-6-21

N/F
JAMES RIVER CROSSINGS, INC.
PARCEL ID: 34-01-0T0
ZONING: GC
CURRENT USE: UNDEVELOPED
PROPOSED USE: COMMERCIAL

N/F
JAMES RIVER CROSSING, INC.
PARCEL ID: 34-01-0T0D
ZONING: C-JR
CURRENT USE: PROPERTY UNDER DEVELOPMENT
PROPOSED USE: MULTI-FAMILY

CONNECTION TO TRAIL SYSTEM OF CROSSINGS DEVELOPMENT

NOTES:

- THE PROPOSED GROSS DENSITY REPRESENTS THE MAXIMUM DENSITY OF RESIDENTIAL USES.
- EACH UNIT OWNER WILL BE RESPONSIBLE FOR THE MAINTENANCE OF THE AREA WITHIN LIMITS OF THE UNIT.
- THERE ARE NO FEATURES PRESENT THAT AFFECT THE NET DENSITY CALCULATION.
- PRIVATE STREETS WILL BE DEDICATED TO THE COA AND WILL BE MANAGED AS COMMON AREAS
- ALL STREETS, WHETHER PUBLIC OR PRIVATE, MUST BE CONSTRUCTED TO MINIMUM VDOT SUBDIVISION STREET STANDARDS AND SPECIFICATIONS.

50 0 50 100

1 INCH = 50 FT

DATE: 12/09/2021

THIS DRAWING IS CONCEPTUAL AND HAS BEEN PREPARED WITH A SITE SURVEY PREPARED BY OTHERS, THEREFORE, PROPERTY LINES, WETLAND BOUNDARIES, AND OTHER SITE SPECIFIC DATA ARE APPROXIMATE. CONCEPT DRAWINGS ARE GENERAL IN NATURE AND ARE INTENDED ONLY TO ILLUSTRATE THE DEVELOPMENT POTENTIAL FOR A PROPERTY; THEY SHOULD NOT BE RELIED UPON AS THE SOLE BASIS FOR ANY FINANCIAL OR LEGALLY BINDING TRANSACTION.

NVR - Business Use Only

# Columbia

NVR - Business Use Only

# Hudson

NVR - Business Use Only

# Lehigh

NVR - Business Use Only

# Seneca

NVR - Business Use Only

# Genoa

NVR - Business Use Only

# Bramante

NVR - Business Use Only

# Palladio

# PHASE I
# ENVIRONMENTAL SITE ASSESSMENT

*Conducted on*

**THE CROSSINGS - TOWER PARCEL**
**23067 CHANNELL WAY**
**CARROLLTON, VIRGINIA**

MSA Project # 18075E

*For:*

**JERRY BOWMAN**

**FRANCISCUS HOMES, INC.**
**616 VILLAGE DRIVE, SUITE G**
**VIRGINIA BEACH, VIRGINIA**

*Issue Date:* June 28, 2021

*Prepared by:*

**MSA, P.C.**

**5032 ROUSE DRIVE, SUITE 200**
**VIRGINIA BEACH, VIRGINIA 23462**
**TEL (757) 490-9264 FAX (757) 490-0634**
*www.msaonline.com*

**PHASE I**
**ENVIRONMENTAL SITE ASSESSMENT**

*Conducted on*

**THE CROSSINGS - TOWER PARCEL**
**23067 CHANNELL WAY**
**CARROLLTON, VIRGINIA**

MSA Project # 18075E

*For:*

**JERRY BOWMAN**

**FRANCISCUS HOMES, INC.**
**616 VILLAGE DRIVE, SUITE G**
**VIRGINIA BEACH, VIRGINIA**

*Issue Date:* June 28, 2021

*Prepared by:*

Nikolai Karlov
Environmental Technician

Signature

Reviewed by:
Brian Owen,*
Senior Environmental Scientist

Signature

* *I declare that, to the best of my professional knowledge and belief, I meet the definition of an Environmental Professional as defined in § 312.10 of 40 CFR part 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.*

**MSA, P.C.**

**5032 Rouse Drive, Suite 200**
**Virginia Beach, VA 23462**
**TEL (757) 490-9264 FAX (757) 490-0634**
*www.msaonline.com*

# EXECUTIVE SUMMARY

MSA, P.C., has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E 1527-13 on the subject property identified as The Crossings - Tower Parcel, located at 23067 Channell Way in Carrollton, Virginia. Any exceptions to, or deletions or deviations from, this practice are described in Section 1.1 of this report.

The purpose of this Phase I ESA is to identify Recognized Environmental Conditions (RECs), which is evidence of releases or threatened releases of hazardous substances or petroleum products on or near the subject property. Obtaining this ESA satisfies one of the requirements for obtaining CERCLA liability protections from pre-existing environmental conditions, and allows the User of this report to make an informed decision regarding future acquisition and use of the subject property. Jerry Bowman, Franciscus Homes, Inc., TowneBank, and their designees may rely upon this report.

The research conducted in this assessment has yielded the following information. The subject property, identified by Isle of Wight County as Parcel ID # 34-01-070B, is located at 23067 Channell Way in Carrollton, Virginia. The subject property was originally used as agricultural land until it was purchased and developed in the late 1970's with four radio towers and a small, single-story building used for radio broadcasting. A groundwater well and septic tank were installed to serve the building and was abandoned in the late 1980's when radio operations were moved offsite and the building was no longer occupied. The building was heated and cooled by electric wall units; no heating oil was used onsite. The subject property currently remains in use for radio transmission.

This assessment has revealed no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property. The site inspection did not reveal existing site features, operations or activities, or adjacent property land use that might suggest the presence of RECs. Historic records did not reveal any historic or adjacent property use that could potentially pose environmental concerns. A review of applicable Federal and State environmental databases did not reveal information pertaining to any previous environmental incidents on or near the subject

property, and no environmental liens and/or institutional controls were identified on the subject property.

No RECs have been discovered and no potential environmental concerns were identified that warrant additional investigation. Although outside the scope of this practice, since the buildings onsite predate the 1989 ban on asbestos containing materials (ACM), it may be present. The interior of the buildings could not be accessed and it is unknown if any suspect ACM is present. Prior to building demolition, MSA recommends an asbestos survey be performed. Otherwise, based upon the results of this investigation, MSA recommends no further action be taken with respect to the environmental integrity of the subject property at this time.

# EXECUTIVE SUMMARY MATRIX

## THE CROSSINGS - TOWER PARCEL

## 23067 CHANNELL WAY
## CARROLLTON, VIRGINIA

MSA PROJECT # 18075E

ASTM E-1527-13 Recognized Environmental Conditions (REC)

| ENVIRONMENTAL CONDITION | REC* | HREC* | CREC* | POTENTIAL CONCERN | NO CONCERN |
|---|---|---|---|---|---|
| Current Conditions - Site Observations | | | | | X |
| Current Adjacent Land Use | | | | | X |
| Historic Use of Subject Property | | | | | X |
| Historic Use of Adjacent Properties | | | | | X |
| Interviews and User Provided Information | | | | | X |
| Federal Regulatory Records | | | | | X |
| State Regulatory Records | | | | | X |
| Local and Tribal Regulatory Records | | | | | X |
| Environmental Liens/Institutional Controls | | | | | X |

*See Section 1.1 for definitions.

Environmental Considerations Beyond Scope of ASTM Standards*

| ENVIRONMENTAL CONSIDERATIONS | ASSESSED | POTENTIAL CONCERN | NO CONCERN |
|---|---|---|---|
| Asbestos Containing Materials | Yes | X | |
| Lead Based Paint | Yes | | X |
| Indoor Mold | Yes | | X |
| Radon Potential | Yes | | X |

*Non-scope environmental considerations are reviewed at User's request; no testing or analysis conducted.

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Appendix F – Resumes of Environmental Professionals
Appendix G – References and Limitations

# 1.0 INTRODUCTION

The project site "The Crossings - Tower Parcel" is located at 23067 Channell Way in Carrollton, Virginia (Figure 1, Appendix A) and is referred to hereinafter as the "subject property". The subject property is currently composed of a large grassy field with four large radio towers and a small, single story maintenance building. Jerry Bowman of Franciscus Homes, Inc., hereinafter referred to as the "User" of this report, retained MSA, P.C. to conduct a Phase I Environmental Site Assessment (ESA) of the subject property. This report presents the findings, conclusions, and recommendations of that study.

## *1.1 Purpose and Scope of Work*

The purpose of this Phase I ESA is to identify, to the extent feasible pursuant to the processes described herein, Recognized Environmental Conditions (RECs) in connection with the subject property. This includes any features of the subject property, or its surrounding properties that are or have been environmentally affected as a result of previous or current site conditions or activities. A REC is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to a release to the environment, (2) under conditions indicative of a release to the environment, or (3) under conditions that pose a material threat of a future release to the environment. A CREC is a recognized environmental condition resulting from a past release of hazardous substance or petroleum product that has been addressed to the satisfaction of the applicable regulatory authority with the contaminant allowed to remain in place subject to the implementation of activity use limitations, engineering or institutional controls. An HREC is a past release of any hazardous substance of petroleum product that occurred in connection with the subject property that has been addressed to the satisfaction of the applicable regulatory authority without subjecting the property to any required controls. Conditions determined to be *de minimus* (that generally do not present a threat to human health or the environment) are not considered to be Recognized Environmental Conditions.

Obtaining this ESA satisfies one of the requirements for obtaining the bona fide prospective purchaser, innocent landowner, and contiguous property owner CERCLA liability protections. Per ASTM standards, this report is considered valid, and maintains its usefulness in securing CERCLA liability protection, provided that the transaction occurs within six months from the

release date. This report maintains its validity for six months from its original release date. Within one year of its release date, the report can be updated with a new site visit, regulatory records review, interviews, user information, and declarations. That update is valid for 6 months from its date of issuance.

This study was conducted in accordance with ASTM Practice E 1527-13 for performing Environmental Site Assessments, and is subject to the limitations inherent in those standards. The ASTM scope includes site observations, interviews, and historic and regulatory records review and is intended to reduce, but cannot eliminate, uncertainty regarding the potential for RECs on the property. Only material sampling and testing can best characterize site conditions; testing is beyond the scope of this assessment. MSA has relied upon the accuracy of the documentation, interviews, and other information provided by various sources to complete this assessment. Although reasonable efforts have been made to confirm the accuracy of said information, no warranty can be made that the information provided by others and relied upon for this assessment is accurate. All evidence used to support the findings of this assessment is provided within the text or report appendixes.

Features or conditions that are outside the scope of the ASTM practice include such things as asbestos containing materials, lead-based paint, biological materials, cultural and historic resources evaluation, endangered species, health and safety concerns, indoor air quality not related to releases of hazardous substances, industrial hygiene, lead in drinking water, mold, radon, regulatory compliance and wetlands. Per our agreement with the User of this report, MSA has included the identification of the presence of suspect lead-based paint and suspect asbestos materials based on visual site observations, as well as a discussion of radon potential. MSA also notes the presence of indoor mold if visually observed or suspected. While the potential presence of these non-ASTM scope items is discussed as part of this ESA (Section 5.0), testing would have to be performed to confirm the absence or presence of these substances. No other non-scope considerations are discussed in this report. No other exceptions to, or deviations or deletions from this ASTM practice were identified. Qualifications and limitations are identified in Appendix F and G.

### *1.2 Reliance Upon Report*

The User retained MSA to conduct a Phase I ESA of the subject property. Jerry Bowman, Franciscus Homes, Inc., TowneBank, and their designees may rely upon this report.

# 2.0 SITE DESCRIPTION

## *2.1 Physical Site Description*

The subject property, located at 23067 Channell Way (N 36º 94' 27" – W 76º 53' 20"), is a rectangular-shaped parcel of land that is approximately 12.24 acres in size (Figure 2, Appendix A). The property is identified at the Isle of Wight County, Virginia Tax Assessors office by Parcel ID # 34-01-070B.

The subject property is primarily a large field with a small utility building and four radio broadcast towers. The property is bounded by land currently under development to the northwest, agricultural land to the northeast, Channell Way and residences to the southeast, and forested land to the southwest.

The ground surface elevation of the subject property is approximately 22 feet Above Mean Sea Level (AMSL), according to the Benns Church, Virginia Quadrangle USGS Topographic Map. The subject property is relatively flat with little overall topographical slope.

## *2.2 Hydrogeology*

The subject property is located within the Virginia Coastal Plain Physiographic Province. Review of the Geological Map and Generalized Cross Sections of the Coastal Plain and Adjacent Parts of the Piedmont, Virginia (U.S. Geological Survey, 1989), shows that the geology consists of a wedge of stratified unconsolidated sediments that gently dip and thicken eastward. These sediments generally consist of fluvial and marine deposits of sand, silt, and clay with variable amounts of shell material that range from Cretaceous to Holocene (recent).

Overall, stormwater runoff will flow northwest into a ditch network that runs northwest to southeast. Localized drainage patterns over much of the vicinity has been altered by ditches and grading from historic agricultural practices.

Considering relations between drainage features and topography as interpreted from the Benns Church, Virginia USGS Quadrangle Topographic Map, groundwater may be expected to occur approximately 6-12 feet below grade and is inferred to flow generally in a northerly direction.

Actual local groundwater flow is controlled by stratigraphy, topography, and drainage ditches which are influenced by rainfall, evapotranspiration, and human influences including pumping that may occur throughout the year. The nearest surface water body is an unnamed tributary to Ragged Island Creek located approximately 900 feet north of the subject property.

Environmental Risk Information Services (ERIS) records show the subject property on the F.E.M.A. Flood Hazard Map number 51093C0159E and 51093C0158E, but it is not located within the 100 or 500-year flood zones.

### *2.3 Subject Property Observations*

Nikolai Karlov of MSA visited the subject property on June 9, 2021. The purpose of the visit was to visually observe the existing land use and condition of the subject property to facilitate assessment of the environmental integrity of the site. Visibility was excellent during the site visit and no weather conditions were present that would hinder evaluation of the property. Appendix A of this report includes Figure 2 which illustrates vicinity features, including adjacent properties, and Figure 3, which identifies subject property features that are relevant to this assessment. Photographs taken during the site visit to document the current condition of the property are provided in Appendix B.

The subject property is comprised of a periodically mowed field that is currently developed with four large radio towers and a small radio tower support building. A gravel driveway provides access to the site and leads to the small building. The building is a one-story, concrete slab, rectangular cinderblock structure with vinyl siding and steel crossbeams. The interior of the building could not be accessed at the time of the site visit. However, the interior was visible from the outside through a vent window. Radio-electronic equipment is located within the structure along with a cooling fan. A small square cinderblock enclosure was observed to the west of the building with piping that appeared to be a former well. The well appeared to be abandoned and no longer in use at the time of the site visit. No evidence of heating oil tanks was observed onsite. An abandoned septic tank is located to the east of the building but could not be visually observed at the time of the site visit due to overgrown vegetation. Several electrical conduits were observed coming out of the building extending to each of the four radio towers in the field. Each radio tower was accompanied by a small cinderblock outbuilding with a wooden fence

around the tower itself. Three pole-mounted electrical transformers were visible to the west of the building appearing to be in good condition with appropriate non-PCB decals visible.

The remainder of the property consists of a mowed, vegetated field with ditches across the western portion indicating prior agricultural activities. Vegetation was healthy. Minor amounts of inert debris were present, but otherwise, no evidence of significant environmental concerns was observed.

**Table 1. Summary of subject property site observations.**

| SITE OBSERVATIONS | COMMENTS |
|---|---|
| Buildings and Roads | One building containing electrical junction boxes and cooling fans. |
| Potable Water Supply, Groundwater Wells | Former groundwater well observed onsite within cinderblock enclosure, well no longer active. |
| Sewage Disposal, Septic Systems | Onsite sewage system present, septic tank to the north of building. |
| Heating and Cooling Systems | None currently present based on observations |
| Drains and Sumps | None observed |
| Hazardous Substances | None observed |
| Hazardous Substance Containers | None observed |
| Unidentified Substance Containers | None observed |
| Storage Tanks and Drums | None observed |
| Odors | None encountered |
| PCBs | Four pole mounted transformers present with non-PCB decals |
| Pools of Liquid, Waste Water | None observed |
| Pits, Ponds, and Lagoons | None observed |
| Solid Waste | Minor amounts of inert debris |
| Stressed Vegetation | None observed |
| Stained Soil or Pavement | None observed |
| Stains and Corrosion | None observed |

## *2.4 Adjoining Property Observations*

Adjacent properties were observed from the border of the subject property. The subject property is located in a suburban area that has had limited development. Northeast of the subject property is undeveloped agricultural land. Channel Way is present southeast of the subject property, with several single-family residences beyond. To the southwest is forested land, and to the northwest is land that is under construction for future development

**Table 2. Summary of adjoining property land use.**

| COMPASS DIRECTION | LAND USE | COMMENTS |
|---|---|---|
| Northeast | Undeveloped | Agricultural |
| Southeast | Residential | |
| Southwest | Undeveloped | Wooded |
| Northwest | Under construction | |

# 3.0 INTERVIEWS

Interviews were conducted with current and former property owners, operators, and occupants/tenants as-well-as representatives of State and local governmental agencies when available or practicable to obtain information on the current and historic use of the subject property. In addition, interviews were conducted with the User of this report who may have site specific knowledge of the subject property. MSA conducted all interviews during this assessment. Records of these interviews are provided in Appendix C.

## *3.1 Current Owners and Occupants*

Mr. Andy Booth of Booth-Cobb Media, LLC was interviewed to obtain information on the historic use of the property and provided the following information. The property was originally agricultural land until the mid-1970's when it was purchased and developed for use as a radio transmission center. A cinderblock structure on concrete slab foundation was constructed onsite which was originally occupied by radio broadcasters. A groundwater well and septic system were installed adjacent to the west and east of the building, respectively. The septic tank was pumped out and the well was abandoned in the 1980s when the property ceased to be occupied and broadcast operations were moved off-site. The building was heated and cooled by wall A/C units; no heating oil was used on the property. No asbestos-containing materials (ACM) were used in the finishing of the building. Electricity is drawn from pole mounted transformers to the west of the building. Telephone and communication lines run underground along the western border of the property underneath the overhead powerlines. Mr. Booth and partners, Larry and Paula Cobb, acquired the property in July of 2014 under Booth-Cobb Media, LLC and have used the property for radio transmission since. Mr. Booth was not aware of any environmental concerns regarding current or previous use of the subject property or adjacent properties.

## *3.2 Past Owners and Occupants*

MSA was not able to obtain contact information for prior owners or occupants, and review of County tax records did not produce contact for the prior property owners. The last property transaction occurred approximately 7 years ago and the current owner did not have contact information for prior owners or occupants of the property.

### *3.3 State and Local Government Officials*

The environmental database records for the area are thorough, and since the subject property was not listed on any of the databases for environmental incidents, no interviews or requests for additional information from State government officials were conducted.

### *3.4 User Provided Information*

MSA interviewed Jerry Bowman of Franciscus Homes, Inc., the "User" of this report, to obtain specialized knowledge or experience of the user and commonly known or reasonably ascertainable information regarding the subject property. Information was obtained regarding the following categories:

1. Environmental cleanup liens against the subject property - None known.
2. Activity use limitations - None known.
3. Specialized knowledge – Property has been used for radio towers for past 30-40 years with a small structure onsite, previously used for agricultural purposes.
4. Relationship of purchase price to market value – Price reflects fair market value.
5. Commonly known or reasonably ascertainable information - Not aware of any specific chemicals or hazardous materials that are or were present on the subject property, or any spills, releases, or cleanups of said chemicals/hazardous materials.
6. Degree of obviousness – No known obvious indicators of contamination.
7. Purpose of this Phase I - The mortgage company, TowneBank, providing the loan has requested this Phase I as part of their standard due-diligence for commercial real estate loan approval (for complete interview, see Appendix C).

### *3.5 Other Interviews*

No other interviews were conducted during this assessment that yielded relevant information.

# 4.0 RECORDS REVIEW

The environmental integrity of the subject property was assessed through a review of various historical and environmental records.

## *4.1 Historical Records*

Past land uses were investigated to identify historical uses or conditions of the subject property and surrounding land uses that may have impacted the site. This was investigated through the analysis of historical aerial photography, historic topographic maps, fire insurance maps, prior environmental documentation, and a review of chain of ownership information (Appendix D).

### *4.1.1 Aerial Photographs*

Aerial photographs were available from digital sources. Environmental Risk Information Services (ERIS) conducted a review of their aerial photograph archives and provided coverage of the immediate area. These photographs date from 1959 through 2018.

In review of the available aerial photographs, the subject property was undeveloped agricultural land from 1959 photograph until the 1978 photograph. Several residences are visible along Channell Way during this time. In 1978, a short driveway is visible leading to an area of disturbance in the location of the current structure on the property. The 1982 aerial shows a small rectangular structure that appears to be the same structure currently onsite and what appear to be four radio towers are visible in the field. Few changes are visible in the aerial photographs from 1994 to 2006. In the 2009 photograph, the adjacent property to the northwest appears to be undergoing earthworks and a small pond has been created. Further beyond, several new business and residential developments can be seen along Route 17. The 2014 through 2018 photographs show the adjacent property to the north/northwest no longer being farmed and becoming revegetated. The subject property remains unchanged with a small structure and four visible radio towers.

### *4.1.2 Fire Insurance Maps*

A review of databases and files of Sanborn Fire Insurance Map coverage was conducted by ERIS to identify historic uses of the subject property. Fire insurance maps of the immediate area are not available in the archives searched by ERIS.

### *4.1.3 Historic Topographic Maps*

ERIS provided historic topographic maps of the vicinity. These topographic maps date from 1919 to 2016. Although topographic maps may not show specific site information, they can provide information on area and roadway development over time and indicate general land use.

In review of the topographic maps, the subject property was originally undeveloped, with the western half shown as cleared indicating agricultural use, and the eastern half shaded in as forested land in 1919. Channell Way and a few residential structures are present in the vicinity of the subject property. Channel Way is not shown in the 1950 / 1951 map, however, by 1957, Channell Way appears to be further developed and several new structures appear to the west along Route 17. The 1957 map depicts the subject property as cleared of trees and undeveloped. Three residential structures are shown adjacent to the south of the subject property along Channell Way. Increased development is evident southwest of the subject property along Route 17. The 1965 map appears relatively unchanged; however, several new ditches, likely excavated for agricultural drainage purposes, appear just northwest and east of the subject property and appear to connect to Ragged Island Creek to the north. The 1972 map shows little to no change on or around the subject property. Route 17 has been expanded into a double lane highway at this time. In the 1979 map, a small structure, and unpaved road, resembling the current structure and road are indicated on the map. Additionally, several new residential structures have been developed to the southwest along Channell Way and a large residential development is depicted to the northeast. The remaining topographic maps depict no significant changes on the subject property or adjacent properties. The 2016 map does not show individual developments, however, based on the road network, the surrounding areas remain developed with rural and agricultural land uses.

### *4.1.4 City Directory*

ERIS searched the city directories for subject property and adjacent property occupants to identify on-site and adjacent land uses that might cause concern for the subject property. In review of the ERIS City Directory Abstract, the addresses for the subject property and adjacent properties are not listed on the City Directory. Several nearby listings are provided, for Harris Farms, several residences, and a library on US 17.

### *4.1.5 Prior Environmental Documentation*

Prior environmental documentation includes prior ESA reports, facility inspection reports, notices of violation, or correspondence with municipal agencies regarding known environmental issues with the subject property. MSA was neither provided nor made aware of any prior environmental documentation on the subject property.

### *4.1.6 Chain of Ownership*

The subject property is currently owned by Booth-Cobb Media, LLC. Real estate records indicates that radio and media companies have owned the subject property since 1997 with private ownership of the land prior.

Based on County real estate records, the building on the subject property was constructed in 1980.

Of the historical resources reviewed in Section 4.1, all agree in that the subject property has been partially agricultural land and partially wooded until the late 1970's upon construction of a small building and four radio towers.

## *4.2 Environmental Database Records*

Environmental records include Federal and State environmental databases, local and Tribal databases, and environmental liens or institutional controls (Appendix E). ERIS conducted a review of available databases and files from Federal and State environmental regulatory agencies, to identify use, generation, storage, treatment, or disposal of hazardous materials and chemicals, or release incidents of such materials, that may impact the site. This search consisted of a radius search based on property latitude/longitude, to identify database listings on or near the subject property that may create an environmental impact. This search meets or exceeds minimum search distances required by ASTM standards. Sites identified within this radius are evaluated for potential environmental impact to the subject property based on the distance of the site from the subject property, incident description and regulatory response/closure, inferred groundwater flow and surface flow that could carry contaminants toward the subject property, and date of occurrence, since contaminants can attenuate over time.

### *4.2.1 Federal Databases*

ERIS searched all of the mandatory Federal databases specified in ASTM standards including:

- National Priority List (NPL), Proposed NPL and Delisted NPL
- Superfund Enterprise Management Systems (SEMS and SEMS-ARCHIVE)
- Corrective Action Reports (CORRACTS)
- Resource Conservation and Recovery Act (RCRA) sites
- Emergency Response Notification System (ERNS)
- In addition, ERIS reviewed twenty-six (26) supplemental federal databases.

Based on the review, the subject property and adjacent properties were not listed on any federal databases. Furthermore, no sites within the ASTM-required search distances were listed on federal databases.

ERIS also lists orphan sites, which occurred within the same zip code as the subject property, but cannot be mapped due to inadequate address information. The report lists zero (0) federal orphan sites.

### *4.2.2 State Databases*

Mandatory State databases reviewed by ERIS include:

- Solid Waste Management Facilities (SWFL/LF)
- Voluntary Remediation Program (VRP)
- Underground Storage Tank (UST)
- Leaking Underground Storage Tanks (LUST)
- Leaking Petroleum Tanks (LTANKS)
- Records of Emergency Releases (SPILLS)
- Engineering Controls Sites Listing (VA ENG CONTROLS)
- Brownfields Site Specific Assessments (BROWNFIELDS)

According to the review, the subject property and adjacent properties were not listed on any of the state listings. ERIS reports four (4) state database listings near the subject property. The nearest of these listings is Village Market, a historic gas station, located at

the corner of Route 17 and Channell Way approximately 1,200 feet south/southwest of the subject property. This site was listed on the UST database for the presence of one 500-gallon diesel and two 1,000-gallon underground bare steel gasoline tanks that have been closed in the ground since 1983. No incidents or evidence of contamination was reported at the time of closing. The nearest leaking tank incident is Sentry Food Mart #18, a former gasoline station, located 2,000 feet west/southwest of the subject property. Contamination was found during tank removal in 1989, and again in 1996 when a petroleum loss trend was reported. A third leaking tank incident was reported in 2005. Based on the distances of these sites from the subject property, incident descriptions, and dates of occurrences, it appears unlikely that these sites and incidents pose a concern for the subject property at this time.

ERIS lists zero (0) state orphan sites.

### *4.2.3 Local and Tribal Databases*

ERIS reviewed local and tribal databases to identify use, generation, storage, treatment, or disposal of hazardous materials and chemicals, or release incidents of such materials, that may impact the site. ERIS reports that the site is not listed on any local or tribal databases.

ERIS maintains in-house databases of current and former drycleaners and service stations since these land uses are known to pose potential environmental concerns. Records indicate the presence of 0 former auto stations and 0 former cleaners near the subject property.

### *4.2.4 Environmental Liens/Institutional Controls*

Deeds for recorded environmental liens or *activity and use limitations* (AUL's) that may have been placed on the subject property were researched at the Isle of Wight Courthouse. Databases and records were searched to identify any institutional or engineering controls that may have been placed on the property due to previous contamination. None of the above have been identified on the subject property, based on available records.

### *4.2.5 Vapor Intrusion*

An assessment of the potential for vapor intrusion by harmful substances was conducted based upon information gathered during this ESA and is subject to the limitations for conducting vapor encroachment screening (VES), as specified in ASTM E 2600-15. The purpose of a VES is to determine whether a potential Vapor Encroachment Condition (VEC) exists at the subject property. A VEC is defined as the presence or likely presence of chemicals of concern that may migrate as vapors into the vadose zone at the subject property and that is the result of contaminated soil and/or groundwater at, or near, the subject property. Potential risk to human health is assessed at all sites using site-specific information generated during the Phase I ESA, and that considers the presence of existing and/or planned future structures, to determine if there is a potential for the identified contamination to result in the presence of vapors that could present an unacceptable human health risk to site and/or building occupants. A vapor intrusion screen report is included in Appendix E.

Based on the results of this assessment, no sources of potential contamination have been identified on or near the subject property that would pose a VIC.

## 5.0 ENVIRONMENTAL CONSIDERATIONS BEYOND ASTM SCOPE

The scope of ASTM E 1527-13 Standard involves assessing the subject property for potential environmental contamination and CERCLA liability. However, other factors that fall outside scope of the ASTM standard may pose a potential environmental concern with the proposed use of the subject property. Per our contract with the user, this Phase I assessment has included certain environmental considerations beyond the scope of the Standard. These environmental considerations are based on visual inspection of the subject property for the potential presence of lead-based paint (LBP) and asbestos-containing materials (ACM), observations of indoor mold, or documented evidence of potential radon in soil gas.

Since the subject property was constructed after 1978, we do not suspect the presence of LBP. However, the building predates the 1989 EPA ban on ACM, so we cannot rule out its presence. Since the interior of the building could not be accessed during the site visit, it could not be inspected for ACM. It should be noted that the County may require an asbestos survey prior to issuing a building permit for significant remodeling or additions. If the building is to be demolished, testing for asbestos is recommended prior to demolition and confirmed materials disposed of properly.

Similarly, since the interior of the building could not be accessed, we could not evaluate the site for indoor mold concerns. Should a mold problem be suspected, testing can be performed separately.

The subject property is located within the EPA Radon Zone 3, which are areas that typically do not exceed average indoor concentrations of 2 Pico Curies per liter (pCi/L) radon. ERIS has identified 1 site that was tested for concentrations of radon gas within the same zip code as the subject property. This site was below 2.0-pCi/L for indoor air quality (ERIS Report, Appendix E). Appreciable accumulation of radon that could affect human health is not expected to occur at this site. The presence or actual concentration of radon gas in surrounding soils can be evaluated should a concern arise**.**

## 6.0 DATA GAPS

In conducting the Phase I ESA in accordance with ASTM E1527-13, data gaps and data failures encountered during research for the report must be identified, and their significance on the results of the study discussed. A data gap is defined as a lack or inability to obtain information required by this practice despite good faith efforts. A data failure is a failure to achieve the historical research objectives even after reviewing the standard sources available.

In review of the research conducted into the current and previous use of the subject property, some sources of data were not available, and data gaps were identified. Sanborn Fire Insurance Maps did not provide coverage for the subject property. This is insignificant since Sanborn maps typically only cover urban areas. Since this area has only recently been developed, Sanborn map coverage was not expected. However, aerial photographs appear to provide adequate evidence of adjacent land use. Prior owners and occupants of the subject property could not be contacted for interview. Although information from prior owners and occupants is a potentially valuable source of historic information, the historic review information provided in Section 4 clearly documents the historic use of the subject property. The history of the subject property could not be traced back to when it was originally cleared of trees and altered for human usage. As mentioned above, the historic information obtained during this analysis appears adequate to determine the environmental condition of the site. No other potential data gaps have been identified in this investigation.

In conclusion, while some data gaps have been identified, they have not affected the ability to assess the environmental integrity of the property, or the conclusions of this report.

# 7.0 EVALUATION

This section presents a summary of the findings, opinions, and conclusions of this environmental site assessment.

## *7.1 Findings*

Based on the information obtained through historic research and interviews, the subject property was partially wooded and agricultural land until it was developed with a small building and four transmission towers for radio broadcasting uses in the late 1970's. A well and septic tank are present onsite; however, both have been abandoned. The building is constructed on slab foundation with cinderblock, wood, and steel construction. Several pole-mounted electrical transformers were observed on the subject property providing power to the building and radio towers. The transformers were in good condition with non-PCB decals visible. No evidence of heating oil tanks was observed onsite and user interviews confirmed the building was heated and cooled by electric wall units. Based on site observations, there are no environmental concerns associated with the current use of the subject property, and no known concerns are present with historic usage. No environmental incidents have been identified in Federal or state database records at or near the subject property that would pose a concern.

## *7.2 Opinions of Environmental Professional*

Based on our evaluation of the subject property, the current and historic uses of the subject property pose no known environmental concerns. Additionally, no environmental incidents have been documented on or near the subject property that would pose an environmental concern. Although beyond the scope of this practice, based on the age of the building, asbestos may be present, and we were not able to observe the interior of the building for potential concerns.

## *7.3 Conclusions*

MSA, P.C., has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 on the subject property identified as the The Crossings - Tower Parcel, located at 23067 Channell Way in Carrollton, Virginia. Any exceptions to, or deletions from, this practice are described in Section 1.1 of this report.

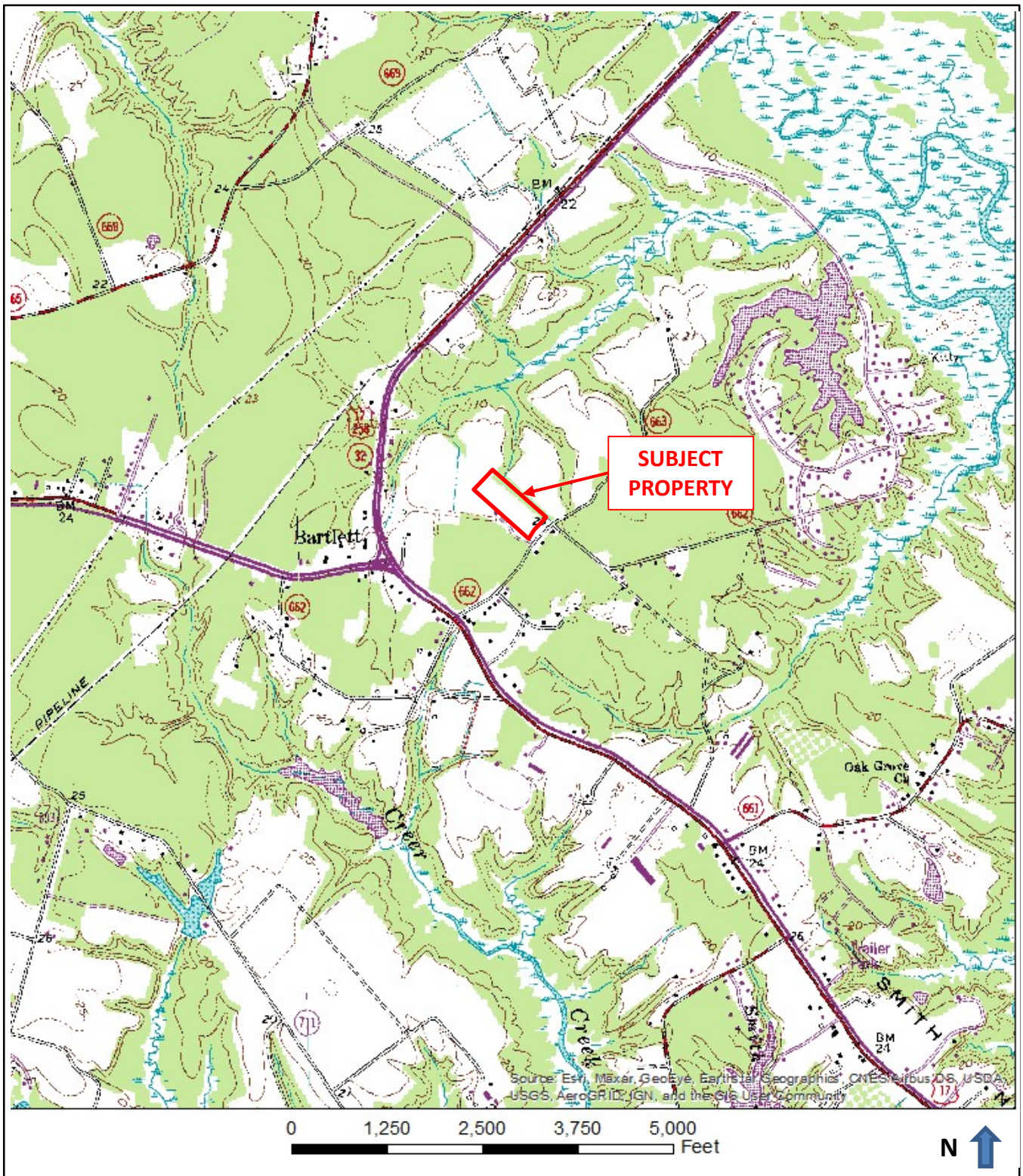
This assessment has revealed no evidence of Recognized Environmental Conditions (RECs) or potential environmental concerns in connection with the subject property. Historic records did not reveal any historic or adjacent property use that could potentially pose environmental concerns. In addition, a review of applicable Federal and State environmental databases did not reveal information pertaining to any previous environmental incidents at or near the subject property and environmental liens and/or institutional controls were not identified on the subject property.

## 8.0 RECOMMENDATIONS

Based upon the results of this investigation, no RECs or potential environmental concerns have been identified at the subject property. MSA recommends no further action on the site in regards to the integrity of the site. Due to the age of the building, asbestos may be present. MSA recommends an asbestos survey be performed prior to demolition.

# Appendix B

# Site Photographs




## FIGURE 1. TOPOGRAPHIC MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

23067 CHANNELL WAY, CARROLLTON, VA

**MSA, P.C.**
ENVIRONMENTAL SCIENCES, SURVEYING
CIVIL & ENVIRONMENTAL ENGINEERING

5032 ROUSE DRIVE, SUITE 100
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| MSA JOB # | DATE | SCALE |
|---|---|---|
| 18075E | 6/25/2021 | GRAPHIC |

## FIGURE 2. AREA MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
| 18075E | 6/25/2021 | GRAPHIC |

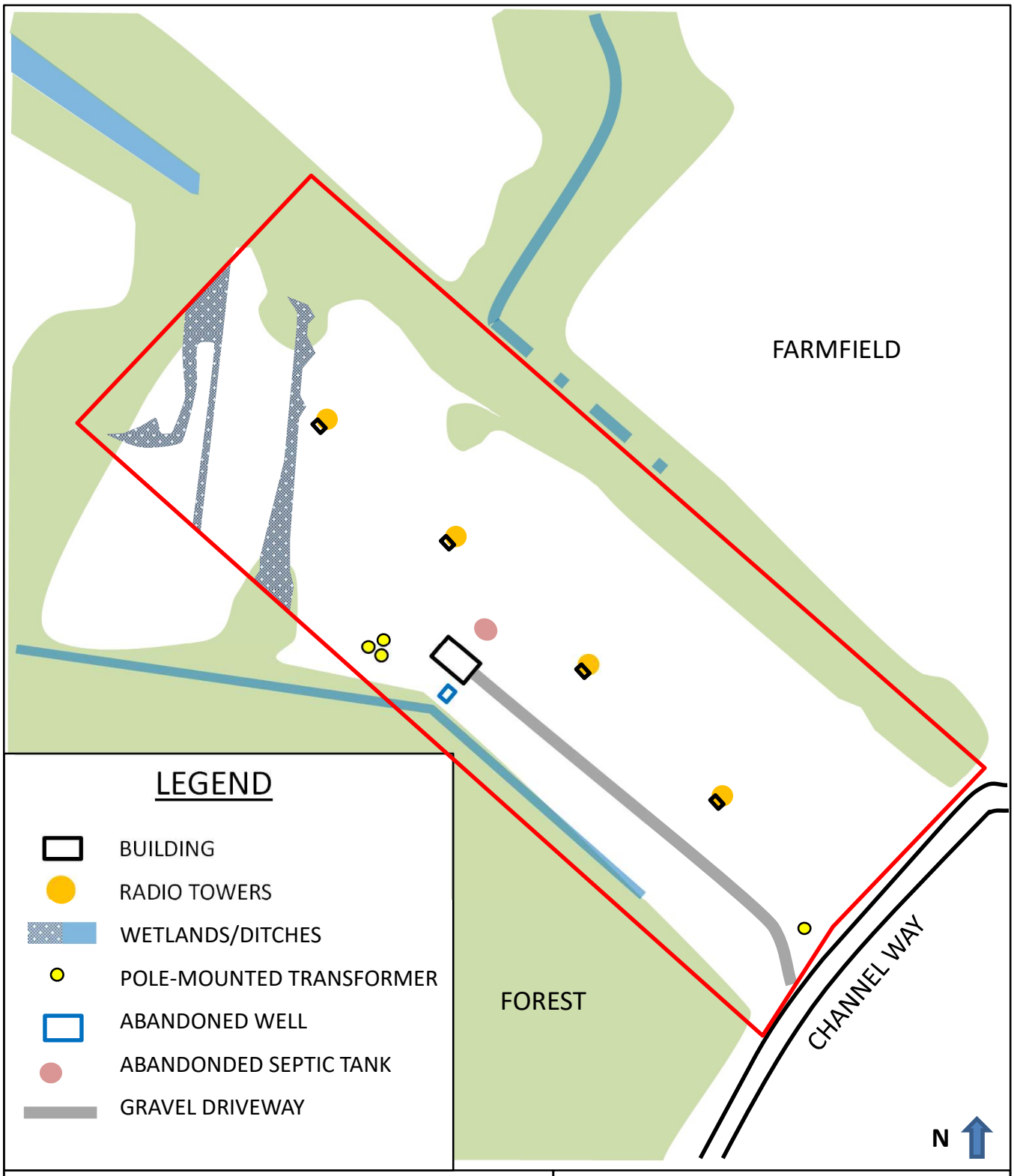


**FIGURE 3. SITE MAP**

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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| MSA JOB # | DATE | SCALE |
|---|---|---|
| 18075E | 6/25/2021 | GRAPHIC |

# Appendix A

# Figures

View of the subject property from across Channell Way facing north.

Pole mounted electrical transformer located at the entrance to the subject property in good condition with non-PCB decal visible.

View of the small utility building located on the subject property facing north. An abandoned well is visible to the west of the structure and three pole mounted transformer can be seen beyond - both indicated by red arrows.

View of onsite abandoned well enclosed in cinderblock structure.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
| 18075E | 6/8/2021 | GRAPHIC |

View of the utility building facing south. Several electrical conduits are visible exiting the building and connecting with the radio towers.

Three pole mounted electrical transformers located near the utility structure in good condition with non-PCB decals visible.

Wood fence around the base of one of the radio towers. Cinderblock structure located adjacent to the tower.

View of cinderblock structure, radio tower, and field.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
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View of field on subject property facing south with four radio towers visible.

View of swale/ditch looking west across the subject property. Earthworks operations visible on adjacent property.

Portion of previously wooded area on the subject property cleared as a result of ongoing development on the adjacent property to the west.

Abandoned debris in wooded area in the northeast portion of the subject property.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
| 18075E | 6/8/2021 | GRAPHIC |

View of recently excavated pond adjacent to the north of the subject property.

View of subject property from the northeastern corner facing southwest.

Haul road and earthworks activities visible on the adjacent property and small portions of the subject property to the northwest.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
| 18075E | 6/8/2021 | GRAPHIC |

View of adjacent residences across Channell Way to the south of the subject property.

View of Channell Way facing east.

View of Channell Way facing west.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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|---|---|---|
| 18075E | 6/8/2021 | GRAPHIC |

View of adjacent wooded property to the south of subject property at the corner of Whippingham Parkway and Channell Way.

View of property to the southeast currently undergoing new residential development.

Adjacent property to the east used from farming.

## SITE PHOTOGRAPHS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

THE CROSSINGS – TOWER PROPERTY

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| MSA JOB # | DATE | SCALE |
|---|---|---|
| 18075E | 6/8/2021 | GRAPHIC |

# Appendix C

# Interviews

**ASTM E 1527-13 USER QUESTIONNAIRE**

In order to qualify for one of the Landowner Liability Protections (LLPs)[35] offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"), the user must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. Therefore, please answer the following questions to the best of your knowledge.

(1.) Environmental cleanup liens that are filed or recorded against the site (40 CFR 312.25). Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law? **None known**

(2.) Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26). Are you aware of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? **None known**

(3.) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).
As the user of this ESA do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? **Property has been used been used for radio towers for the past 30-40 years and used as agricultural land prior to that.**

(4.) Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 CFR 312.29). Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property? **Fair purchase price.**

(5.) Commonly known or reasonably ascertainable information about the property (40 CFR 312.30). Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional identify conditions indicative of releases or threatened releases? For example, as user,
(a.) Do you know the past uses of the property? **Undeveloped property**
If tanks present, any leak detection reports, etc? **None.**
(b.) Do you know of specific chemicals that are present or once were present at the property? **None.**
(c.) Do you know of spills or other chemical releases that have taken place at the property? **None.**
(d.) Do you know of any environmental cleanups that have taken place at the property? **None.**

(6.) The degree of obviousness of the presence of likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31). As the user of this ESA, based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property? **None.**

(7.) What are the reasons for conducting this Phase 1?_ __Due Diligence prior to purchase of property. _____

Specific parties that may rely on this report ____Franciscus Homes, Inc. and Towne Bank_____

What is the proposed use of this property? __Single Family Residential Homes_____
Contact for current owner? _John Marshall, Broker at Marshall & Associates_____
Contact for site access? __N/A_____

Interviewed: __Jerry Bowman__ Relation to project: __USER__ Date: _6/21/21_ Interviewer: _Nikolai Karlov__

# Appendix D

# Historical Records

# HISTORICAL AERIALS

| | |
|---|---|
| **Project Property:** | The Crossings - Tower Parcel<br>23067 Channell Way<br>Carrollton VA 23314 |
| **Requested By:** | MSA, P.C. |
| **Order No:** | 21060700510 |
| **Data Completed:** | June 08,2021 |

**Environmental Risk Information Services**
*A division of Glacier Media Inc.*
1.866.517.5204 | info@erisinfo.com | erisinfo.com

| Date | Source | Scale | Comments |
|---|---|---|---|
| 2018 | National Agriculture Information Program | 1" to 500' | |
| 2016 | National Agriculture Information Program | 1" to 500' | |
| 2014 | National Agriculture Information Program | 1" to 500' | |
| 2011 | National Agriculture Information Program | 1" to 500' | |
| 2009 | National Agriculture Information Program | 1" to 500' | |
| 2006 | National Agriculture Information Program | 1" to 500' | |
| 2003 | National Agriculture Information Program | 1" to 500' | |
| 1994 | US Geological Survey | 1" to 500' | |
| 1982 | National High Altitude Photography | 1" to 500' | |
| 1978 | US Geological Survey | 1" to 500' | |
| 1972 | US Geological Survey | 1" to 500' | |
| 1963 | US Geological Survey | 1" to 500' | |
| 1959 | United States Air Force | 1" to 500' | |

Year: 2018
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 2016
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 2014
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

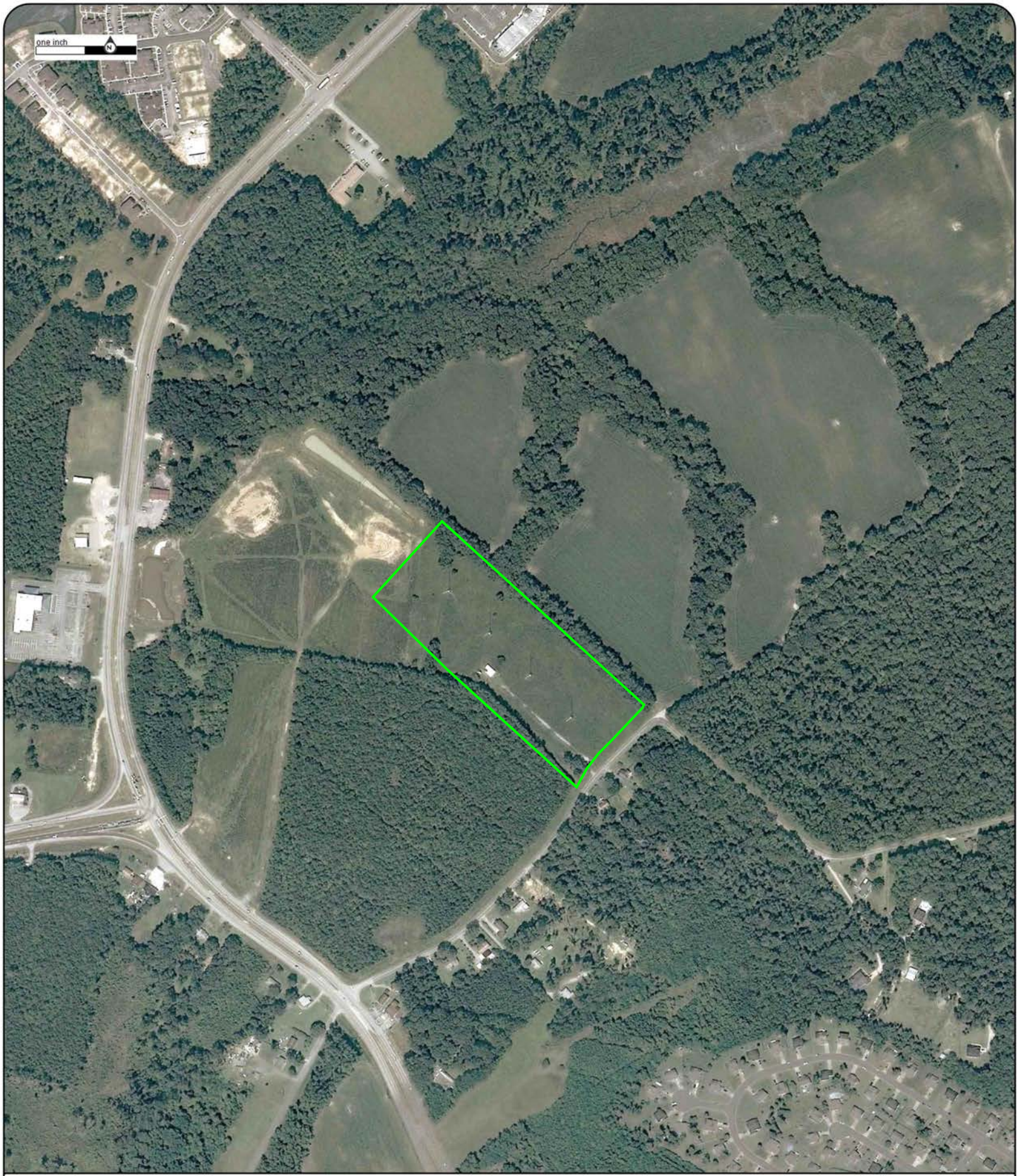
ERIS

Year: 2011
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

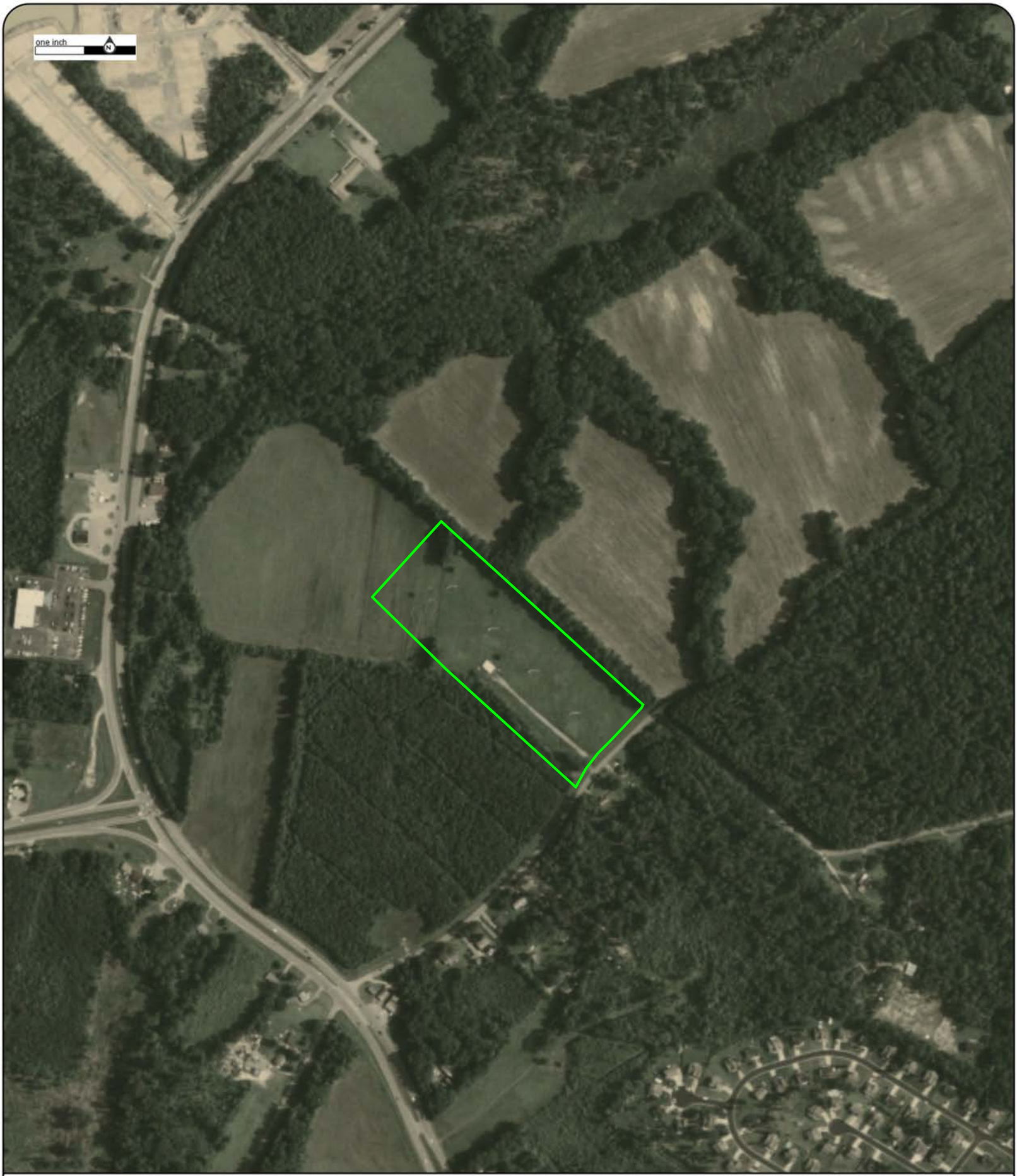



Year: 2009
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS




Year: 2006
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

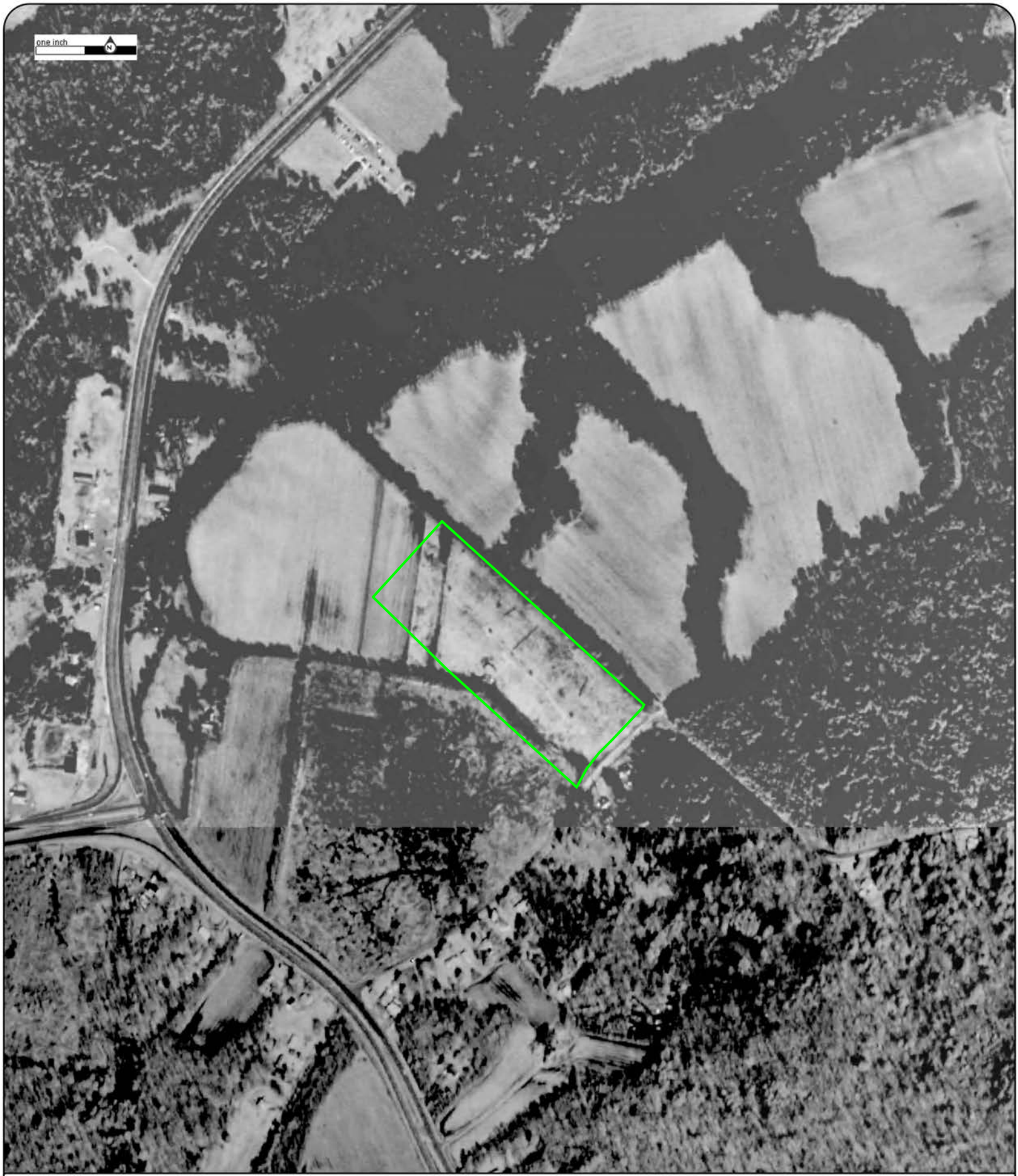
ERIS

Year: 2003
Source: NAIP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS




Year: 1994
Source: USGS
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 1982
Source: NHAP
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 1978
Source: USGS
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 1972
Source: USGS
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 1963
Source: USGS
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

Year: 1959
Source: USAF
Scale: 1" to 500'
Comment:

Address: 23067 Channell Way, Carrollton, VA
Approx Center: -76.53201114,36.94273517

Order No: 21060700510

ERIS

# FIRE INSURANCE MAPS

| | |
|---|---|
| **Project Property:** | The Crossings - Tower Parcel<br>23067 Channell Way<br>Carrollton VA 23314 |
| **Project No:** | 18075E |
| **Requested By:** | MSA, P.C. |
| **Order No:** | 21060700510 |
| **Date Completed:** | June 08, 2021 |

**Please note that no information was found for your site or adjacent properties.**

**Environmental Risk Information Services**
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# TOPOGRAPHIC MAPS

| | |
|---|---|
| **Project Property:** | The Crossings - Tower Parcel<br>23067 Channell Way<br>Carrollton VA 23314 |
| **Project No:** | 18075E |
| **Requested By:** | MSA, P.C. |
| **Order No:** | 21060700510 |
| **Date Completed:** | June 08, 2021 |

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We have searched USGS collections of current topographic maps and historical topographic maps for the project property. Below is a list of maps found for the project property and adjacent area. Maps are from 7.5 and 15 minute topographic map series, if available.

| Year | Map Series |
|---|---|
| 2016 | 7.5 |
| 1992 | 7.5 |
| 1986 | 7.5 |
| 1980 | 7.5 |
| 1979 | 7.5 |
| 1972 | 7.5 |
| 1965 | 7.5 |
| 1957 | 7.5 |
| 1952 | 7.5 |
| 1951 | 7.5 |
| 1950 | 7.5 |
| 1919 | 15 |

Topographic Maps included in this report are produced by the USGS and are to be used for research purposes including a phase I report. Maps are not to be resold as commercial property.
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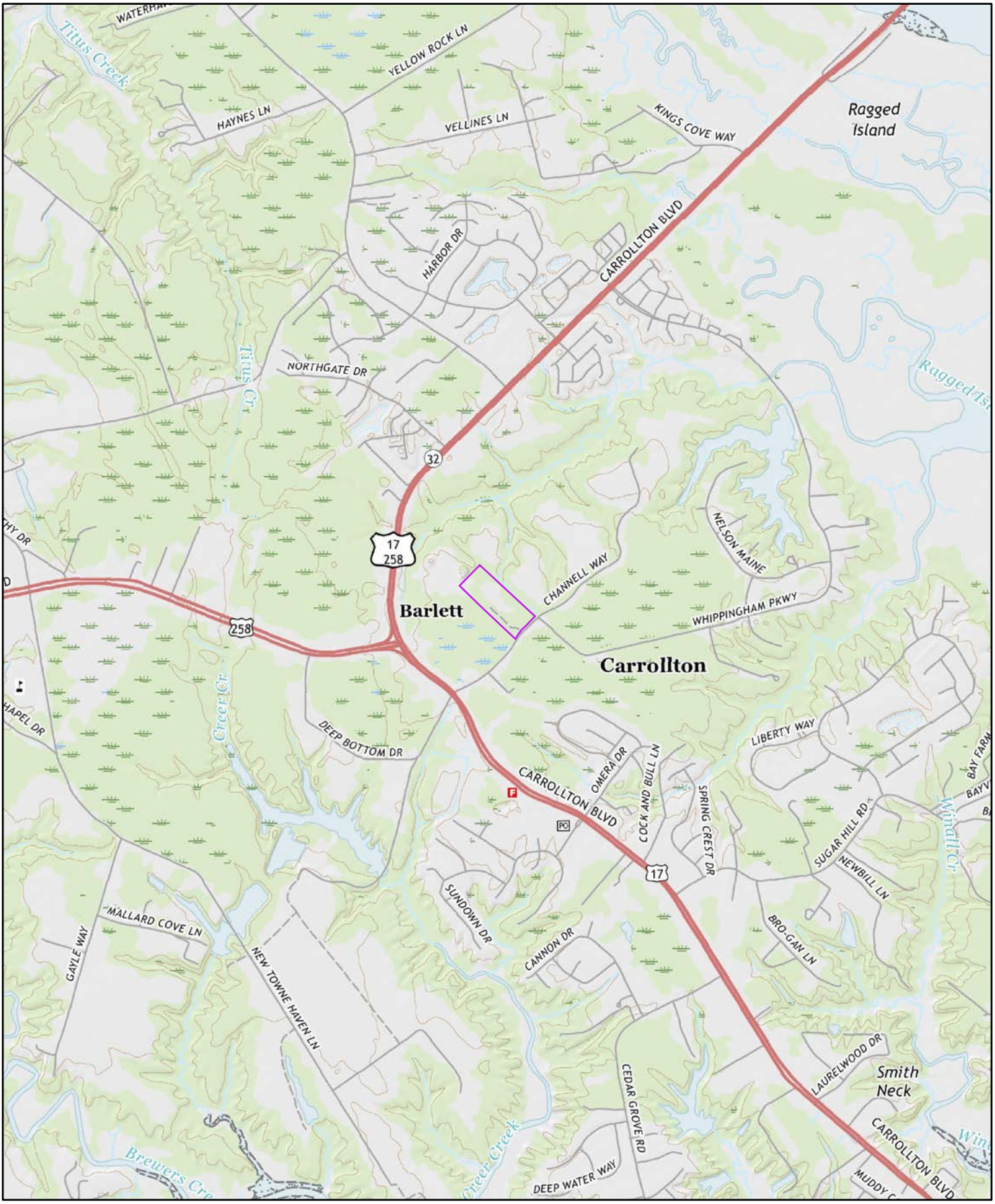



2016

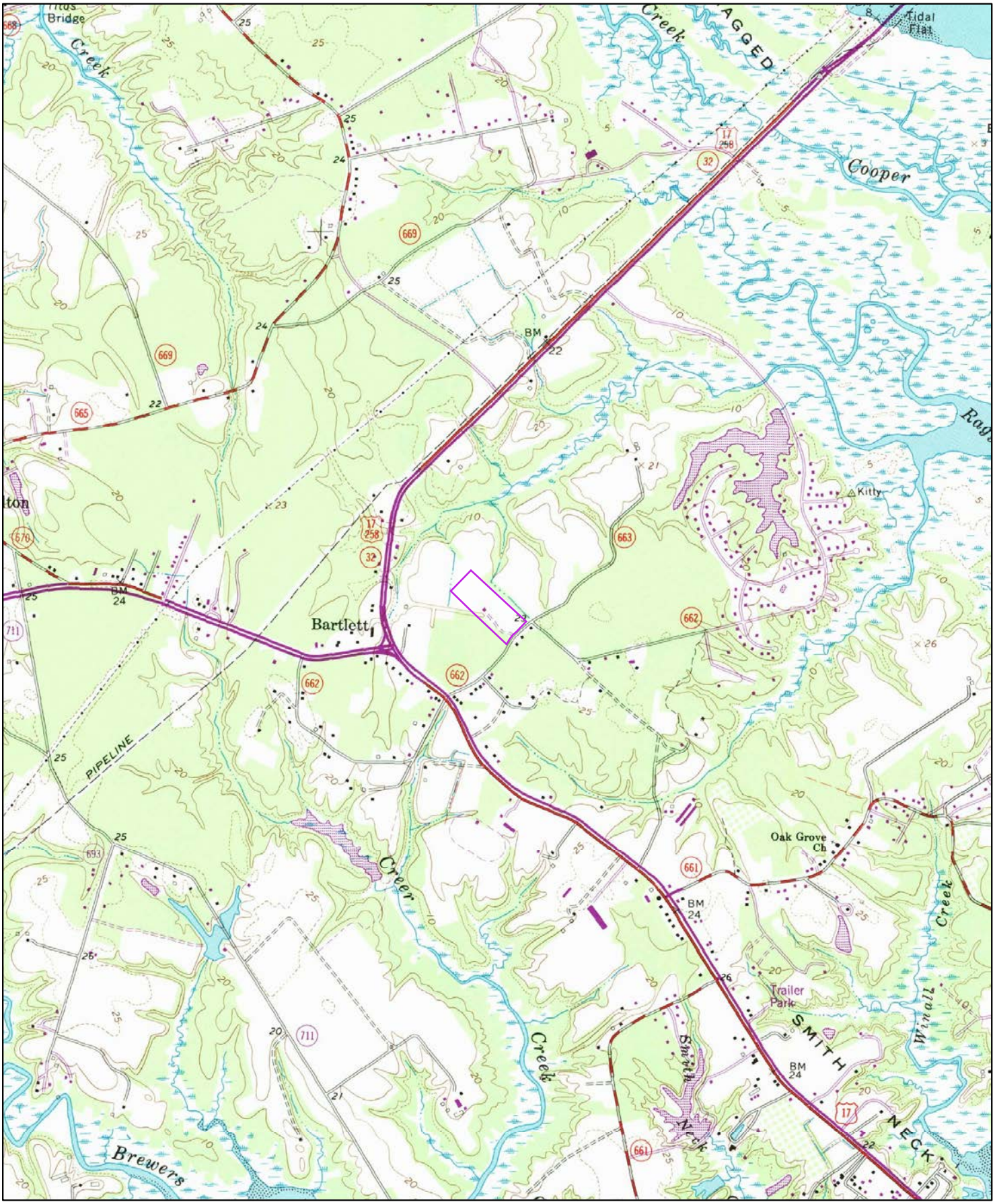
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS




1992

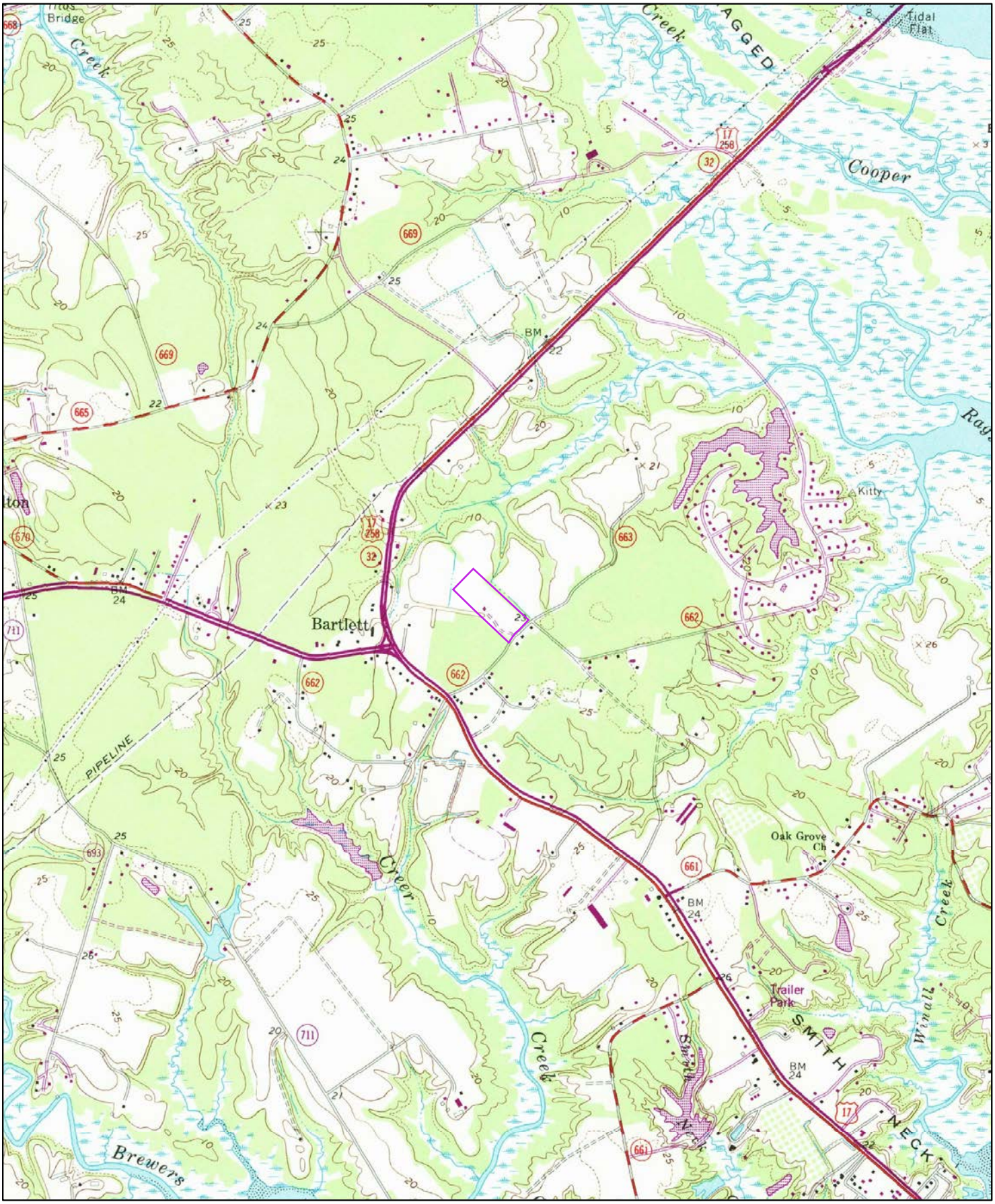
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS




1986

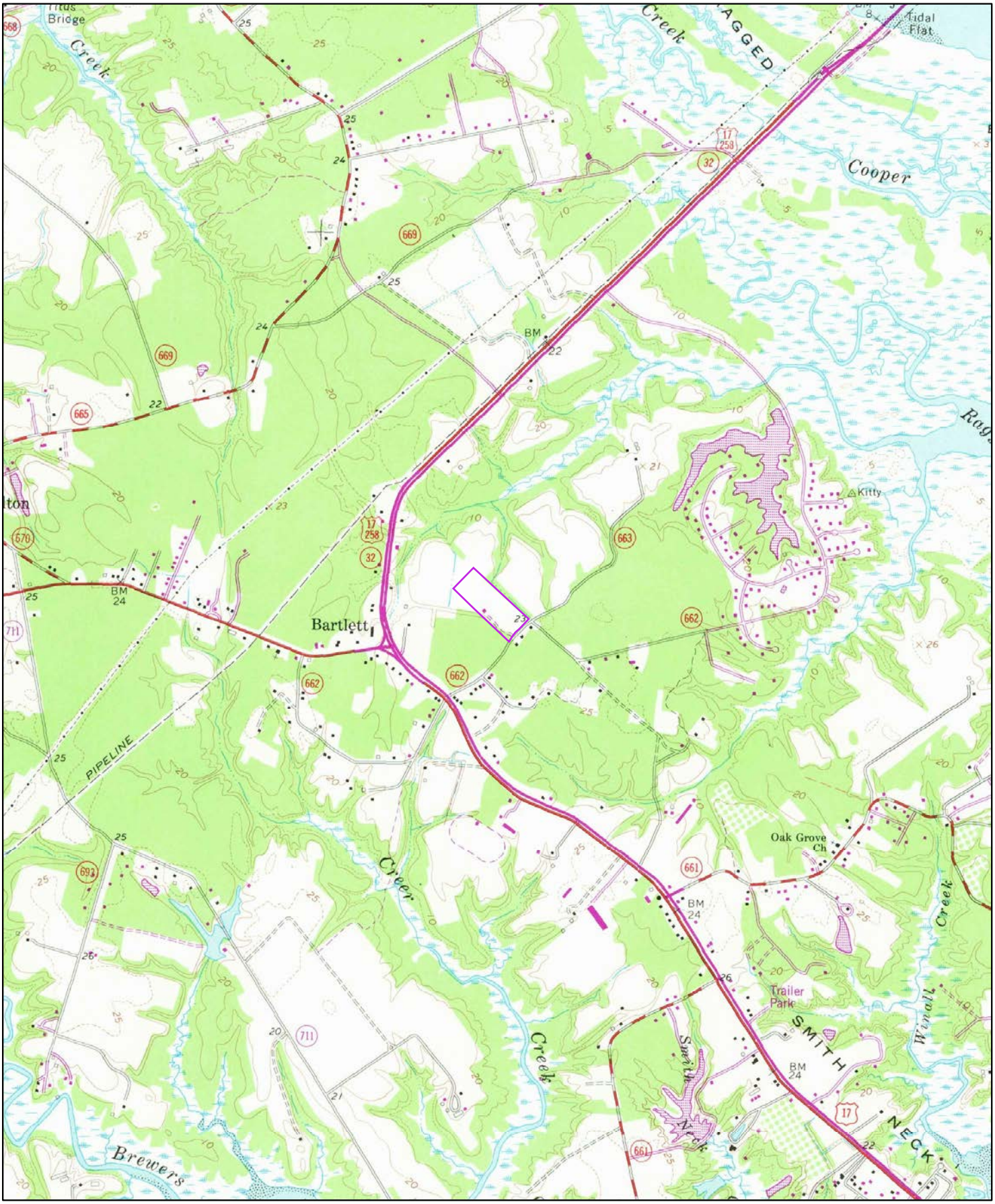
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS




1980

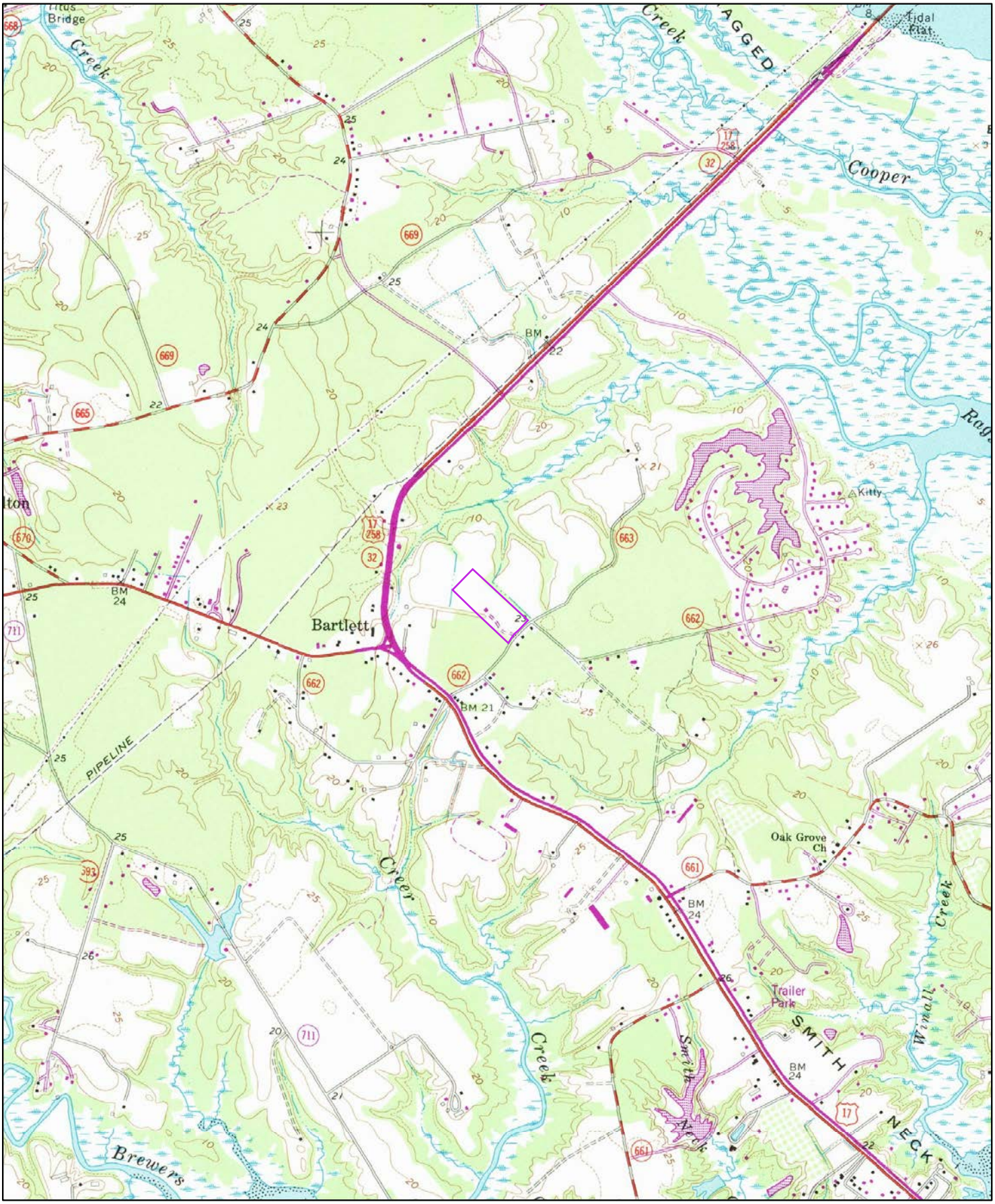
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS



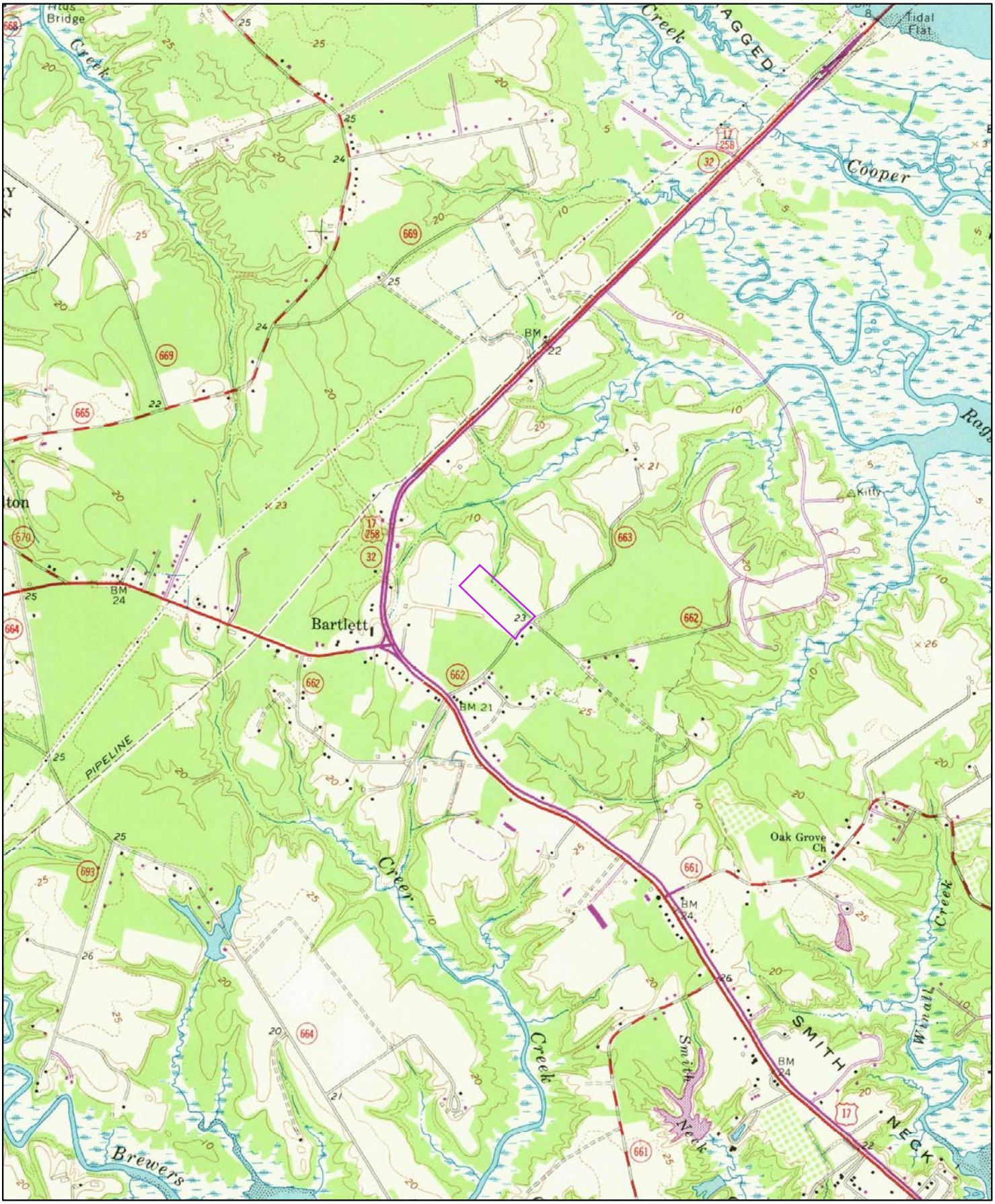

1979

0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map




1972

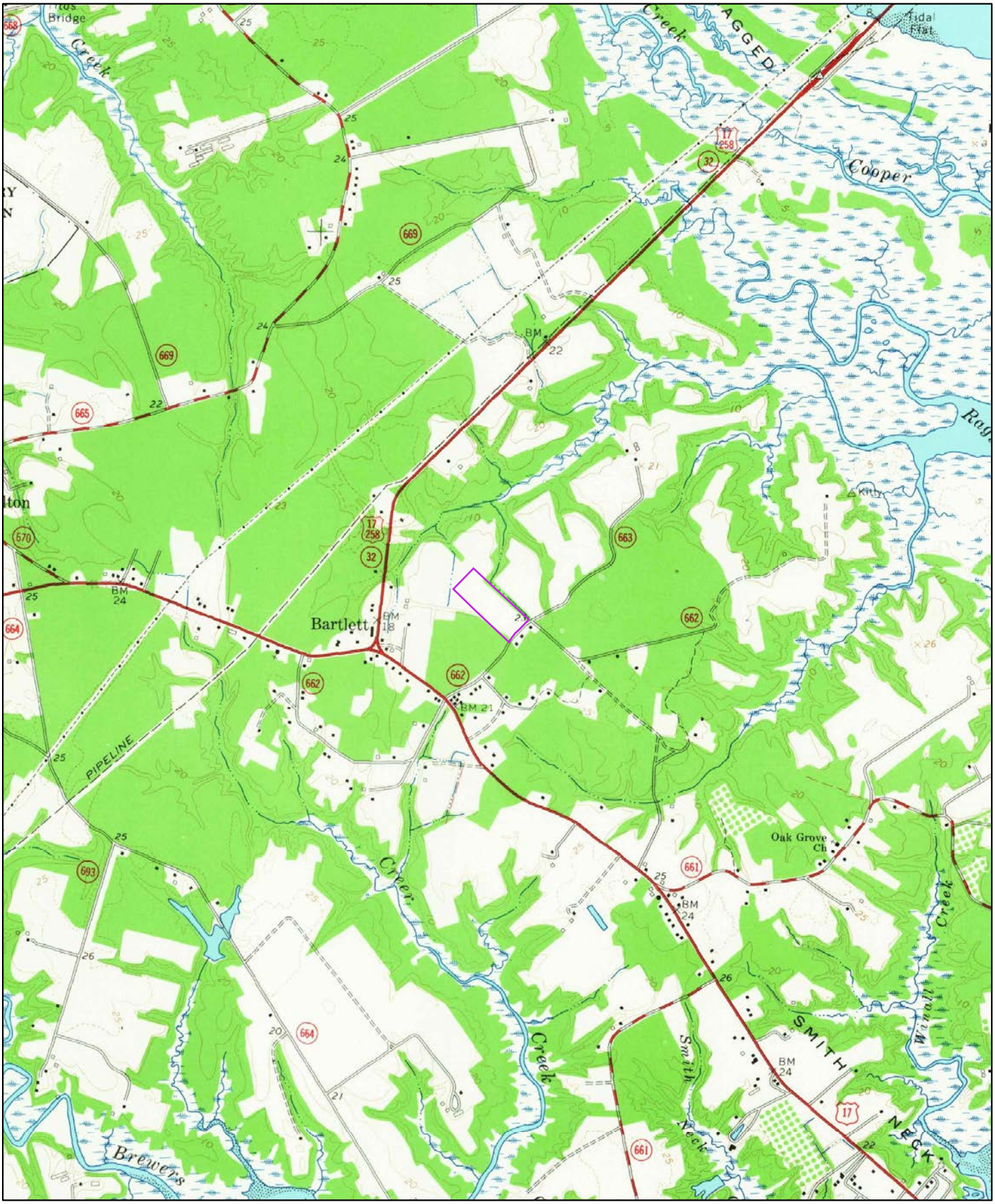
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS




1965

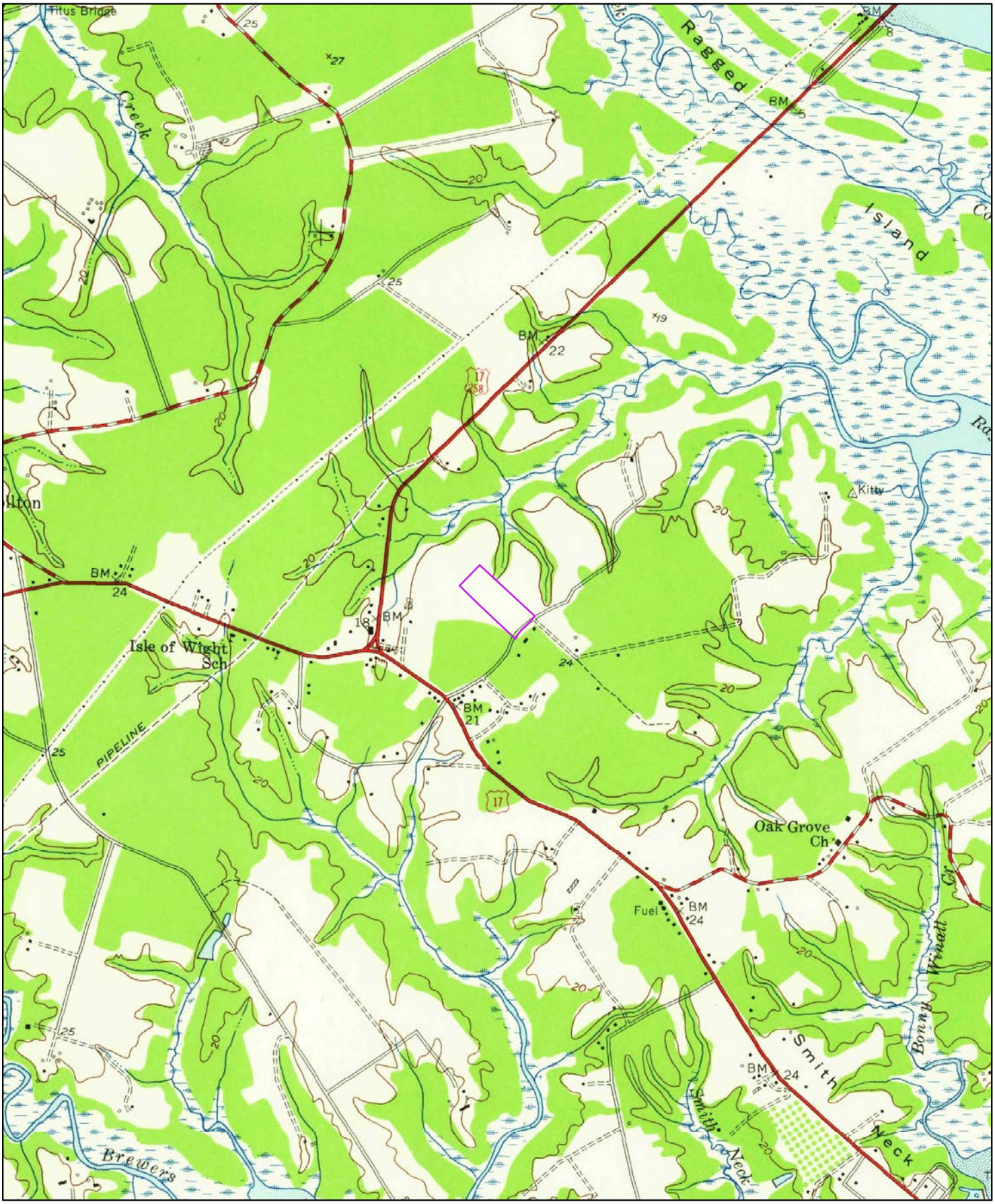
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS



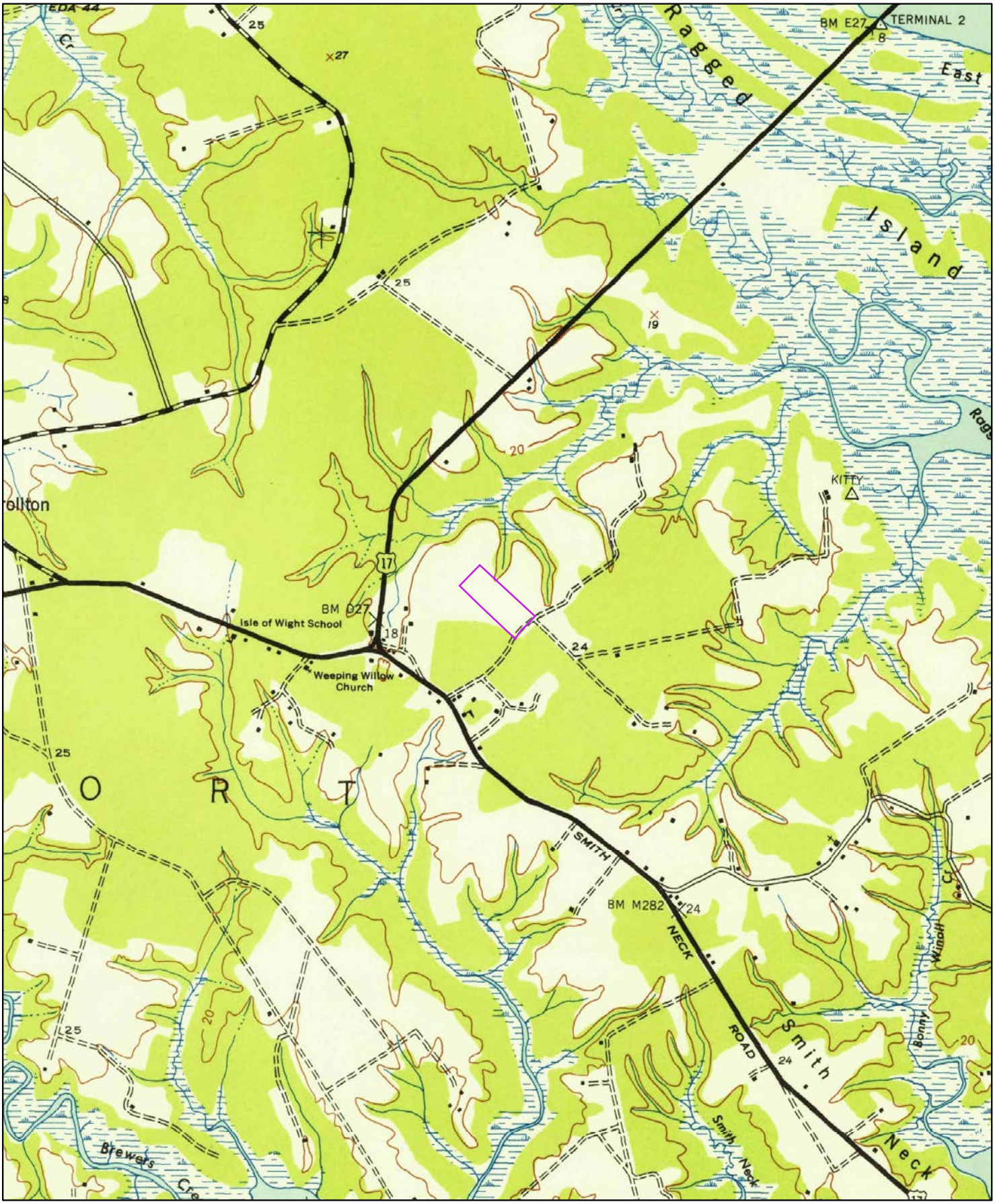

1957

0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map




1952

0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Benns Church,VA

Source: USGS 7.5 Minute Topographic Map

ERIS

1951

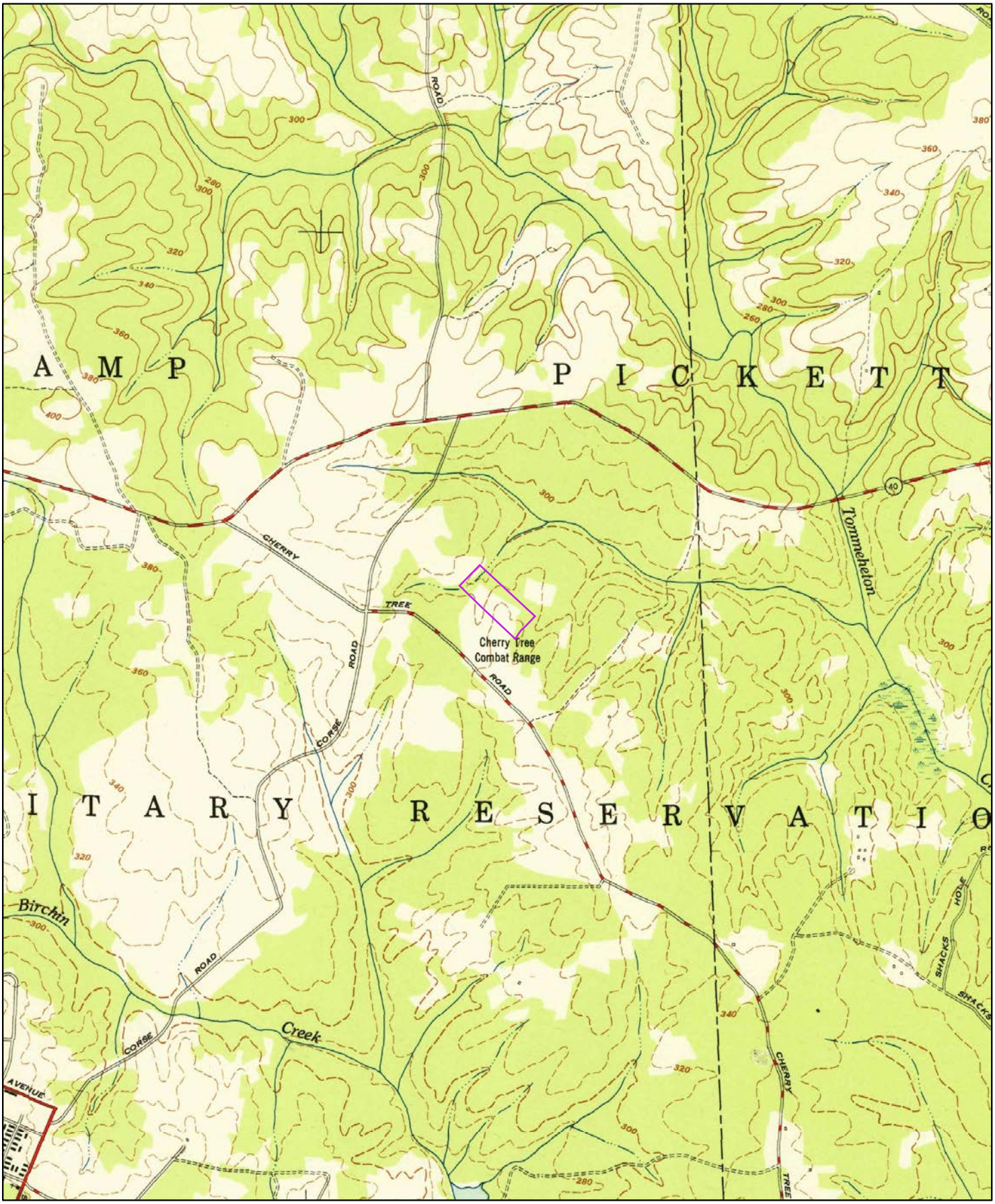
0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Blackstone,VA

Source: USGS 7.5 Minute Topographic Map

ERIS




1950

0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Blackstone,VA

Source: USGS 7.5 Minute Topographic Map

1919

0 0.2 0.4 0.8 Miles

Order No. 21060700510

Quadrangle(s): Smithfield,VA

Source: USGS 15 Minute Topographic Map

# CITY DIRECTORY

| | |
|---|---|
| **Project Property:** | *The Crossings - Tower Parcel*<br>*23067 Channell Way*<br>*Carrollton, VA 23314* |
| **Project No:** | *18075E* |
| **Requested By:** | *MSA, P.C.* |
| **Order No:** | *21060700510* |
| **Date Completed:** | *June 9, 2021* |

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June 9, 2021
RE: CITY DIRECTORY RESEARCH
The Crossings - Tower Parcel
23067 Channell Way Carrollton, VA

Thank you for contacting ERIS for an City Directory Search for the site described above. Our staff has conducted a reverse listing City Directory search to determine prior occupants of the subject site and adjacent properties. We have provided the nearest addresses(s) when adjacent addresses are not listed. If we have searched a range of addresses, all addresses in that range found in the Directory are included.

Note: Reverse Listing Directories generally are focused on more highly developed areas. Newly developed areas may be covered in the more recent years, but the older directories will tend to cover only the "central" parts of the city. To complete the search, we have either utilized the ACPL, Library of Congress, State Archives, and/or a regional library or history center as well as multiple digitized directories. These do not claim to be a complete collection of all reverse listing city directories produced.

ERIS has made every effort to provide accurate and complete information but shall not be held liable for missing, incomplete or inaccurate information. To complete this search we used the general range(s) below to search for relevant findings. If you believe there are additional addresses or streets that require searching please contact us at 866-517-5204.

**Search Criteria:**

23000-23100 of Channell Way
14425-15000 of Whippingham Parkway

## Search Results Summary

| Date | Source | Comment |
|---|---|---|
| 2020 | DIGITAL BUSINESS DIRECTORY | |
| 2016 | DIGITAL BUSINESS DIRECTORY | |
| 2012 | DIGITAL BUSINESS DIRECTORY | |
| 2008 | DIGITAL BUSINESS DIRECTORY | |
| 2003 | DIGITAL BUSINESS DIRECTORY | |
| 1998 | DIGITAL BUSINESS DIRECTORY | |
| 1996 | POLKS | |

## 2020
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2020
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2016
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2016
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2012
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2012
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

14591 **HARRIS FARMS**...*Farms*

## 2008
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2008
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2003
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 2003
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

**NO LISTING FOUND FOR THIS YEAR**...

## 1998
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## CHANNELL WAY

**NO LISTING FOUND FOR THIS YEAR**...

## 1998
*SOURCE: DIGITAL BUSINESS DIRECTORY*

## WHIPPINGHAM PARKWAY

**NO LISTING FOUND FOR THIS YEAR**...

**1996**
*SOURCE: POLKS*

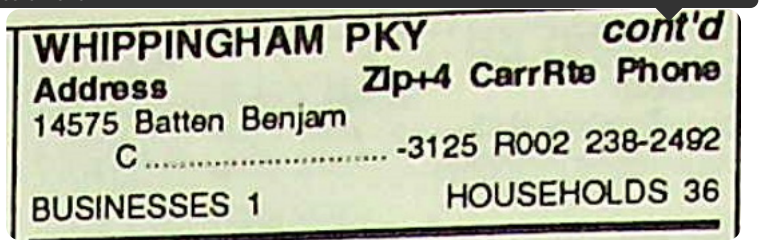
## CHANNELL WAY

**NO LISTINGS IN RANGE**

**1996**
*SOURCE: POLKS*

## WHIPPINGHAM PARKWAY - A

13250 CARROLLTON PUBLIC LIBRARY ..... -3300 R002 238-3479
14431 McLean David C ..... -3128 R002 238-9846
14507 Eddley Rayfie..... -3125 R002 238-3362



WHIPPINGHAM PKY cont'd

| Address | Zip+4 | CarrRte | Phone |
|---|---|---|---|
| 14575 Batten Benjam C | -3125 | R002 | 238-2492 |

BUSINESSES 1 HOUSEHOLDS 36

--- END REPORT ---

# CHAIN OF OWNERSHIP RESEARCH FORM

JOB NAME: The Crossings - Tower Property

TAX PLATE # / GPIN #: PARCEL: 34-01-070B

CURRENT OWNER: BOOTH-COBB MEDIA LLC

PREVIOUS OWNER: WORD BROADCASTING NETWORK INC

DATE: 7/08/2014 DOCUMENT # : 140002331

CHAIN OF OWNERSHIP:

TO: WORD BROADCASTING NETWORK INC

FROM METROPOLITAN RADIO GROUP INC

DATE: 9/09/2003 DOCUMENT # :

TO: METROPOLITAN RADIO GROUP INC

FROM J4 BROADCASTING OF NORFOLK INC

DATE: 4/16/1998 DOCUMENT # :

# Appendix E

# Environmental Database Records

# DATABASE REPORT

| | |
|---|---|
| **Project Property:** | *The Crossings - Tower Parcel*<br>*23067 Channell Way*<br>*Carrollton VA 23314* |
| **Project No:** | *18075E* |
| **Report Type:** | *Database Report* |
| **Order No:** | *21060700510* |
| **Requested by:** | *MSA, P.C.* |
| **Date Completed:** | *June 8, 2021* |

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# Executive Summary

***Property Information:***

| | | |
|---|---|---|
| **Project Property:** | | *The Crossings - Tower Parcel*<br>*23067 Channell Way  Carrollton VA 23314* |
| **Project No:** | | *18075E* |
| **Coordinates:** | | |
| | **Latitude:** | *36.94273517* |
| | **Longitude:** | *-76.53201114* |
| | **UTM Northing:** | *4,089,616.13* |
| | **UTM Easting:** | *363,580.96* |
| | **UTM Zone:** | *UTM Zone 18S* |
| **Elevation:** | | *22 FT* |

***Order Information:***

| | |
|---|---|
| **Order No:** | *21060700510* |
| **Date Requested:** | *June 7, 2021* |
| **Requested by:** | *MSA, P.C.* |
| **Report Type:** | *Database Report* |

***Historicals/Products:***

| | |
|---|---|
| **Aerial Photographs** | *Historical Aerials (Boundaries)* |
| **City Directory Search** | *CD - 2 Street Search* |
| **ERIS Xplorer** | *ERIS Xplorer* |
| **Excel Add-On** | *Excel Add-On* |
| **Fire Insurance Maps** | *US Fire Insurance Maps* |
| **Physical Setting Report (PSR)** | *Physical Setting Report (PSR)* |
| **Topographic Map** | *Topographic Maps* |
| **Vapor Screening Tool** | *Vapor Screening Tool* |

# Executive Summary: Report Summary

| Database | Searched | Search Radius | Project Property | Within 0.12mi | 0.125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| **Standard Environmental Records** | | | | | | | | |
| **Federal** | | | | | | | | |
| DOE FUSRAP | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROPOSED NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| DELETED NPL | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| ODI | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS ARCHIVE | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| CERCLIS | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| IODI | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| CERCLIS NFRAP | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| CERCLIS LIENS | Y | PO | 0 | - | - | - | - | 0 |
| RCRA CORRACTS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| RCRA TSD | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| RCRA LQG | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| RCRA SQG | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| RCRA VSQG | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| RCRA NON GEN | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| FED ENG | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| FED INST | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| LUCIS | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| ERNS 1982 TO 1986 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS 1987 TO 1989 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS | Y | PO | 0 | - | - | - | - | 0 |
| FED BROWNFIELDS | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| FEMA UST | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| FRP | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| HIST GAS STATIONS | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | 0.125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| REFN | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| BULK TERMINAL | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| SEMS LIEN | Y | PO | 0 | - | - | - | - | 0 |
| SUPERFUND ROD | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **State** | | | | | | | | |
| SWF/LF | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| LST | Y | 0.5 | 0 | 0 | 0 | **3** | - | **3** |
| DELISTED LST | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| UST | Y | 0.25 | 0 | 0 | **1** | - | - | **1** |
| AST | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| TANK | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED TANK | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| INST | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| VRP | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| BROWNFIELDS | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| **Tribal** | | | | | | | | |
| INDIAN LUST | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| INDIAN UST | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED ILST | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED IUST | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| **County** | ***No County standard environmental record sources available for this State.*** | | | | | | | |

**Additional Environmental Records**

**Federal**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| PFAS NPL | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| FINDS/FRS | Y | PO | 0 | - | - | - | - | 0 |
| TRIS | Y | PO | 0 | - | - | - | - | 0 |
| PFAS TRI | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| PFAS WATER | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| HMIRS | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| NCDL | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| TSCA | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| HIST TSCA | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| FTTS ADMIN | Y | PO | 0 | - | - | - | - | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | 0.125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| FTTS INSP | Y | PO | 0 | - | - | - | - | 0 |
| PRP | Y | PO | 0 | - | - | - | - | 0 |
| SCRD DRYCLEANER | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| ICIS | Y | PO | 0 | - | - | - | - | 0 |
| FED DRYCLEANERS | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED FED DRY | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| FUDS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FORMER NIKE | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PIPELINE INCIDENT | Y | PO | 0 | - | - | - | - | 0 |
| MLTS | Y | PO | 0 | - | - | - | - | 0 |
| HIST MLTS | Y | PO | 0 | - | - | - | - | 0 |
| MINES | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| SMCRA | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| MRDS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| URANIUM | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| ALT FUELS | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| SSTS | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| PCB | Y | 0.5 | 0 | 0 | 0 | 0 | - | 0 |
| **State** | | | | | | | | |
| SPILLS | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| PC SPILLS | Y | 0.125 | 0 | 0 | - | - | - | 0 |
| DRYCLEANERS | Y | 0.25 | 0 | 0 | 0 | - | - | 0 |
| **Tribal** | ***No Tribal additional environmental record sources available for this State.*** | | | | | | | |
| **County** | ***No County additional environmental record sources available for this State.*** | | | | | | | |
| | ***Total:*** | | 0 | 0 | **1** | **3** | 0 | **4** |

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

# Executive Summary: Site Report Summary - Project Property

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|

No records found in the selected databases for the project property.

# Executive Summary: Site Report Summary - Surrounding Properties

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 1 | UST | Village Market | Routes 17 & 662<br>Carrollton VA 23314 | SSW | 0.23 /<br>1,235.76 | 1 | 15 |
| | | | ***Facility ID \| Active UST \| Inactive UST \| Facility Active:*** 5024386 \| \| \|<br>***Tank No:*** 3, CLS IN GRD, 2, CLS IN GRD, 1, CLS IN GRD | | | | |
| 2 | LST | SENTRY FOOD MART #18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314<br>***CEDS Fac ID \| Case Status:*** 200000087564 \| Closed<br>***Rst Status Ind:*** Closed | WSW | 0.38 /<br>2,024.87 | 1 | 19 |
| 2 | LST | Sentry Food Mart 18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314<br>***CEDS Fac ID \| Case Status:*** 200000087564 \| Closed<br>***Rst Status Ind:*** Closed | WSW | 0.38 /<br>2,024.87 | 1 | 20 |
| 2 | LST | SENTRY FOOD MART #18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314<br>***Rst Status Ind:*** Closed | WSW | 0.38 /<br>2,024.87 | 1 | 20 |

# Executive Summary: Summary by Data Source

## ***Standard***

### State

#### LST - Leaking Petroleum Storage Tanks

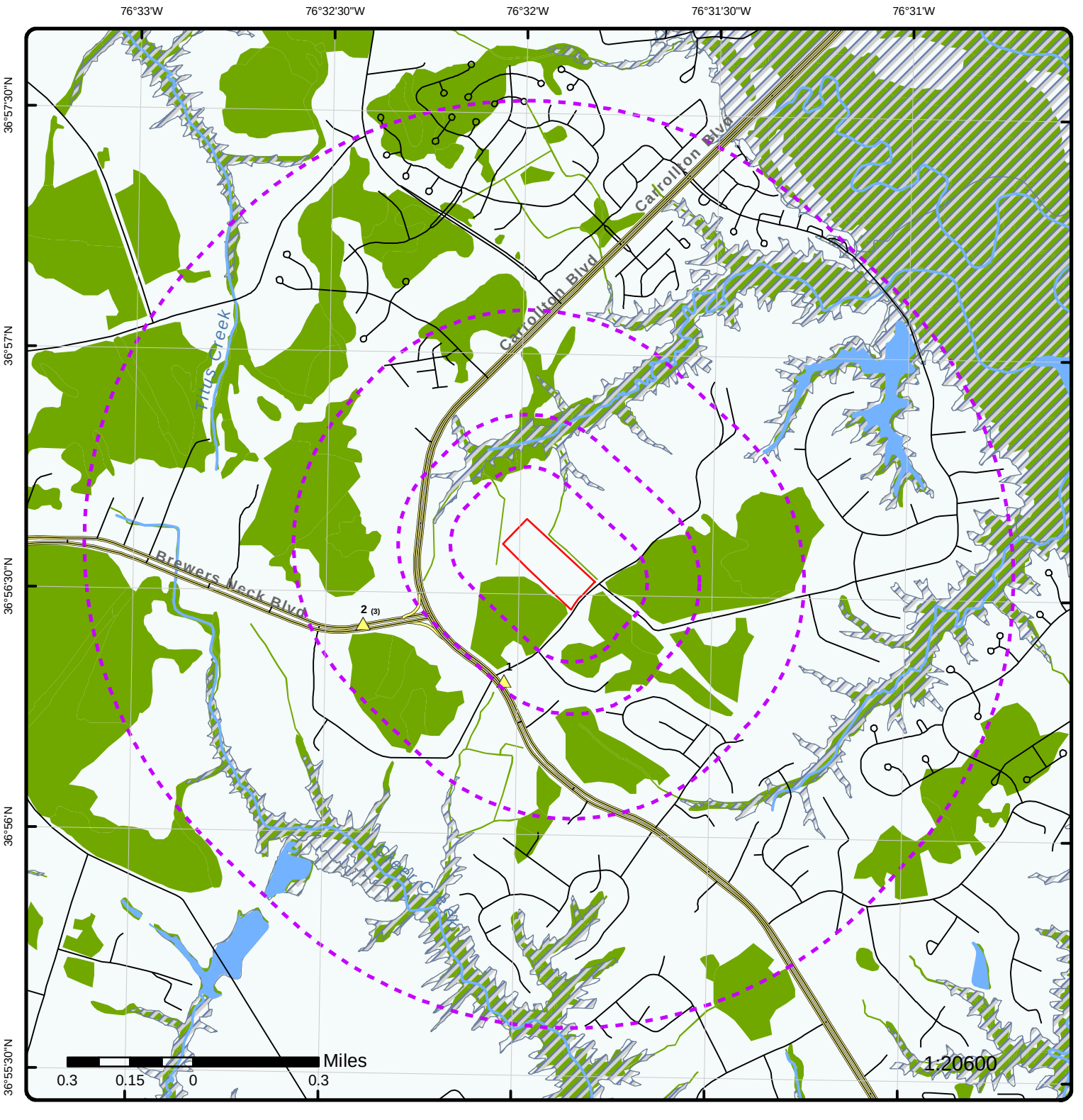
A search of the LST database, dated Mar 22, 2021 has found that there are 3 LST site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Sentry Food Mart 18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | WSW | 0.38 / 2,024.87 | 2 |
| | ***CEDS Fac ID \| Case Status***: *200000087564 \| Closed*<br>***Rst Status Ind***: *Closed* | | | |
| SENTRY FOOD MART #18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | WSW | 0.38 / 2,024.87 | 2 |
| | ***CEDS Fac ID \| Case Status***: *200000087564 \| Closed*<br>***Rst Status Ind***: *Closed* | | | |
| SENTRY FOOD MART #18 | 22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | WSW | 0.38 / 2,024.87 | 2 |
| | ***Rst Status Ind***: *Closed* | | | |

#### UST - Underground Storage Tanks

A search of the UST database, dated Mar 22, 2021 has found that there are 1 UST site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Village Market | Routes 17 & 662<br>Carrollton VA 23314 | SSW | 0.23 / 1,235.76 | 1 |
| | ***Facility ID \| Active UST \| Inactive UST \| Facility Active***: *5024386 \| \| \|*<br>***Tank No***: *3, CLS IN GRD, 2, CLS IN GRD, 1, CLS IN GRD* | | | |




# Map: 1.0 Mile Radius

Order Number: 21060700510

Address: 23067 Channell Way, Carrollton, VA

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- Historic Fill
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

**Source:** © 2016 ESRI

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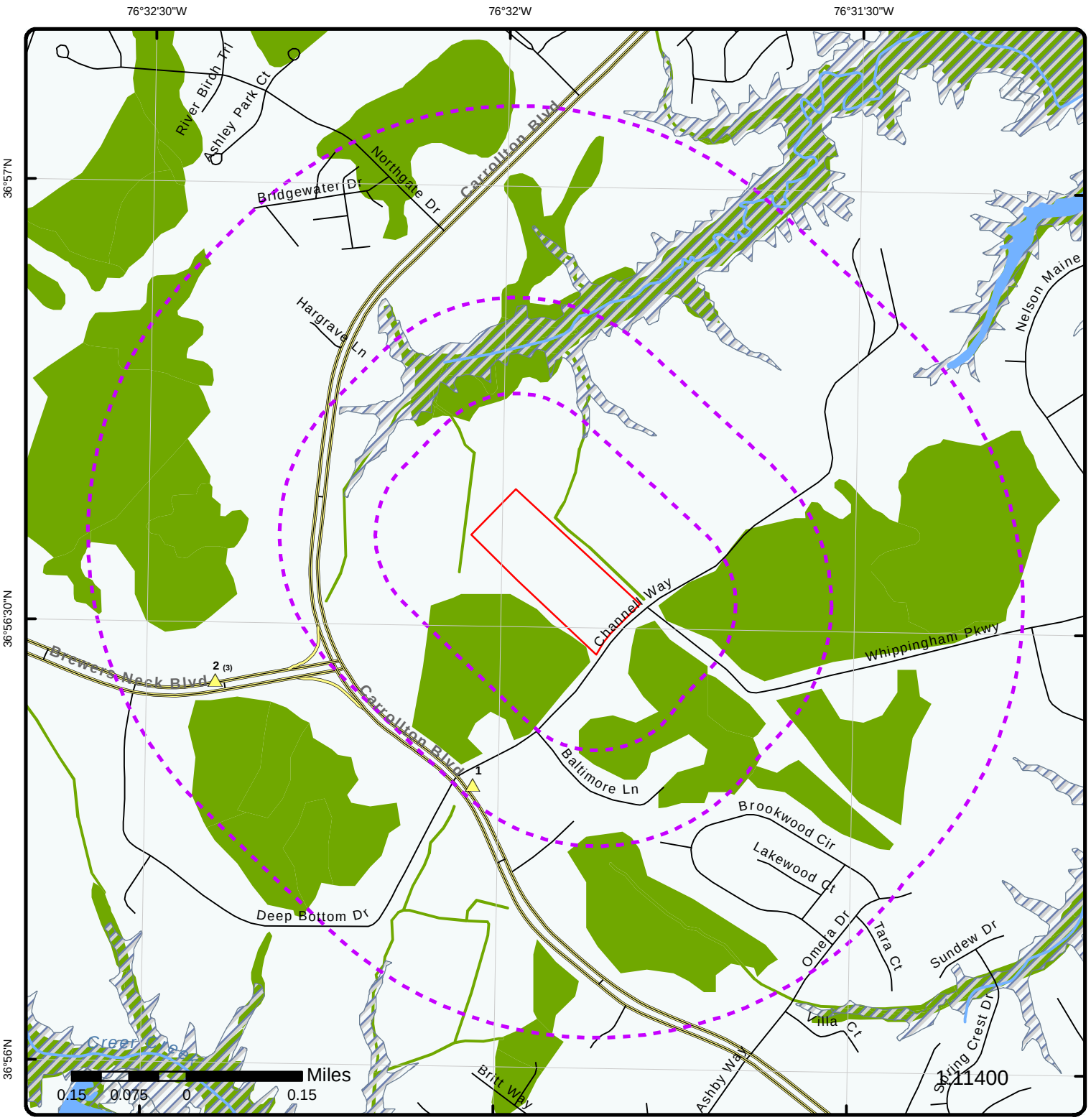


# Map: 0.5 Mile Radius

Order Number: 21060700510

Address: 23067 Channell Way, Carrollton, VA

ERIS

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- Historic Fill
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

**Source:** © 2016 ESRI

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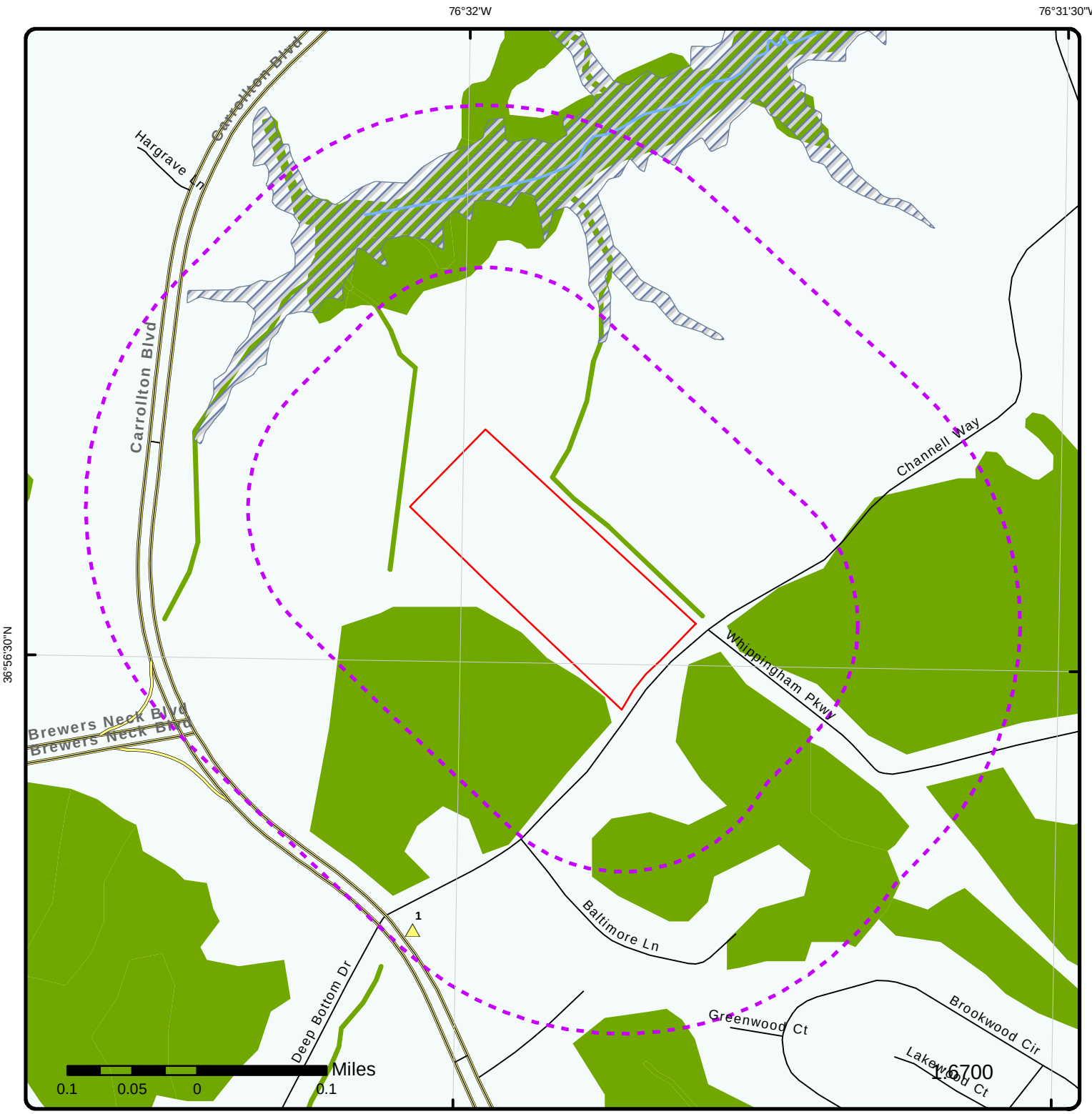


# Map: 0.25 Mile Radius

Order Number: 21060700510

Address: 23067 Channell Way, Carrollton, VA

ERIS

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- Historic Fill
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

**Source:** © 2016 ESRI

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# Aerial **Year: 2020**

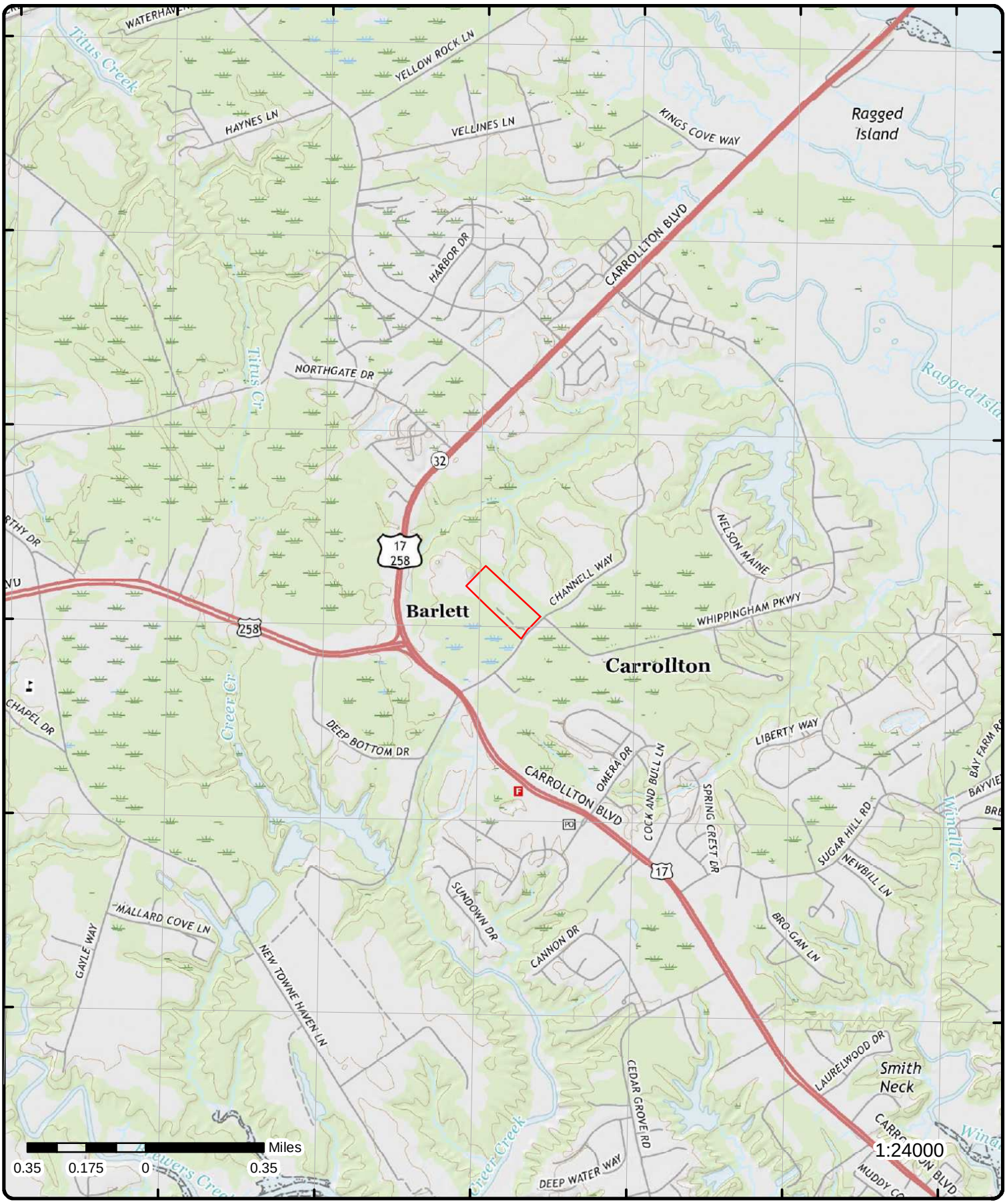
Address: 23067 Channell Way, Carrollton, VA

**Source:** ESRI World Imagery

Order Number: 21060700510

ERIS

© ERIS Information Inc.




# Topographic Map

**Year: 2016**

Order Number: 21060700510

Address: 23067 Channell Way, VA

Quadrangle(s): Benns Church, VA; Newport News South, VA

**Source:** USGS Topographic Map

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# Detail Report

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 1 | 1 of 1 | SSW | 0.23 / 1,235.76 | 22.58 / 1 | Village Market<br>Routes 17 & 662<br>Carrollton VA 23314 | UST |

| | | | |
|---|---|---|---|
| **Facility ID:** | 5024386 | **Name:** | Village Market |
| **CEDS Facility ID:** | 200000067559 | **Address1:** | Routes 17 & 662 |
| **Facility Type:** | GAS STATION | **Address2:** | |
| **Active UST:** | | **City:** | Carrollton |
| **Inactive UST:** | | **Zip:** | 23314 |
| **Active AST:** | | **County:** | Isle of Wight County |
| **Inactive AST:** | | **Region:** | TRO |
| **Facility Active:** | | **Parent Reg Alt** | |
| | | **Description:** | |
| **Federally Regulated:** | | **State:** | VA |
| **Facility Name (HUB):** | | | |
| **Facility Addr 1 (HUB):** | | | |
| **Facility Addr 2 (HUB):** | | | |
| **Facility City (HUB):** | | | |
| **County Name (HUB):** | | | |
| **Facility State (HUB):** | | | |
| **Facility Zip5 (HUB):** | | | |
| **Latitude (HUB):** | | | |
| **Longitude (HUB):** | | | |
| **Facility Location (HUB):** | | | |
| **Source:** | Registered petroleum storage tanks | | |

***Tank Information***

| | | | |
|---|---|---|---|
| **Tank Owner ID:** | 31705 | **Tank Type:** | UST |
| **Tank No:** | 3 | | |

***Tank Details***

| | | | |
|---|---|---|---|
| **Tank Status:** | CLS IN GRD | **Capacity:** | 500 |
| **Install Date:** | | **Contents:** | DIESEL |
| **Date Closed:** | 6/1/1983 | **Other Contents:** | |
| **Fed Regulated Tank:** | Yes | | |

***Tank Materials***

| | |
|---|---|
| **Fiberglass:** | No |
| **Composite:** | No |
| **Double Walled:** | No |
| **Impressed Curre:** | No |
| **Polyethyl Jacket:** | No |
| **Concrete:** | No |
| **Excavation Liner:** | No |
| **Secondary Contain:** | No |
| **Repaired:** | No |
| **Unknown:** | No |
| **Other:** | No |
| **Other Specify:** | |
| **Asphalt/Bare Steel:** | Yes |
| **CCP/STI-P3:** | No |
| **Lined Interior:** | No |

***Pipe Materials***

| | |
|---|---|
| ***Copper:*** | No |
| ***Cathodically Protected:*** | No |
| ***Double Walled:*** | No |
| ***Impressed Current:*** | |
| ***Polyflexible:*** | No |
| ***Secondary Contain:*** | No |
| ***Fiberglass:*** | No |
| ***Unknown:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Piping Type:*** | UNKNOWN |
| ***Asphalt/Bare Steel:*** | No |
| ***Galvanized Steel:*** | Yes |
| ***Repaired:*** | No |

***Tank/Pipe Release Detection***

| | |
|---|---|
| ***ATG:*** | No |
| ***Inventory Controls:*** | No |
| ***Groundwater Monitoring:*** | No |
| ***IM Double Walled:*** | No |
| ***IM Secondary Contain:*** | No |
| ***Tank Rd Sir:*** | No |
| ***Leak Deferred:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Spill Device Installed:*** | No |
| ***Overfill Device Installed:*** | No |
| ***Overfill Type:*** | |
| ***Overfill Other Specify:*** | |
| ***Pipe RD MTD:*** | No |
| ***Pipe RD ATG:*** | |
| ***Pipe RD GW Monitor:*** | No |
| ***Pipe RD Vapor Monitor:*** | No |
| ***Pipe RD IM Double Walled:*** | No |
| ***Pipe RD IM Secondary Contain:*** | No |
| ***Pipe RD ALLD:*** | No |
| ***Pipe RD Tightness Testing:*** | No |
| ***Pipe RD Sir:*** | No |
| ***Pipe RD Leak Deferred:*** | |
| ***Pipe RD Other:*** | No |
| ***Pipe RD Other Specify:*** | |
| ***Manual Gauging:*** | No |
| ***Tightness Testing:*** | No |
| ***Vapor Monitoring:*** | No |

***Tank Information***

| | | | |
|---|---|---|---|
| ***Tank Owner ID:*** | 31705 | ***Tank Type:*** | UST |
| ***Tank No:*** | 2 | | |

***Tank Details***

| | | | |
|---|---|---|---|
| ***Tank Status:*** | CLS IN GRD | ***Capacity:*** | 1000 |
| ***Install Date:*** | | ***Contents:*** | GASOLINE |
| ***Date Closed:*** | 6/1/1983 | ***Other Contents:*** | |
| ***Fed Regulated Tank:*** | Yes | | |

***Tank Materials***

| | |
|---|---|
| ***Fiberglass:*** | No |

| | |
|---|---|
| ***Composite:*** | No |
| ***Double Walled:*** | No |
| ***Impressed Curre:*** | No |
| ***Polyethyl Jacket:*** | No |
| ***Concrete:*** | No |
| ***Excavation Liner:*** | No |
| ***Secondary Contain:*** | No |
| ***Repaired:*** | No |
| ***Unknown:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Asphalt/Bare Steel:*** | Yes |
| ***CCP/STI-P3:*** | No |
| ***Lined Interior:*** | No |

***Pipe Materials***

| | |
|---|---|
| ***Copper:*** | No |
| ***Cathodically Protected:*** | No |
| ***Double Walled:*** | No |
| ***Impressed Current:*** | |
| ***Polyflexible:*** | No |
| ***Secondary Contain:*** | No |
| ***Fiberglass:*** | No |
| ***Unknown:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Piping Type:*** | UNKNOWN |
| ***Asphalt/Bare Steel:*** | No |
| ***Galvanized Steel:*** | Yes |
| ***Repaired:*** | No |

***Tank/Pipe Release Detection***

| | |
|---|---|
| ***ATG:*** | No |
| ***Inventory Controls:*** | No |
| ***Groundwater Monitoring:*** | No |
| ***IM Double Walled:*** | No |
| ***IM Secondary Contain:*** | No |
| ***Tank Rd Sir:*** | No |
| ***Leak Deferred:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Spill Device Installed:*** | No |
| ***Overfill Device Installed:*** | No |
| ***Overfill Type:*** | |
| ***Overfill Other Specify:*** | |
| ***Pipe RD MTD:*** | No |
| ***Pipe RD ATG:*** | |
| ***Pipe RD GW Monitor:*** | No |
| ***Pipe RD Vapor Monitor:*** | No |
| ***Pipe RD IM Double Walled:*** | No |
| ***Pipe RD IM Secondary Contain:*** | No |
| ***Pipe RD ALLD:*** | No |
| ***Pipe RD Tightness Testing:*** | No |
| ***Pipe RD Sir:*** | No |
| ***Pipe RD Leak Deferred:*** | |
| ***Pipe RD Other:*** | No |
| ***Pipe RD Other Specify:*** | |
| ***Manual Gauging:*** | No |
| ***Tightness Testing:*** | No |
| ***Vapor Monitoring:*** | No |

***Tank Information***

| | | | |
|---|---|---|---|
| ***Tank Owner ID:*** | 31705 | ***Tank Type:*** | UST |
| ***Tank No:*** | 1 | | |

***Tank Details***

| | | | |
|---|---|---|---|
| ***Tank Status:*** | CLS IN GRD | ***Capacity:*** | 1000 |
| ***Install Date:*** | | ***Contents:*** | GASOLINE |
| ***Date Closed:*** | 6/1/1983 | ***Other Contents:*** | |
| ***Fed Regulated Tank:*** | Yes | | |

***Tank Materials***

| | |
|---|---|
| ***Fiberglass:*** | No |
| ***Composite:*** | No |
| ***Double Walled:*** | No |
| ***Impressed Curre:*** | No |
| ***Polyethyl Jacket:*** | No |
| ***Concrete:*** | No |
| ***Excavation Liner:*** | No |
| ***Secondary Contain:*** | No |
| ***Repaired:*** | No |
| ***Unknown:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Asphalt/Bare Steel:*** | Yes |
| ***CCP/STI-P3:*** | No |
| ***Lined Interior:*** | No |

***Pipe Materials***

| | |
|---|---|
| ***Copper:*** | No |
| ***Cathodically Protected:*** | No |
| ***Double Walled:*** | No |
| ***Impressed Current:*** | |
| ***Polyflexible:*** | No |
| ***Secondary Contain:*** | No |
| ***Fiberglass:*** | No |
| ***Unknown:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Piping Type:*** | UNKNOWN |
| ***Asphalt/Bare Steel:*** | No |
| ***Galvanized Steel:*** | Yes |
| ***Repaired:*** | No |

***Tank/Pipe Release Detection***

| | |
|---|---|
| ***ATG:*** | No |
| ***Inventory Controls:*** | No |
| ***Groundwater Monitoring:*** | No |
| ***IM Double Walled:*** | No |
| ***IM Secondary Contain:*** | No |
| ***Tank Rd Sir:*** | No |
| ***Leak Deferred:*** | No |
| ***Other:*** | No |
| ***Other Specify:*** | |
| ***Spill Device Installed:*** | No |
| ***Overfill Device Installed:*** | No |
| ***Overfill Type:*** | |
| ***Overfill Other Specify:*** | |
| ***Pipe RD MTD:*** | No |
| ***Pipe RD ATG:*** | |
| ***Pipe RD GW Monitor:*** | No |
| ***Pipe RD Vapor Monitor:*** | No |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | |
|---|---|
| **Pipe RD IM Double Walled:** | No |
| **Pipe RD IM Secondary Contain:** | No |
| **Pipe RD ALLD:** | No |
| **Pipe RD Tightness Testing:** | No |
| **Pipe RD Sir:** | No |
| **Pipe RD Leak Deferred:** | |
| **Pipe RD Other:** | No |
| **Pipe RD Other Specify:** | |
| **Manual Gauging:** | No |
| **Tightness Testing:** | No |
| **Vapor Monitoring:** | No |

***Owner***

| | | | |
|---|---|---|---|
| **Tank Owner ID:** | 31705 | **Owner Address 1:** | 14443 Carrollton Blvd |
| **No of Active AST:** | 0 | **Owner Address 2:** | |
| **No of Active UST:** | 0 | **Owner City:** | Isle Of Wight |
| **No of Inactive AST:** | 0 | **Owner State:** | VA |
| **No of Inactive UST:** | 3 | **Owner Zip 5:** | 23314 |
| **Federal Regulated:** | Yes | **Owner Zip 4:** | |
| **Region:** | TRO | **Owner Type:** | COMMERCIAL |
| **Owner Name:** | Sung K. Ward | **Facility Active?:** | No |
| **Name:** | Village Market | | |

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 2 | 1 of 3 | WSW | 0.38 / 2,024.87 | 22.47 / 1 | SENTRY FOOD MART #18<br>22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | LST |

| | | | |
|---|---|---|---|
| **PC No:** | 19900652 | **Heat Oil Category:** | |
| **CEDS Fac ID:** | 200000087564 | **Exmpt1 UST2:** | No |
| **Case Status:** | Closed | **Exmpt2 Ht Oil UST2:** | No |
| **Case Closed Date:** | 5/22/1990 | **Small Ht Oil AST2:** | No |
| **Release Reported:** | 11/29/1989 | **Regulated AST3:** | No |
| **Fed Regulated UST?:** | Yes | **Unregulated AST3:** | No |
| **Program:** | RP Lead | **Other Tank Type?:** | No |
| **Reg Petrol UST1:** | No | **Oth Tank Type Desc:** | |
| **Excluded UST1:** | No | **Unknown Tank Type?:** | No |
| **Deferred UST1:** | No | **County:** | Isle of Wight County |
| **Partial Defer UST1:** | No | **Region:** | TRO |
| **Source:** | Virginia DEQ- Petroleum Database- Petroleum Releases; VADEQ Petroleum Storage Tank Program - Petroleum Release Sites | | |

***Data Hub - Petroleum Releases Geodatabase Details***

| | | | |
|---|---|---|---|
| **RST Fac ID:** | 200000087564 | **Des First Name:** | Joseph |
| **Rst Poll Complaint No:** | 19900652 | **Des Last Name:** | Fly |
| **Rst Status Ind:** | Closed | **Changed by:** | atwebster |
| **Rst Release Reported:** | 1989/11/29 00:00:00+00 | **Changed Date:** | 2006/03/24 00:00:00+00 |
| **Rst Case Closed:** | 1990/05/22 00:00:00+00 | **Inserted By:** | |
| **Rst Suspect Confirm Ind:** | Confirmed | **Inserted Date:** | 1970/01/01 00:00:00+00 |
| **Rst Rec Code:** | TRO | **Verified by:** | |
| **Rst Priority:** | 2 | **Verify Date:** | 1970/01/01 00:00:00+00 |
| **Rst Fed Reg Tank:** | Yes | **Latitude:** | 36.9408028471345 |
| **Rst Response:** | | **Longitude:** | -76.5401212688159 |
| **Reference Point:** | | | |
| **Rst Name:** | SENTRY FOOD MART #18 | | |
| **Fac Location:** | | | |
| **Fac Address:** | 22283 Brewers Neck Blvd Hwy 25 | | |
| **Fac City:** | Carrollton | | |
| **Fac State:** | VA | | |
| **Fac Zip5:** | 23314 | | |
| **Fic Description:** | Isle of Wight County | | |
| **X:** | -8520407.3249 | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| Y: | | 4430858.6765 | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 2 of 3 | WSW | 0.38 / 2,024.87 | 22.47 / 1 | Sentry Food Mart 18<br>22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | LST |

| | | | |
|---|---|---|---|
| PC No: | 20055158 | Heat Oil Category: | |
| CEDS Fac ID: | 200000087564 | Exmpt1 UST2: | No |
| Case Status: | Closed | Exmpt2 Ht Oil UST2: | No |
| Case Closed Date: | 3/23/2006 | Small Ht Oil AST2: | No |
| Release Reported: | 4/13/2005 | Regulated AST3: | No |
| Fed Regulated UST?: | Yes | Unregulated AST3: | No |
| Program: | RP Lead | Other Tank Type?: | No |
| Reg Petrol UST1: | Yes | Oth Tank Type Desc: | |
| Excluded UST1: | No | Unknown Tank Type?: | No |
| Deferred UST1: | No | County: | Isle of Wight County |
| Partial Defer UST1: | No | Region: | TRO |

Source: Virginia DEQ- Petroleum Database- Petroleum Releases; VADEQ Petroleum Storage Tank Program - Petroleum Release Sites

***Data Hub - Petroleum Releases Geodatabase Details***

| | | | |
|---|---|---|---|
| RST Fac ID: | 200000087564 | Des First Name: | Leann |
| Rst Poll Complaint No: | 20055158 | Des Last Name: | Moran |
| Rst Status Ind: | Closed | Changed by: | lkmoran |
| Rst Release Reported: | 2005/04/13 00:00:00+00 | Changed Date: | 2006/03/23 00:00:00+00 |
| Rst Case Closed: | 2006/03/23 00:00:00+00 | Inserted By: | |
| Rst Suspect Confirm Ind: | Confirmed | Inserted Date: | 1970/01/01 00:00:00+00 |
| Rst Rec Code: | TRO | Verified by: | |
| Rst Priority: | 3 | Verify Date: | 1970/01/01 00:00:00+00 |
| Rst Fed Reg Tank: | Yes | Latitude: | 36.9406056050047 |
| Rst Response: | | Longitude: | -76.5400696920439 |
| Reference Point: | | | |
| Rst Name: | Sentry Food Mart 18 | | |
| Fac Location: | | | |
| Fac Address: | 22283 Brewers Neck Blvd Hwy 25 | | |
| Fac City: | Carrollton | | |
| Fac State: | VA | | |
| Fac Zip5: | 23314 | | |
| Fic Description: | Isle of Wight County | | |
| X: | -8520401.5834 | | |
| Y: | 4430831.2049 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 3 of 3 | WSW | 0.38 / 2,024.87 | 22.47 / 1 | SENTRY FOOD MART #18<br>22283 Brewers Neck Blvd Hwy 25<br>Carrollton VA 23314 | LST |

| | | | |
|---|---|---|---|
| PC No: | 19962335 | Heat Oil Category: | |
| CEDS Fac ID: | | Exmpt1 UST2: | |
| Case Status: | | Exmpt2 Ht Oil UST2: | |
| Case Closed Date: | | Small Ht Oil AST2: | |
| Release Reported: | | Regulated AST3: | |
| Fed Regulated UST?: | | Unregulated AST3: | |
| Program: | | Other Tank Type?: | |
| Reg Petrol UST1: | | Oth Tank Type Desc: | |
| Excluded UST1: | | Unknown Tank Type?: | |
| Deferred UST1: | | County: | Isle of Wight County |
| Partial Defer UST1: | | Region: | |

Source: VADEQ Petroleum Storage Tank Program - Petroleum Release Sites

***Data Hub - Petroleum Releases Geodatabase Details***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| ***RST Fac ID:*** | 200000087564 | ***Des First Name:*** | Leann |
| ***Rst Poll Complaint No:*** | 19962335 | ***Des Last Name:*** | Moran |
| ***Rst Status Ind:*** | Closed | ***Changed by:*** | seburkett |
| ***Rst Release Reported:*** | 1996/02/01 00:00:00+00 | ***Changed Date:*** | 2007/02/12 00:00:00+00 |
| ***Rst Case Closed:*** | 1999/03/02 00:00:00+00 | ***Inserted By:*** | |
| ***Rst Suspect Confirm Ind:*** | Suspected | ***Inserted Date:*** | 1970/01/01 00:00:00+00 |
| ***Rst Rec Code:*** | TRO | ***Verified by:*** | |
| ***Rst Priority:*** | | ***Verify Date:*** | 1970/01/01 00:00:00+00 |
| ***Rst Fed Reg Tank:*** | Yes | ***Latitude:*** | 36.9407246521028 |
| ***Rst Response:*** | | ***Longitude:*** | -76.5400223328621 |
| ***Reference Point:*** | | | |
| ***Rst Name:*** | SENTRY FOOD MART #18 | | |
| ***Fac Location:*** | | | |
| ***Fac Address:*** | 22283 Brewers Neck Blvd Hwy 25 | | |
| ***Fac City:*** | Carrollton | | |
| ***Fac State:*** | VA | | |
| ***Fac Zip5:*** | 23314 | | |
| ***Fic Description:*** | Isle of Wight County | | |
| ***X:*** | -8520396.3114 | | |
| ***Y:*** | 4430847.7856 | | |

# Unplottable Summary

**Total: 0 Unplottable sites**

| DB | Company Name/Site Name | Address | City | Zip | ERIS ID |
|---|---|---|---|---|---|

No unplottable records were found that may be relevant for the search criteria.

# Unplottable Report

No unplottable records were found that may be relevant for the search criteria.

# Appendix: Database Descriptions

*Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:*

*"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."*

## *Standard Environmental Record Sources*

### *Federal*

***Formerly Utilized Sites Remedial Action Program:*** DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

***Government Publication Date: Mar 4, 2017***

***National Priority List:*** NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

***Government Publication Date: Apr 27, 2021***

***National Priority List - Proposed:*** PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

***Government Publication Date: Apr 27, 2021***

***Deleted NPL:*** DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

***Government Publication Date: Apr 27, 2021***

***SEMS List 8R Active Site Inventory:*** SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

***Government Publication Date: Mar 23, 2021***

***Inventory of Open Dumps, June 1985:*** ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

***Government Publication Date: Jun 1985***

***SEMS List 8R Archive Sites:*** SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

***Government Publication Date: Mar 23, 2021***

***Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS:*** CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

***Government Publication Date: Oct 25, 2013***

***EPA Report on the Status of Open Dumps on Indian Lands:*** IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

***Government Publication Date: Dec 31, 1998***

***CERCLIS - No Further Remedial Action Planned:*** CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

***Government Publication Date: Oct 25, 2013***

***CERCLIS Liens:*** CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 30, 2014***

***RCRA CORRACTS-Corrective Action:*** RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

***Government Publication Date: Apr 5, 2021***

***RCRA non-CORRACTS TSD Facilities:*** RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

***Government Publication Date: Apr 5, 2021***

***RCRA Generator List:*** RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

***Government Publication Date: Apr 5, 2021***

***RCRA Small Quantity Generators List:*** RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

***Government Publication Date: Apr 5, 2021***

***RCRA Very Small Quantity Generators List:*** RCRA VSQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

***Government Publication Date: Apr 5, 2021***

***RCRA Non-Generators:*** RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

***Government Publication Date: Apr 5, 2021***

***Federal Engineering Controls-ECs:*** FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Feb 23, 2021***

***Federal Institutional Controls- ICs:*** FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency ) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

***Government Publication Date: Feb 23, 2021***

***Land Use Control Information System:*** LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

***Government Publication Date: Sep 1, 2006***

***Emergency Response Notification System:*** ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1982-1986***

***Emergency Response Notification System:*** ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1987-1989***

***Emergency Response Notification System:*** ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

***Government Publication Date: Nov 9, 2020***

***The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:*** FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 6, 2021***

***FEMA Underground Storage Tank Listing:*** FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

***Government Publication Date: Dec 31, 2017***

***Facility Response Plan:*** FRP

List of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

***Government Publication Date: Dec 2, 2020***

***Historical Gas Stations:*** HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

***Government Publication Date: Jul 1, 1930***

***Petroleum Refineries:*** REFN

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

***Government Publication Date: Jul 10, 2020***

***Petroleum Product and Crude Oil Rail Terminals:*** BULK TERMINAL

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

***Government Publication Date: Apr 28, 2020***

***LIEN on Property:*** SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

***Government Publication Date: Mar 23, 2021***

***Superfund Decision Documents:*** SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

***Government Publication Date: Feb 23, 2021***

## ***State***

***Solid Waste Landfills:*** SWF/LF

The solid waste program in the Department of Environmental Quality (DEQ) is designed to encourage the reuse and recycling of solid waste and to regulate the disposal and treatment of solid waste, including regulated medical waste, and to ensure that hazardous waste is properly managed. Standards are designed to protect human health and the environment and driven by regulatory requirements.

***Government Publication Date: Feb 16, 2021***

***Leaking Petroleum Storage Tanks:*** LST

When a release occurs from an aboveground or underground storage tank, the owner and/or operator of the tank is required to report the release to the Department of Environmental Quality (DEQ). This database contains a listing of releases from tanks both above and underground.

***Government Publication Date: Mar 22, 2021***

***Delisted Leaking Petroleum Storage Tanks:*** DELISTED LST

Facilities which have been removed from the list of leaking petroleum storage tanks made available by the Virginia Department of Environmental Quality (DEQ). Facilities may be removed from the lists of leaking petroleum tanks when it is determined that the release reported is not an actual release, or the released substance is not petroleum - these sites may still have endured non-petroleum hazardous substance releases.

***Government Publication Date: Mar 22, 2021***

***Underground Storage Tanks:*** UST

A listing of registered underground storage tanks, made available by the Virginia Department of Environmental Quality (DEQ). Includes records from Tank Registration files as well as records from the Virginia DEQ Open Data Portal.

***Government Publication Date: Mar 22, 2021***

***Aboveground Storage Tanks:*** AST

Virginia Department of Environmental Quality (DEQ). Includes records from Tank Registration files as well as records from the Virginia DEQ Open Data Portal.

***Government Publication Date: Mar 22, 2021***

***Storage Tank Facilities:*** TANK

A list of tank facilities where tank details are not available. This list is made available by the Virginia Department of Environmental Quality (DEQ). Includes records from Tank Registration files as well as records from the Virginia DEQ Open Data Portal.

***Government Publication Date: Mar 22, 2021***

***Delisted Tanks:*** DELISTED TANK

Facilities which have been removed from the list of registered aboveground and/or underground storage tanks made available by the Virginia Department of Environmental Quality (DEQ). Facilities may be removed from the lists of registered tanks when it is determined that the tank does not require registration, for example, due to capacity or contents.

***Government Publication Date: Mar 22, 2021***

***Institutional Controls:*** INST

Institutional controls are legal or contractual restrictions on property use that remain effective after remediation is completed and are used to satisfy remediation levels. This list is maintained by the Department of Environmental Quality (DEQ).

***Government Publication Date: Mar 8, 2021***

***Voluntary Remediation Program:*** VRP

The Voluntary Remediation Program is to encourage hazardous substance cleanups that might not otherwise take place. The program is a streamlined mechanism for site owners or operators to voluntarily address contamination at sites with concurrence from the Department of Environmental Quality (DEQ).

***Government Publication Date: Mar 8, 2021***

***Brownfields Site Specific Assessments:*** BROWNFIELDS

Brownfields are idled, underutilized, or abandoned industrial or commercial properties where expansion or redevelopment is complicated by real or perceived environmental contamination. Examples include factories, railyards, landfills, dry cleaners, etc. This list is maintained by the Department of Environmental Quality (DEQ).

***Government Publication Date: Jan 8, 2021***

## *Tribal*

***Leaking Underground Storage Tanks (LUSTs) on Tribal/Indian Lands:*** INDIAN LUST

Leaking Underground Storage Tanks (LUSTs) on Tribal/Indian Lands in EPA Region 3, which includes Virginia. There are no LUST records in Virginia at this time.

***Government Publication Date: Apr 12, 2019***

***Underground Storage Tanks (USTs) on Indian Lands:*** INDIAN UST

Listing of Underground Storage Tanks (USTs) on Tribal/Indian Lands in EPA Region 3, which includes Virginia. There are no UST records in Virginia at this time.

***Government Publication Date: May 4, 2018***

***Delisted Tribal Leaking Storage Tanks:*** DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

***Government Publication Date: Apr 14, 2020***

***Delisted Tribal Underground Storage Tanks:*** DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

***Government Publication Date: Apr 14, 2020***

### *County*

***No County standard environmental record sources available for this State.***

## *Additional Environmental Record Sources*

### *Federal*

***PFOA/PFOS Contaminated Sites:*** PFAS NPL

List of sites where PFOA or PFOS contaminants have been found in drinking water or soil. Made available by the Federal Environmental Protection Agency (EPA).

***Government Publication Date: Mar 1, 2021***

***Facility Registry Service/Facility Index:*** FINDS/FRS

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the Environmental Protection Agency (US EPA).

***Government Publication Date: Nov 2, 2020***

***Toxics Release Inventory (TRI) Program:*** TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U. S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

***Government Publication Date: Feb 19, 2020***

***Perfluorinated Alkyl Substances (PFAS) Releases:*** PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

***Government Publication Date: Feb 19, 2020***

***Perfluorinated Alkyl Substances (PFAS) Water Quality:*** PFAS WATER

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances.

***Government Publication Date: Jul 20, 2020***

***Hazardous Materials Information Reporting System:*** HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

***Government Publication Date: Sep 1, 2020***

***National Clandestine Drug Labs:*** NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

***Government Publication Date: Oct 5, 2020***

***Toxic Substances Control Act:*** TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

***Government Publication Date: Apr 11, 2019***

***Hist TSCA:*** HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

***Government Publication Date: Dec 31, 2006***

***FTTS Administrative Case Listing:*** FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***FTTS Inspection Case Listing:*** FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***Potentially Responsible Parties List:*** PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

***Government Publication Date: Apr 27, 2021***

***State Coalition for Remediation of Drycleaners Listing:*** SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

***Government Publication Date: Nov 08, 2017***

***Integrated Compliance Information System (ICIS):*** ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

***Government Publication Date: Mar 24, 2021***

***Drycleaner Facilities:*** FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) online search. The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

***Government Publication Date: Feb 17, 2021***

***Delisted Drycleaner Facilities:*** DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

***Government Publication Date: Feb 17, 2021***

***Formerly Used Defense Sites:*** FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.

***Government Publication Date: Jan 28, 2020***

***Former Military Nike Missile Sites:*** FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

***Government Publication Date: Dec 1, 1984***

***PHMSA Pipeline Safety Flagged Incidents:*** PIPELINE INCIDENT

A list of flagged pipeline incidents made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types.

***Government Publication Date: Jul 7, 2020***

***Material Licensing Tracking System (MLTS):*** MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

***Government Publication Date: May 11, 2021***

***Historic Material Licensing Tracking System (MLTS) sites:*** HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

***Government Publication Date: Jan 31, 2010***

***Mines Master Index File:*** MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.

***Government Publication Date: Nov 3, 2020***

***Surface Mining Control and Reclamation Act Sites:*** SMCRA

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of Abandoned Mine Land (AML) impacts, as well as information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

***Government Publication Date: Dec 18, 2020***

***Mineral Resource Data System:*** MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

***Government Publication Date: Mar 15, 2006***

***Uranium Mill Tailings Radiation Control Act Sites:*** URANIUM

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

***Government Publication Date: Mar 4, 2017***

***Alternative Fueling Stations:*** ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.

***Government Publication Date: Apr 27, 2021***

***Registered Pesticide Establishments:*** SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

***Government Publication Date: Apr 13, 2021***

***Polychlorinated Biphenyl (PCB) Notifiers:*** PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

***Government Publication Date: Nov 19, 2020***

## *State*

***Spills:*** SPILLS

The Department of Environmental Quality (DEQ) Pollution Response Program (PREP), provides for responses to air, water and waste pollution incidents in order to protect human health and the environment. PREP staff often work to assist local emergency responders, other state agencies, federal agencies, and responsible parties, as may be needed, to manage pollution incidents. Oil spills, fish kills, and hazardous materials spills are examples of incidents that may involve the DEQ's PREP Program.

***Government Publication Date: Apr 16, 2021***

***Pollution Complaint:*** PC SPILLS

The database contains a listing of Pollution Complaints from 1986 to 1994 that include petroleum releases and other releases on state land and waters. This list is maintained by the Department of Environmental Quality (DEQ).

***Government Publication Date: 1986-1994***

***Dry Cleaning Facilities:*** DRYCLEANERS

A listing of registered drycleaners maintained by the Department of Environmental Quality.

***Government Publication Date: Apr 23, 2021***

## *Tribal*

***No Tribal additional environmental record sources available for this State.***

***County***

***No County additional environmental record sources available for this State.***

# Definitions

***Database Descriptions:*** This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

***Detail Report***: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

***Distance:*** The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

***Direction:*** The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

***Elevation:*** The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

***Executive Summary:*** This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

***Map Key:*** The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

***Unplottables:*** These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

PSR
PHYSICAL SETTING REPORT

# Property Information

| | | |
|---|---|---|
| Order Number: | | 21060700510p |
| Date Completed: | | June 7, 2021 |
| Project Number: | | 18075E |
| Project Property: | | The Crossings - Tower Parcel<br>23067 Channell Way Carrollton VA 23314 |
| Coordinates: | | |
| | Latitude: | 36.94273517 |
| | Longitude: | -76.53201114 |
| | UTM Northing: | 4089616.12885 Meters |
| | UTM Easting: | 363580.963267 Meters |
| | UTM Zone: | UTM Zone 18S |
| | Elevation: | 21.74 ft |
| | Slope Direction: | NW |


Topographic Information....2
Hydrologic Information....4
Geologic Information....7
Soil Information....9
Wells and Additional Sources....18
Summary....19
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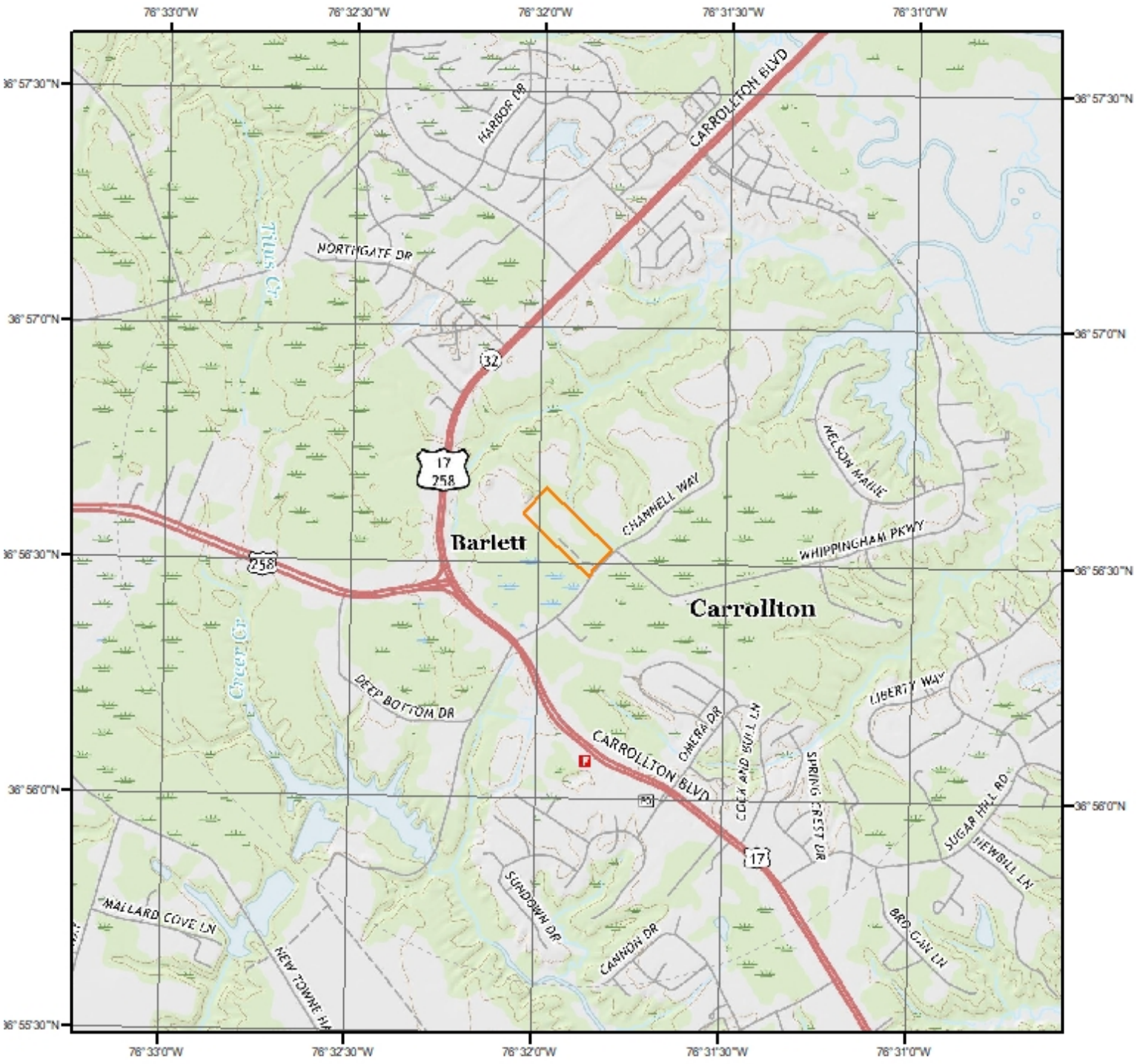
The ERIS ***Physical Setting Report - PSR*** provides comprehensive information about the physical setting around a site and includes a complete overview of topography and surface topology, in addition to hydrologic, geologic and soil characteristics. The location and detailed attributes of oil and gas wells, water wells, public water systems and radon are also included for review.

The compilation of both physical characteristics of a site and additional attribute data is useful in assessing the impact of migration of contaminants and subsequent impact on soils and groundwater.

**Disclaimer**

This Report does not provide a full environmental evaluation for the site or adjacent properties. Please see the terms and disclaimer at the end of the Report for greater detail.

## Topographic Information




**Current USGS Topo (2016)**

0 0.2 0.4 0.8 Miles

N

**Quadrangle(s): Benns Church, VA**

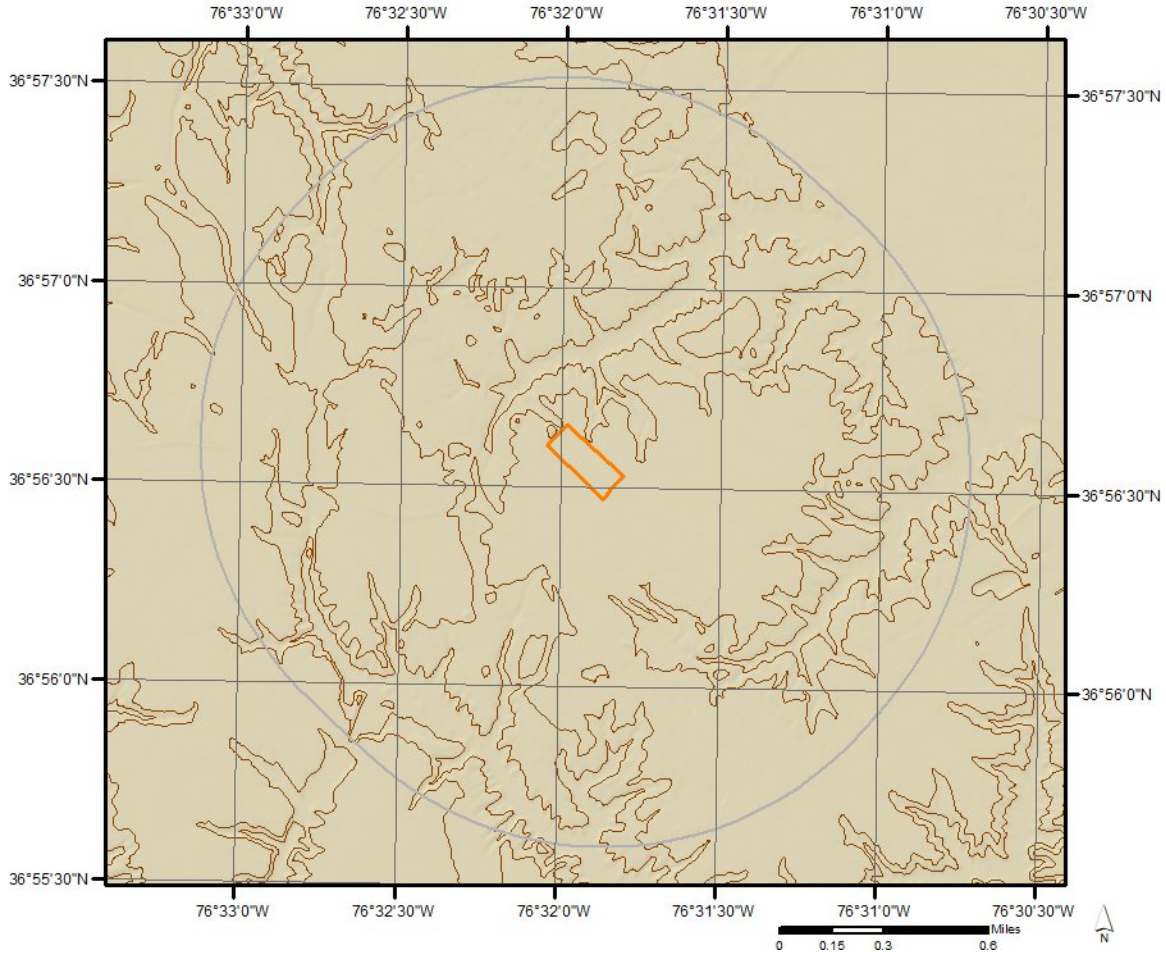
Source: USGS 7.5 Minute Topographic Map

# Topographic Information

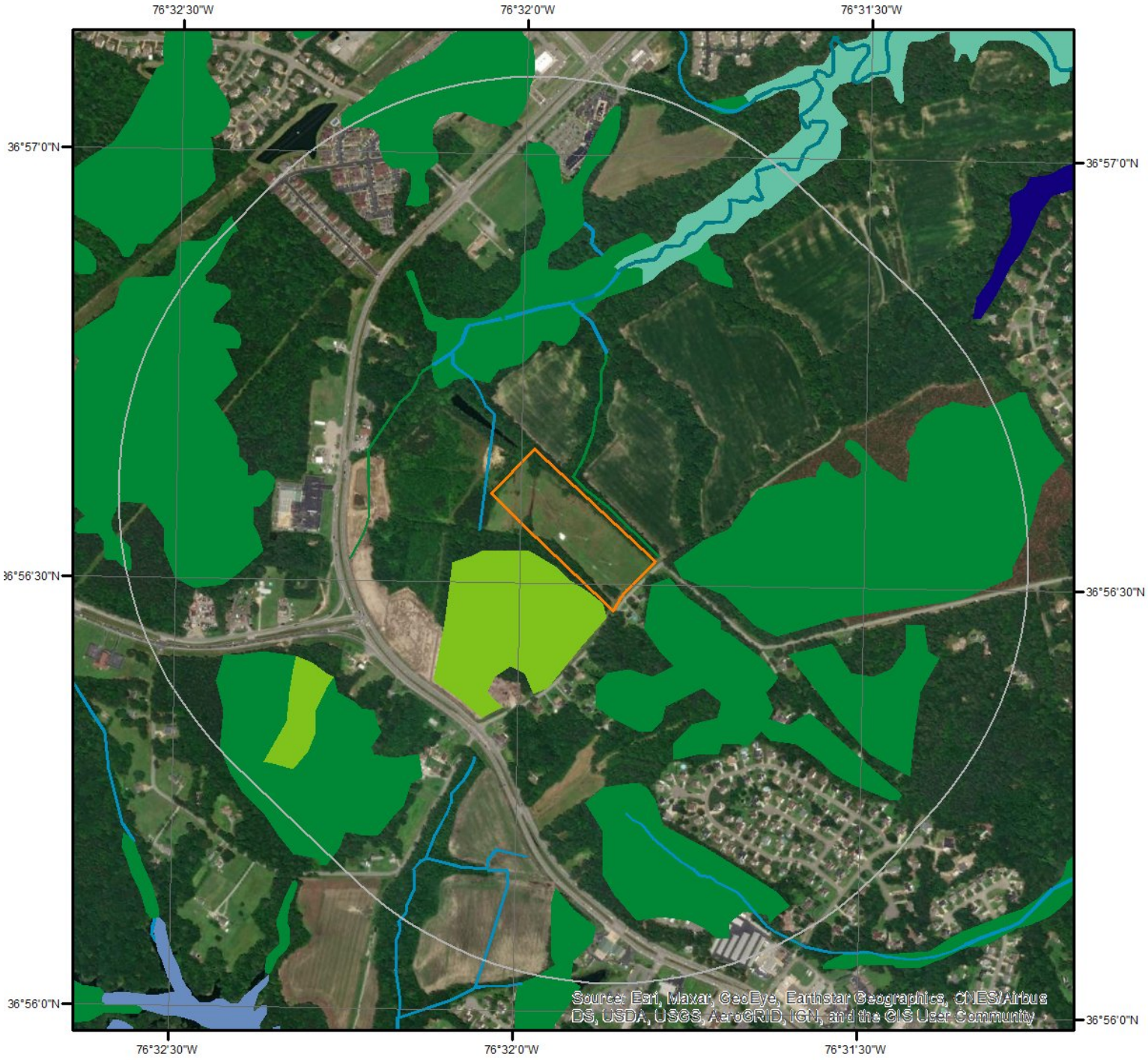
The previous topographic map(s) are created by seamlessly merging and cutting current USGS topographic data. Below are shaded relief map(s), derived from USGS elevation data to show surrounding topography in further detail.

Topographic information at project property:

| | |
|---|---|
| Elevation: | 21.74 ft |
| Slope Direction: | NW |



## Hydrologic Information




# Wetland

0 0.075 0.15 0.3 Miles

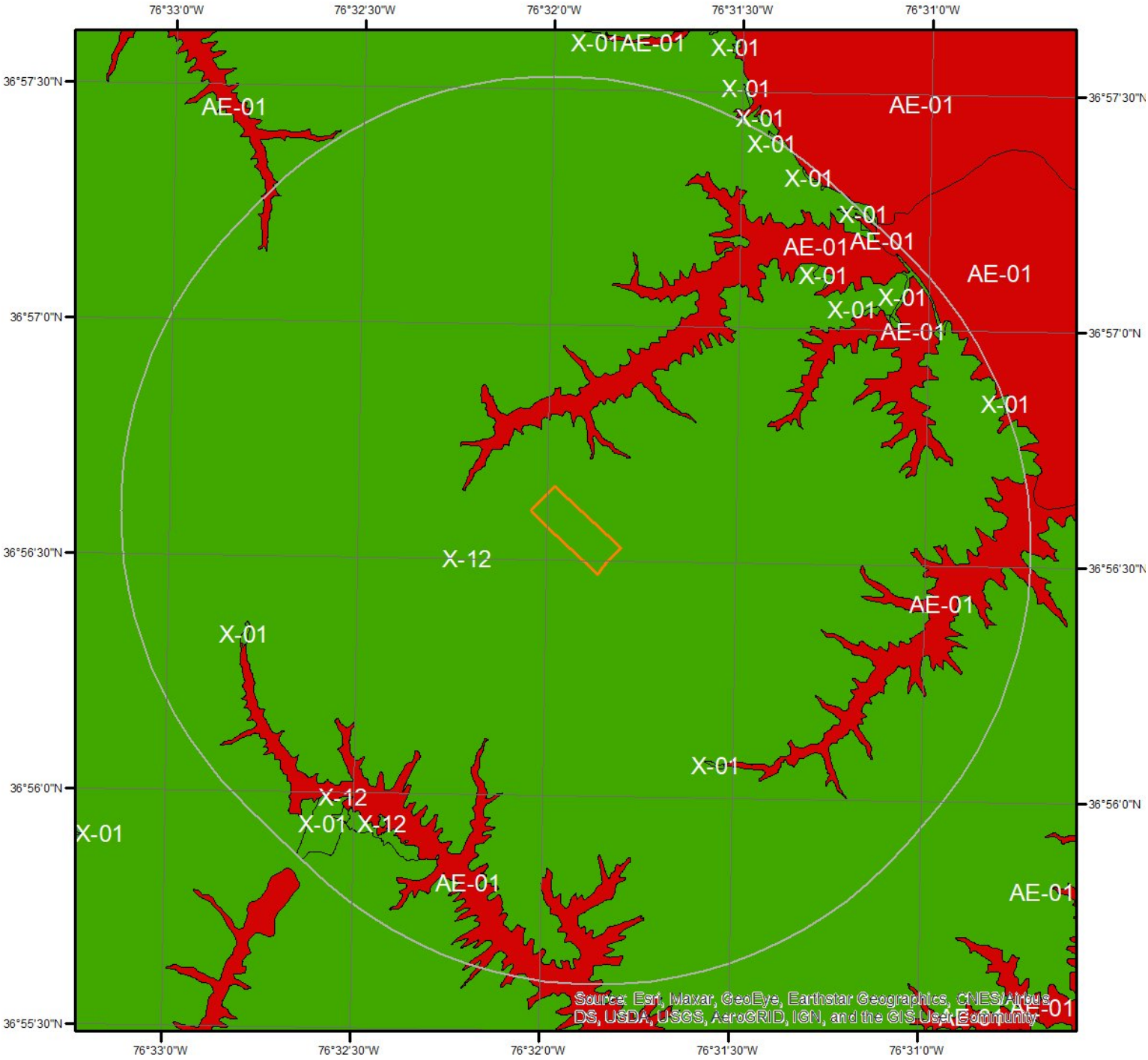
N

This map shows wetland existence using data from US Fish & Wildlife.
Data coverage is shown to the right. Gray indicates no data available in the area.

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

ERIS

## Hydrologic Information



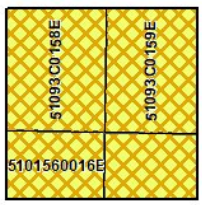

# Flood Hazard Zones

This map shows FEMA flood hazard zones. FIRM panels are shown to the right, and blank indicates no data is available.

Miles
0 0.2 0.4

N

| | | |
|---|---|---|
| A | AO | X |
| A99 | V | OPEN WATER |
| AE | VE | NOT POPULATED |
| AH | D | AREA NOT INCLUDED |

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# Hydrologic Information

The Wetland Type map shows wetland existence overlaid on an aerial imagery. The Flood Hazard Zones map shows FEMA flood hazard zones overlaid on an aerial imagery. Relevant FIRM panels and detailed zone information is provided below.

| | |
|---|---|
| Available FIRM Panels in area: | 5101560016E(effective:2015-08-03) 5101560017E(effective:2015-08-03) 51093C0159E(effective:2015-12-02) 51093C0166E(effective:2015-12-02) 51093C0167E(effective:2015-12-02) 51093C0158E(effective:2015-12-02) |

**Flood Zone AE-01**

| | |
|---|---|
| Zone: | AE |
| Zone subtype: | |

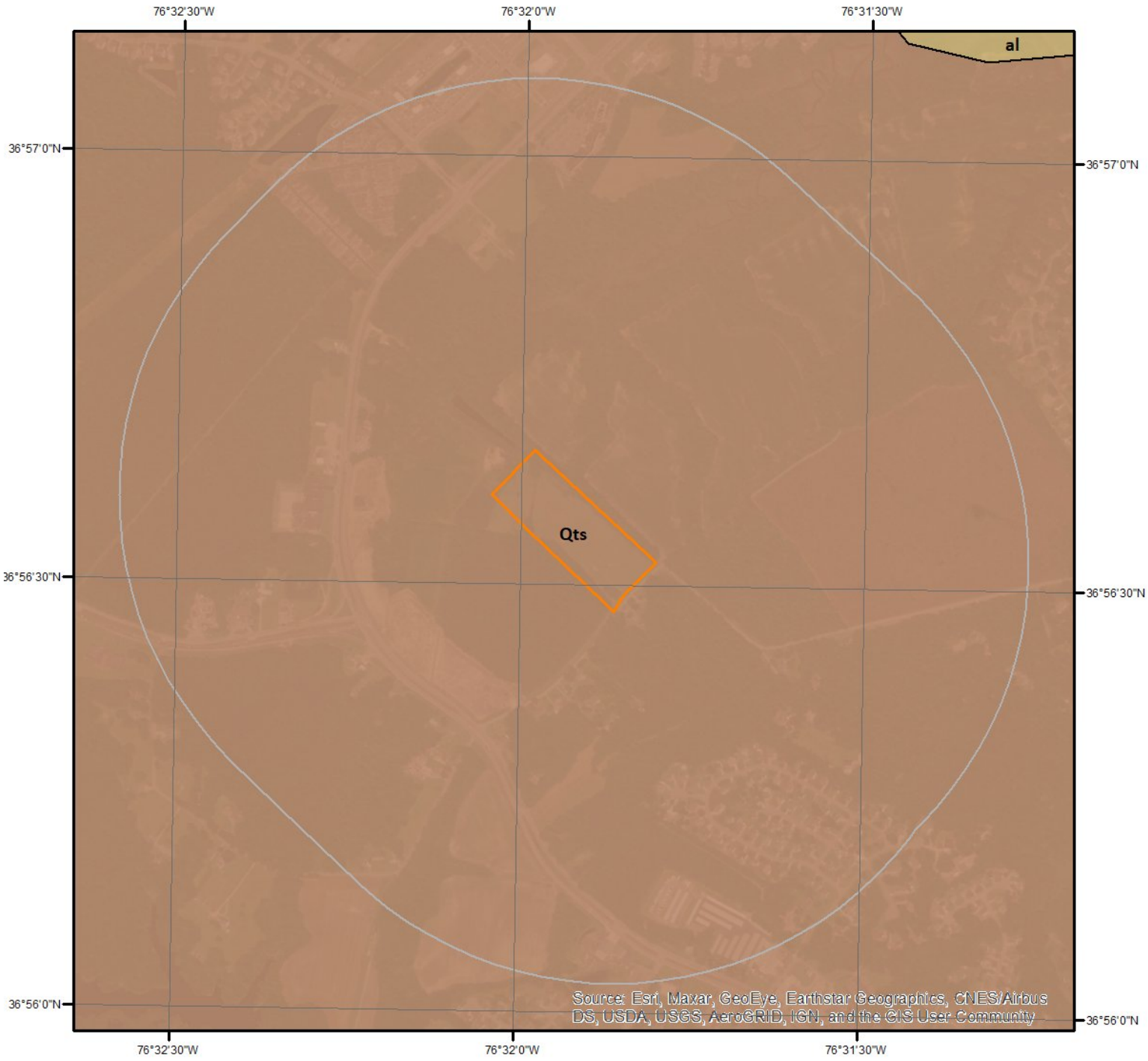
**Flood Zone X-01**

| | |
|---|---|
| Zone: | X |
| Zone subtype: | 0.2 PCT ANNUAL CHANCE FLOOD HAZARD |

**Flood Zone X-12**

| | |
|---|---|
| Zone: | X |
| Zone subtype: | AREA OF MINIMAL FLOOD HAZARD |

## Geologic Information




Miles
0 0.2 0.4
N

### Geologic Units

This maps shows geologic units in the area. Please refer to the report for detailed descriptions.

ERIS

# Geologic Information

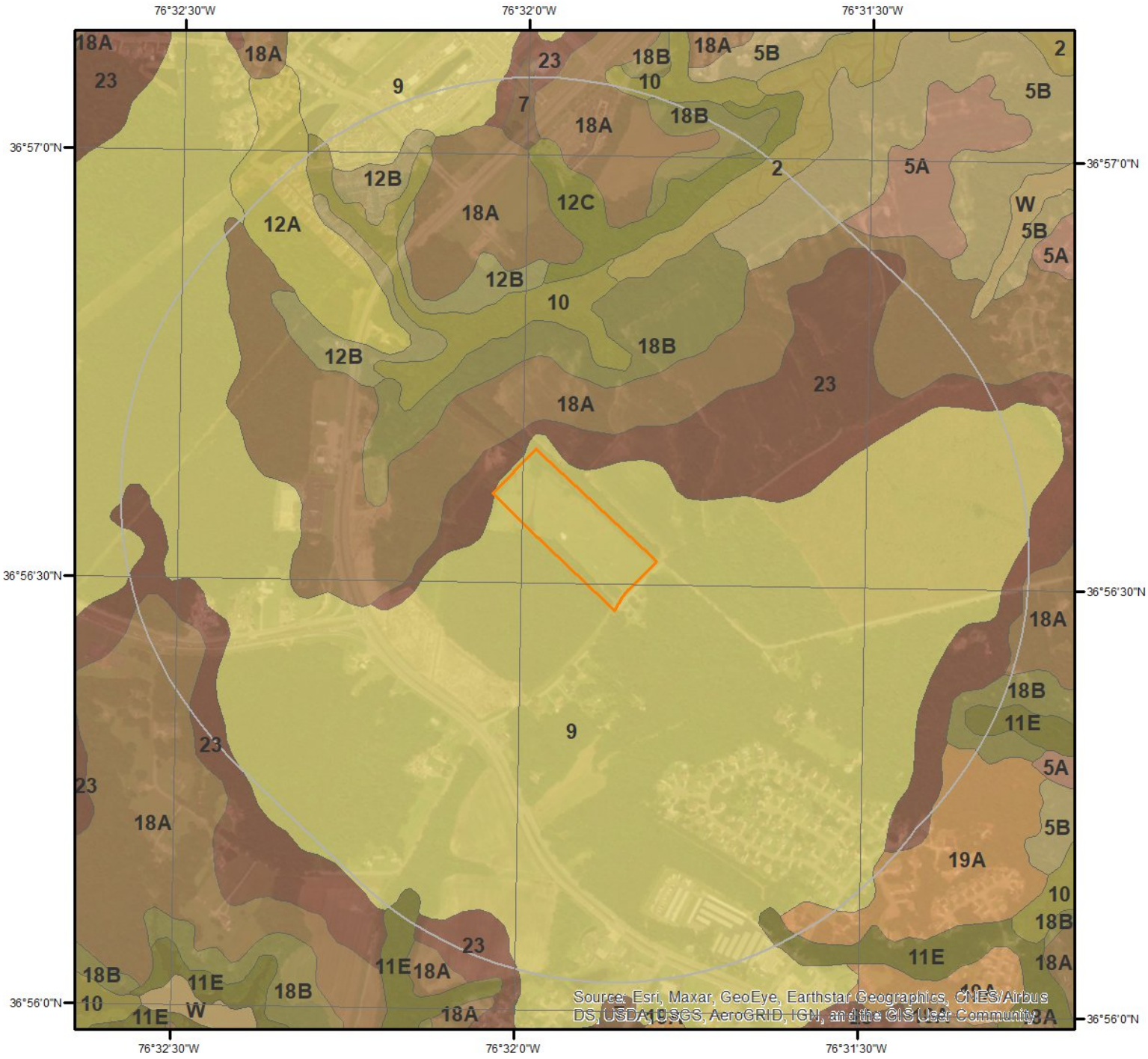
The previous page shows USGS geology information. Detailed information about each unit is provided below.

---

**Geologic Unit Qts**

| | |
|---|---|
| Unit Name: | Tabb Formation; Sedgefield Member |
| Unit Age: | Quaternary |
| Primary Rock Type: | sand |
| Secondary Rock Type: | |
| Unit Description: | Tabb Formation; Sedgefield Member - Pebbly to bouldery, clayey sand and shelly sand, at altitudes to 30 ft. (top of unit). |

## Soil Information




**SSURGO Soils**

0 0.2 0.4 Miles

N

This maps shows SSURGO soil units around the target property. Please refer to the report for detailed soil descriptions.

ERIS

# Soil Information

The previous page shows a soil map using SSURGO data from USDA Natural Resources Conservation Service. Detailed information about each unit is provided below.

---

**Map Unit 10 (1.03%)**

| | |
|---|---|
| Map Unit Name: | Nawney loam |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 8cm |
| Drainage Class - Dominant: | Very poorly drained |
| Hydrologic Group - Dominant: | B/D - These soils have moderately low runoff potential when drained and high runoff potential when undrained. |

Major components are printed below

Nawney(90%)

| | |
|---|---|
| horizon H1(0cm to 25cm) | Loam |
| horizon H2(25cm to 112cm) | Loam |
| horizon H3(112cm to 152cm) | Fine sandy loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 10 - Nawney loam

Component: Nawney (90%)
The Nawney component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on flood plains, coastal plains. The parent material consists of loamy fluviomarine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is frequently flooded. It is not ponded. A seasonal zone of water saturation is at 3 inches during January, February, March, April, May, June, July, August, September, October, November, December. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 7w. This soil meets hydric criteria.

---

**Map Unit 11E (1.48%)**

| | |
|---|---|
| Map Unit Name: | Nevarc and Remlik soils, 15 to 35 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 69cm |
| Drainage Class - Dominant: | Moderately well drained |
| Hydrologic Group - Dominant: | D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted. |

Major components are printed below

Nevarc(45%)

| | |
|---|---|
| horizon H1(0cm to 10cm) | Silt loam |
| horizon H2(10cm to 145cm) | Clay loam |
| horizon H3(145cm to 162cm) | Sandy clay loam |

Remlik(35%)

| | |
|---|---|
| horizon H1(0cm to 71cm) | Loamy sand |
| horizon H2(71cm to 132cm) | Sandy clay loam |
| horizon H3(132cm to 152cm) | Loamy sand |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 11E - Nevarc and Remlik soils, 15 to 35 percent slopes

# Soil Information

Component: Nevarc (45%)
The Nevarc component makes up 45 percent of the map unit. Slopes are 15 to 35 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 7e. This soil does not meet hydric criteria.

Component: Remlik (35%)
The Remlik component makes up 35 percent of the map unit. Slopes are 15 to 35 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 60 inches during January, February, March, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 7e. This soil does not meet hydric criteria.

Component: Nawney (5%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 12A (0.88%)**

| | |
|---|---|
| Map Unit Name: | Peawick silt loam, 0 to 2 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 69cm |
| Drainage Class - Dominant: | Moderately well drained |
| Hydrologic Group - Dominant: | D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted. |

Major components are printed below

Peawick(85%)

| | |
|---|---|
| horizon H1(0cm to 10cm) | Silt loam |
| horizon H2(10cm to 178cm) | Clay loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 12A - Peawick silt loam, 0 to 2 percent slopes

Component: Peawick (85%)
The Peawick component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is high. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Component: Chickahominy (5%)
Generated brief soil descriptions are created for major soil components. The Chickahominy soil is a minor component.

Component: Kinston (5%)
Generated brief soil descriptions are created for major soil components. The Kinston soil is a minor component.

---

**Map Unit 12B (0.71%)**

| | |
|---|---|
| Map Unit Name: | Peawick silt loam, 2 to 6 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 69cm |
| Drainage Class - Dominant: | Moderately well drained |

## Soil Information

| | |
|---|---|
| Hydrologic Group - Dominant: | D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted. |

Major components are printed below

Peawick(85%)

| | |
|---|---|
| horizon H1(0cm to 10cm) | Silt loam |
| horizon H2(10cm to 178cm) | Clay loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 12B - Peawick silt loam, 2 to 6 percent slopes

Component: Peawick (85%)
The Peawick component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is high. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Component: Kinston (5%)
Generated brief soil descriptions are created for major soil components. The Kinston soil is a minor component.

Component: Nawney (3%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 12C (0.54%)**

| | |
|---|---|
| Map Unit Name: | Peawick silt loam, 6 to 10 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 69cm |
| Drainage Class - Dominant: | Moderately well drained |
| Hydrologic Group - Dominant: | D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted. |

Major components are printed below

Peawick(85%)

| | |
|---|---|
| horizon H1(0cm to 10cm) | Silt loam |
| horizon H2(10cm to 178cm) | Clay loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 12C - Peawick silt loam, 6 to 10 percent slopes

Component: Peawick (85%)
The Peawick component makes up 85 percent of the map unit. Slopes are 6 to 10 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is high. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria.

Component: Nawney (2%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 18A (9.9%)**

# Soil Information

| | |
|---|---|
| Map Unit Name: | Slagle fine sandy loam, 0 to 2 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 69cm |
| Drainage Class - Dominant: | Moderately well drained |
| Hydrologic Group - Dominant: | C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted. |

Major components are printed below

Slagle(85%)

| | |
|---|---|
| horizon H1(0cm to 33cm) | Fine sandy loam |
| horizon H2(33cm to 64cm) | Sandy clay loam |
| horizon H3(64cm to 152cm) | Sandy clay loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 18A - Slagle fine sandy loam, 0 to 2 percent slopes

Component: Slagle (85%)
The Slagle component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, April, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Component: Kinston (7%)
Generated brief soil descriptions are created for major soil components. The Kinston soil is a minor component.

Component: Nawney (2%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 18B (1.79%)**

| | |
|---|---|
| Map Unit Name: | Slagle fine sandy loam, 2 to 6 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 76cm |
| Drainage Class - Dominant: | Moderately well drained |
| Hydrologic Group - Dominant: | C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted. |

Major components are printed below

Slagle(83%)

| | |
|---|---|
| horizon Ap(0cm to 20cm) | Fine sandy loam |
| horizon Bt(20cm to 130cm) | Sandy clay loam |
| horizon C(130cm to 178cm) | Sandy loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 18B - Slagle fine sandy loam, 2 to 6 percent slopes

Component: Slagle (83%)
The Slagle component makes up 83 percent of the map unit. Slopes are 2 to 6 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 30 inches during January, February, March, April, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric

criteria.

Component: Myatt (3%)
Generated brief soil descriptions are created for major soil components. The Myatt soil is a minor component.

---

**Map Unit 19A (1.12%)**

| | |
|---|---|
| Map Unit Name: | Uchee loamy sand, 0 to 2 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 130cm |
| Drainage Class - Dominant: | Well drained |
| Hydrologic Group - Dominant: | C - Soils in this group have moderately high runoff potential when thoroughly wet. Water transmission through the soil is somewhat restricted. |

Major components are printed below

Uchee(85%)

| | |
|---|---|
| horizon H1(0cm to 71cm) | Loamy sand |
| horizon H2(71cm to 132cm) | Sandy clay loam |
| horizon H3(132cm to 152cm) | Sandy loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 19A - Uchee loamy sand, 0 to 2 percent slopes

Component: Uchee (85%)
The Uchee component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 51 inches during January, February, March, April. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2s. This soil does not meet hydric criteria.

Component: Kinston (7%)
Generated brief soil descriptions are created for major soil components. The Kinston soil is a minor component.

Component: Nawney (3%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 2 (1.43%)**

| | |
|---|---|
| Map Unit Name: | Bohicket silty clay loam |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 0cm |
| Drainage Class - Dominant: | Very poorly drained |
| Hydrologic Group - Dominant: | D - Soils in this group have high runoff potential when thoroughly wet. Water movement through the soil is restricted or very restricted. |

Major components are printed below

Bohicket(85%)

| | |
|---|---|
| horizon H1(0cm to 28cm) | Silty clay loam |
| horizon H2(28cm to 152cm) | Silty clay |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 2 - Bohicket silty clay loam

# Soil Information

Component: Bohicket (85%)
The Bohicket component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on salt marshes on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is high. This soil is very frequently flooded. It is frequently ponded. A seasonal zone of water saturation is at 0 inches during January, February, March, April, May, June, July, August, September, October, November, December. Organic matter content in the surface horizon is about 15 percent. Nonirrigated land capability classification is 8w. This soil meets hydric criteria. The soil has a moderately saline horizon within 30 inches of the soil surface. The soil has a maximum sodium adsorption ratio of 15 within 30 inches of the soil surface.

Component: Rappahannock (7%)
Generated brief soil descriptions are created for major soil components. The Rappahannock soil is a minor component.

---

**Map Unit 23 (10.46%)**

| | |
|---|---|
| Map Unit Name: | Yemassee fine sandy loam |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 38cm |
| Drainage Class - Dominant: | Somewhat poorly drained |
| Hydrologic Group - Dominant: | B/D - These soils have moderately low runoff potential when drained and high runoff potential when undrained. |

Major components are printed below

Yemassee(85%)

| | |
|---|---|
| horizon H1(0cm to 25cm) | Fine sandy loam |
| horizon H2(25cm to 132cm) | Sandy clay loam |
| horizon H3(132cm to 152cm) | Fine sandy loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 23 - Yemassee fine sandy loam

Component: Yemassee (85%)
The Yemassee component makes up 85 percent of the map unit. Slopes are 0 to 2 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 15 inches during January, February, March, December. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Component: Myatt (7%)
Generated brief soil descriptions are created for major soil components. The Myatt soil is a minor component.

---

**Map Unit 5B (2.14%)**

| | |
|---|---|
| Map Unit Name: | Emporia fine sandy loam, 2 to 6 percent slopes |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 114cm |
| Drainage Class - Dominant: | Well drained |
| Hydrologic Group - Dominant: | B - Soils in this group have moderately low runoff potential when thoroughly wet. Water transmission through the soil is unimpeded. |

Major components are printed below

Emporia(85%)

| | |
|---|---|
| horizon H1(0cm to 38cm) | Fine sandy loam |
| horizon H2(38cm to 84cm) | Sandy clay loam |
| horizon H3(84cm to 152cm) | Sandy loam |

# Soil Information

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 5B - Emporia fine sandy loam, 2 to 6 percent slopes

Component: Emporia (85%)
The Emporia component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 45 inches during January, February, March, April, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Component: Nawney (2%)
Generated brief soil descriptions are created for major soil components. The Nawney soil is a minor component.

---

**Map Unit 7 (0.09%)**

| | |
|---|---|
| Map Unit Name: | Kinston loam |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 15cm |
| Drainage Class - Dominant: | Poorly drained |
| Hydrologic Group - Dominant: | B/D - These soils have moderately low runoff potential when drained and high runoff potential when undrained. |

Major components are printed below

Kinston(85%)

| | |
|---|---|
| horizon H1(0cm to 23cm) | Loam |
| horizon H2(23cm to 152cm) | Sandy clay loam |

Component Description:

Minor map unit components are excluded from this report.

Map Unit: 7 - Kinston loam

Component: Kinston (85%)
The Kinston component makes up 85 percent of the map unit. Slopes are 0 to 4 percent. This component is on flood plains, coastal plains. The parent material consists of loamy fluviomarine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is frequently flooded. It is not ponded. A seasonal zone of water saturation is at 6 inches during January, February, March, April, May, June, November, December. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 6w. This soil meets hydric criteria.

---

**Map Unit 9 (68.42%)**

| | |
|---|---|
| Map Unit Name: | Myatt fine sandy loam |
| Bedrock Depth - Min: | null |
| Watertable Depth - Annual Min: | 15cm |
| Drainage Class - Dominant: | Poorly drained |
| Hydrologic Group - Dominant: | B/D - These soils have moderately low runoff potential when drained and high runoff potential when undrained. |

Major components are printed below

Myatt(90%)

| | |
|---|---|
| horizon H1(0cm to 38cm) | Fine sandy loam |
| horizon H2(38cm to 130cm) | Sandy clay loam |
| horizon H3(130cm to 152cm) | Sandy clay loam |

# Soil Information

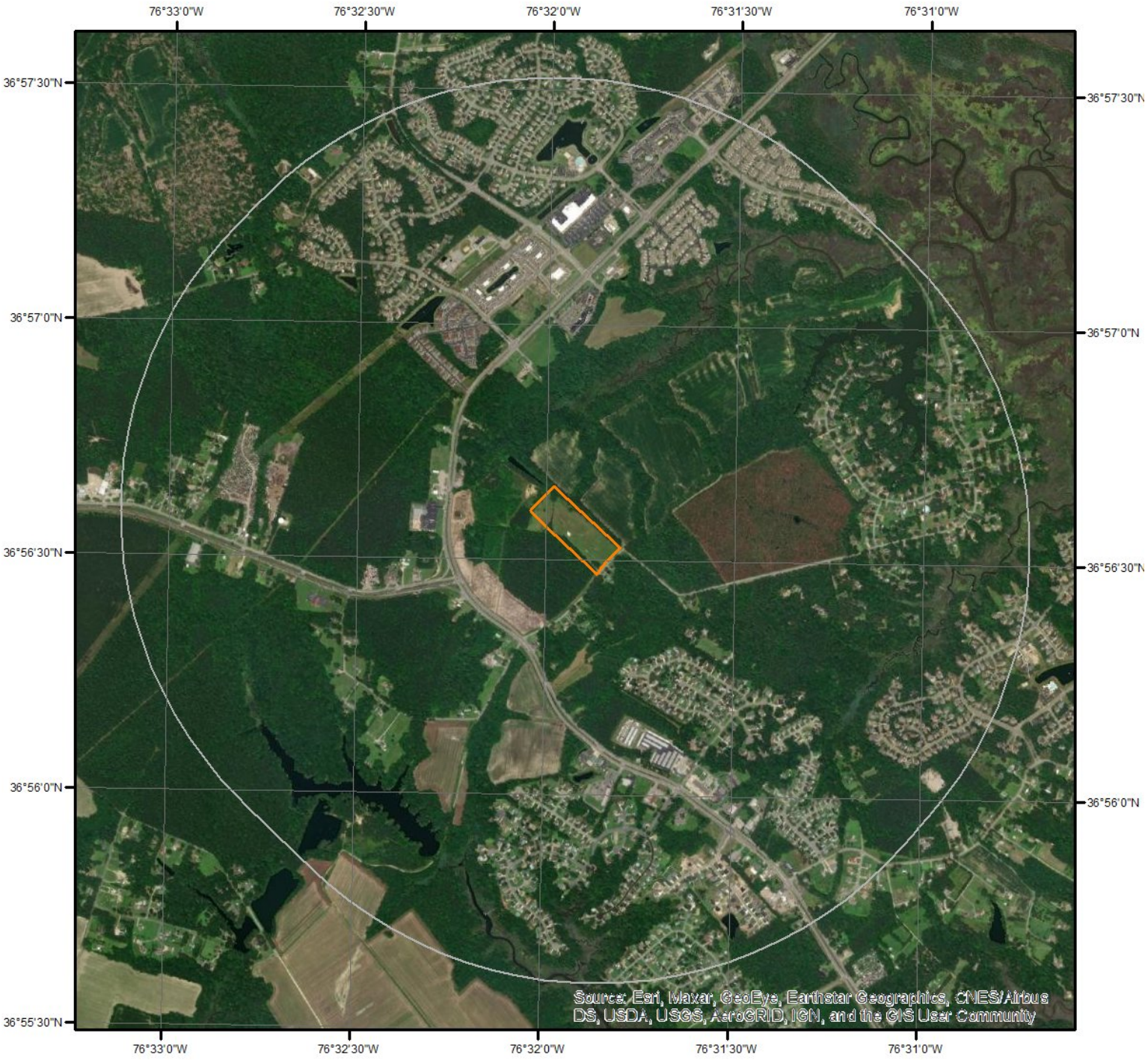
Component Description:

Minor map unit components are excluded from this report.

Map Unit: 9 - Myatt fine sandy loam

Component: Myatt (90%)
The Myatt component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on marine terraces on coastal plains. The parent material consists of loamy marine deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 6 inches during January, February, March, April, November, December. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 4w. This soil meets hydric criteria.

## Wells and Additional Sources




### Wells & Additional Sources

N

0 0.15 0.3 0.6 Miles

- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- OGW Sites with Higher Elevation
- OGW Sites with Same Elevation
- OGW Sites with Lower Elevation
- OGW Sites with Unknown Elevation

ERIS

# Wells and Additional Sources Summary

## Federal Sources

### Public Water Systems Violations and Enforcement Data

| Map Key | ID | Distance (ft) | Direction |
|---|---|---|---|
| | No records found | | |

### Safe Drinking Water Information System (SDWIS)

| Map Key | ID | Distance (ft) | Direction |
|---|---|---|---|
| | No records found | | |

### USGS National Water Information System

| Map Key | Monitoring Loc Identifier | Distance (ft) | Direction |
|---|---|---|---|
| 0 | USGS-365555076314201 | 3415.554384467965 | SSE |
| 0 | USGS-365559076314802 | 2939.702189597821 | S |
| 0 | USGS-365559076314801 | 2872.412043912395 | S |
| 0 | USGS-365559076314901 | 2865.106821117148 | S |
| 0 | USGS-365559076314902 | 2906.479101622232 | S |
| 0 | USGS-365559076314903 | 2867.301591284463 | S |
| 0 | USGS-365727076313901 | 5157.821353489867 | NNE |
| 0 | USGS-365657076313001 | 2987.716942281356 | NE |

## State Sources

### Oil and Gas Wells

| Map Key | ID | Distance (ft) | Direction |
|---|---|---|---|
| | No records found | | |

### Public Water Supply Wells

| Map Key | PWS ID | Distance (ft) | Direction |
|---|---|---|---|
| 0 | 3093153 | 1915.434818512679 | SSE |
| 0 | 3093049 | 2929.186176313743 | S |
| 0 | 3093049 | 2917.270975280326 | S |
| 0 | 3093049 | 2889.115359141987 | SSE |
| 0 | 3093395 | 1429.5637322515 | W |
| 0 | 3093160 | 3449.097170327411 | SSE |
| 0 | 3093340 | 3278.170576732294 | NW |
| 0 | 3093120 | 4015.582589058741 | E |

### Water Wells

| Map Key | Well ID | Distance (ft) | Direction |
|---|---|---|---|
| 0 | 455062 | 3473.61137961209 | NNW |
| 0 | 20249 | 4555.35464666813 | W |
| 0 | 38005 | 293.989902209454 | E |

## Wells and Additional Sources Summary

| | | | |
|---|---|---|---|
| 0 | 669 | 2910.277093636653 | S |
| 0 | 16776 | 2164.232032376514 | S |
| 0 | 34440 | 2127.190748052515 | WSW |
| 0 | 34450 | 3913.796599426602 | E |
| 0 | 20253 | 3485.768381219653 | WSW |
| 0 | 51966 | 2779.935420546623 | NE |
| 0 | 455516 | 3766.111949164726 | NNW |
| 0 | 41527 | 861.734372050359 | W |
| 0 | 455070 | 3473.61137961209 | NNW |
| 0 | 33423 | 1429.5637322515 | W |
| 0 | 19261 | 3278.170576732294 | NW |
| 0 | 48497 | 1090.133500520574 | WNW |
| 0 | 48498 | 129.388706102501 | S |
| 0 | 5594 | 2889.115359141987 | SSE |
| 0 | 23786 | 4070.872727838047 | W |
| 0 | 709 | 2912.369998518534 | S |
| 0 | 670 | 2950.43513245539 | S |
| 0 | 646 | 4015.582589058741 | E |
| 0 | 295502 | 4760.09757701508 | ESE |
| 0 | 16789 | 3477.234826724936 | SSE |
| 0 | 646 | 4015.582589058741 | E |
| 0 | 48507 | 2910.277093636653 | S |
| 0 | 34439 | 1412.987000309309 | SSW |
| 0 | 36930 | 1915.434818512679 | SSE |
| 0 | 45003 | 2909.468259683244 | S |
| 0 | 20251 | 2083.04228562487 | WSW |
| 0 | 455066 | 3473.61137961209 | NNW |
| 0 | 30300 | 2917.270975280326 | S |
| 0 | 55557 | 2779.935420546623 | NE |
| 0 | 30958 | 1486.631119925156 | SSW |
| 0 | 44995 | 4927.067915498664 | SSE |
| 0 | 5567 | 2929.186176313743 | S |
| 0 | 668 | 3444.78279263714 | SSE |
| 0 | 712 | 2915.966311146473 | S |
| 0 | 455074 | 3178.23637187377 | NNW |
| 0 | 453688 | 3435.680709730352 | NNW |
| 0 | 30965 | 1421.939045050087 | WSW |

## USGS National Water Information System

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNE | 0.98 | 5,157.82 | 19.85 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | 550 | Aquifer Type: | |
| Well Depth Unit: | ft | Country Code: | US |
| Well Hole Depth: | 556 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |
| Construction Date: | | Latitude: | 36.9576483 |
| Source Map Scale: | 24000 | Longitude: | -76.5271734 |
| Monitoring Loc Name: | 58D 9 | | |
| Monitoring Loc Identifier: | USGS-365727076313901 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | 10 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Interpolated from MAP. | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 15.00 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 5 | | |
| Vertical Accuracy Unit: | feet | | |
| Vertical Collection Mthd: | Interpolated from topographic map. | | |
| Vert Coord Refer System: | NGVD29 | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NE | 0.57 | 2,987.72 | 17.40 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | Pliocene Series |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | | Aquifer Type: | Confined single aquifer |
| Well Depth Unit: | | Country Code: | US |
| Well Hole Depth: | 55 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |

| | | | |
|---|---|---|---|
| Construction Date: | | Latitude: | 36.949315 |
| Source Map Scale: | | Longitude: | -76.5246733 |
| Monitoring Loc Name: | 58D 23 | | |
| Monitoring Loc Identifier: | USGS-365657076313001 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | 1 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Interpolated from MAP. | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 10 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 1 | | |
| Vertical Accuracy Unit: | feet | | |
| Vertical Collection Mthd: | Interpolated from topographic map. | | |
| Vert Coord Refer System: | NGVD29 | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.54 | 2,865.11 | 22.19 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | Upper Cretaceous Series |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | 485 | Aquifer Type: | Confined single aquifer |
| Well Depth Unit: | ft | Country Code: | US |
| Well Hole Depth: | 485 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |
| Construction Date: | 19881211 | Latitude: | 36.9333317 |
| Source Map Scale: | 24000 | Longitude: | -76.5299871 |
| Monitoring Loc Name: | 58D 29 | | |
| Monitoring Loc Identifier: | USGS-365559076314901 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | .01 | | |
| Horizontal Accuracy Unit: | seconds | | |

| | |
|---|---|
| Horizontal Collection Mthd: | Mapping grade GPS unit (handheld accuracy range 12 to 40 ft) |
| Horiz Coord Refer System: | NAD83 |
| Vertical Measure: | 21 |
| Vertical Measure Unit: | feet |
| Vertical Accuracy: | 1 |
| Vertical Accuracy Unit: | feet |
| Vertical Collection Mthd: | Interpolated from topographic map. |
| Vert Coord Refer System: | NGVD29 |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.54 | 2,867.30 | 22.19 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | Upper Cretaceous Series |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | 430 | Aquifer Type: | Confined single aquifer |
| Well Depth Unit: | ft | Country Code: | US |
| Well Hole Depth: | | Provider Name: | NWIS |
| W Hole Depth Unit: | | County: | ISLE OF WIGHT |
| Construction Date: | 20050226 | Latitude: | 36.933329 |
| Source Map Scale: | 24000 | Longitude: | -76.5299482 |
| Monitoring Loc Name: | 58D 31 | | |
| Monitoring Loc Identifier: | USGS-365559076314903 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | .01 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Mapping grade GPS unit (handheld accuracy range 12 to 40 ft) | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 21 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 1 | | |
| Vertical Accuracy Unit: | feet | | |
| Vertical Collection Mthd: | Interpolated from topographic map. | | |
| Vert Coord Refer System: | NGVD29 | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,906.48 | 22.50 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | Patapsco Formation |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | 830 | Aquifer Type: | Confined single aquifer |
| Well Depth Unit: | ft | Country Code: | US |
| Well Hole Depth: | | Provider Name: | NWIS |
| W Hole Depth Unit: | | County: | ISLE OF WIGHT |
| Construction Date: | 19940322 | Latitude: | 36.9332317 |
| Source Map Scale: | 24000 | Longitude: | -76.5298288 |
| Monitoring Loc Name: | 58D 30 | | |
| Monitoring Loc Identifier: | USGS-365559076314902 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | .01 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Mapping grade GPS unit (handheld accuracy range 12 to 40 ft) | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 21 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 1 | | |
| Vertical Accuracy Unit: | feet | | |
| Vertical Collection Mthd: | Interpolated from topographic map. | | |
| Vert Coord Refer System: | NGVD29 | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.54 | 2,872.41 | 23.11 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | | Aquifer Type: | |
| Well Depth Unit: | | Country Code: | US |
| Well Hole Depth: | 520 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |
| Construction Date: | 20090429 | Latitude: | 36.933329 |
| Source Map Scale: | 24000 | Longitude: | -76.5297982 |
| Monitoring Loc Name: | 58D 32 | | |
| Monitoring Loc Identifier: | USGS-365559076314801 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |

| | |
|---|---|
| Drainage Area: | |
| Drainage Area Unit: | |
| Contrib Drainage Area: | |
| Contrib Drainage Area Unit: | |
| Horizontal Accuracy: | .01 |
| Horizontal Accuracy Unit: | seconds |
| Horizontal Collection Mthd: | Mapping grade GPS unit (handheld accuracy range 12 to 40 ft) |
| Horiz Coord Refer System: | NAD83 |
| Vertical Measure: | 21 |
| Vertical Measure Unit: | feet |
| Vertical Accuracy: | 1 |
| Vertical Accuracy Unit: | feet |
| Vertical Collection Mthd: | Interpolated from topographic map. |
| Vert Coord Refer System: | NGVD29 |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.56 | 2,939.70 | 22.14 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | | Aquifer Type: | Confined multiple aquifers |
| Well Depth Unit: | | Country Code: | US |
| Well Hole Depth: | 497 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |
| Construction Date: | 20121018 | Latitude: | 36.9331512 |
| Source Map Scale: | 24000 | Longitude: | -76.5297149 |
| Monitoring Loc Name: | 58D 33 | | |
| Monitoring Loc Identifier: | USGS-365559076314802 | | |
| Monitoring Loc Type: | Well: Test hole not completed as a well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | .01 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Differentially corrected Global Positioning System. | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 21 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 1 | | |
| Vertical Accuracy Unit: | feet | | |

| | |
|---|---|
| Vertical Collection Mthd: | Interpolated from topographic map. |
| Vert Coord Refer System: | NGVD29 |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.65 | 3,415.55 | 23.38 | FED USGS |

| | | | |
|---|---|---|---|
| Organiz Identifier: | USGS-VA | Formation Type: | |
| Organiz Name: | USGS Virginia Water Science Center | Aquifer Name: | |
| Well Depth: | 483 | Aquifer Type: | Confined single aquifer |
| Well Depth Unit: | ft | Country Code: | US |
| Well Hole Depth: | 483 | Provider Name: | NWIS |
| W Hole Depth Unit: | ft | County: | ISLE OF WIGHT |
| Construction Date: | 19870625 | Latitude: | 36.9320928 |
| Source Map Scale: | 24000 | Longitude: | -76.5280065 |
| Monitoring Loc Name: | 58D 28 | | |
| Monitoring Loc Identifier: | USGS-365555076314201 | | |
| Monitoring Loc Type: | Well | | |
| Monitoring Loc Desc: | | | |
| HUC Eight Digit Code: | 02080206 | | |
| Drainage Area: | | | |
| Drainage Area Unit: | | | |
| Contrib Drainage Area: | | | |
| Contrib Drainage Area Unit: | | | |
| Horizontal Accuracy: | 1 | | |
| Horizontal Accuracy Unit: | seconds | | |
| Horizontal Collection Mthd: | Reported. | | |
| Horiz Coord Refer System: | NAD83 | | |
| Vertical Measure: | 23 | | |
| Vertical Measure Unit: | feet | | |
| Vertical Accuracy: | 1 | | |
| Vertical Accuracy Unit: | feet | | |
| Vertical Collection Mthd: | Interpolated from topographic map. | | |
| Vert Coord Refer System: | NGVD29 | | |

## Public Water Supply Wells

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NW | 0.62 | 3,278.17 | 20.52 | PWSW |

| | |
|---|---|
| PWS ID: | 3093340 |
| PWS Name: | NEWSOME TRAILER PARK |
| PWS Actvty Status: | I |
| Fac Activity Status: | A |
| PWS Act Stat Desc: | Inactive |
| Fac Act Stat Desc: | Active |

Constructed Date:
Latitude: 36.95
Longitude: -76.541667
Fed Type:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | W | 0.27 | 1,429.56 | 20.91 | PWSW |

PWS ID: 3093395
PWS Name: EL BURRITO
PWS Actvty Status: I
Fac Activity Status: A
PWS Act Stat Desc: Inactive
Fac Act Stat Desc: Active
Constructed Date:
Latitude: 36.943056
Longitude: -76.538889
Fed Type: NC

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | E | 0.76 | 4,015.58 | 21.76 | PWSW |

PWS ID: 3093120
PWS Name: NORTHERN DEVELOPMENT SERVICE DIST.
PWS Actvty Status: A
Fac Activity Status: I
PWS Act Stat Desc: Active
Fac Act Stat Desc: Inactive
Constructed Date:
Latitude: 36.943611
Longitude: -76.516389
Fed Type: C

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.65 | 3,449.10 | 22.93 | PWSW |

PWS ID: 3093160
PWS Name: CARROLLTON MEDICAL BUILDING
PWS Actvty Status: A
Fac Activity Status: A
PWS Act Stat Desc: Active
Fac Act Stat Desc: Active
Constructed Date: 6/21/1993
Latitude: 36.93214
Longitude: -76.5274

Fed Type: NTNC

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,917.27 | 21.70 | PWSW |

PWS ID: 3093049
PWS Name: ASHBY SUBDIVISION
PWS Actvty Status: I
Fac Activity Status: I
PWS Act Stat Desc: Inactive
Fac Act Stat Desc: Inactive
Constructed Date: 12/16/1988
Latitude: 36.933161
Longitude: -76.530383
Fed Type: C

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,929.19 | 22.64 | PWSW |

PWS ID: 3093049
PWS Name: ASHBY SUBDIVISION
PWS Actvty Status: I
Fac Activity Status: A
PWS Act Stat Desc: Inactive
Fac Act Stat Desc: Active
Constructed Date: 3/22/1994
Latitude: 36.933161
Longitude: -76.529914
Fed Type: C

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.36 | 1,915.43 | 17.26 | PWSW |

PWS ID: 3093153
PWS Name: CARROLLTON SHOPPES
PWS Actvty Status: I
Fac Activity Status: A
PWS Act Stat Desc: Inactive
Fac Act Stat Desc: Active
Constructed Date:
Latitude: 36.936111
Longitude: -76.529167
Fed Type: NC

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.55 | 2,889.12 | 21.95 | PWSW |

PWS ID: 3093049
PWS Name: ASHBY SUBDIVISION
PWS Actvty Status: I
Fac Activity Status: I
PWS Act Stat Desc: Inactive
Fac Act Stat Desc: Inactive
Constructed Date: 6/25/1987
Latitude: 36.933319
Longitude: -76.529478
Fed Type: C

## Water Wells

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.71 | 3,766.11 | 22.44 | WATER WELLS |

Facility ID: 455515
Well ID: 455516
Well Status: PRODUCTION
Well Depth: 47
Well Type: IRRIGATION
Permit ID: 461
Permit Status: UNKNOWN
Use Type: GW2_PRIVATE
Elevation (ft): 0
Well Construct Date: 11/2/2019
DEQ Well No:
Well Name: LANGLEY
Facility/Owner: DURWIN
Est Yield (gpm): 60
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 17
MPID:
Aquifer:
Locality: ISLE OF WIGHT
City/Town:
County: ISLE OF WIGHT
Latitude: 36.9529722
Longitude: -76.5399444

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.66 | 3,473.61 | 20.99 | WATER WELLS |

Facility ID: 455061
Well ID: 455062
Well Status: PRODUCTION
Well Depth: 50
Well Type: IRRIGATION
Permit ID: 461
Permit Status: UNKNOWN
Use Type: GW2_PRIVATE
Elevation (ft): 0
Well Construct Date: 10/10/2019
DEQ Well No:
Est Yield (gpm): 50
Stabil Yield (gpm): 50
Static Wtr Lev (ft): 17
MPID:
Aquifer:
Locality: ISLE OF WIGHT
City/Town:
County: ISLE OF WIGHT
Latitude: 36.952
Longitude: -76.5399444

# Wells and Additional Sources Detail Report

Well Name: LENT
Facility/Owner: JOHN

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.66 | 3,473.61 | 20.99 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 455069 | Est Yield (gpm): | 50 |
| Well ID: | 455070 | Stabil Yield (gpm): | 50 |
| Well Status: | PRODUCTION | Static Wtr Lev (ft): | 17 |
| Well Depth: | 50 | MPID: | |
| Well Type: | IRRIGATION | Aquifer: | |
| Permit ID: | 461 | Locality: | ISLE OF WIGHT |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | GW2_PRIVATE | County: | ISLE OF WIGHT |
| Elevation (ft): | 0 | Latitude: | 36.952 |
| Well Construct Date: | 10/10/2019 | Longitude: | -76.5399444 |
| DEQ Well No: | | | |
| Well Name: | LENT | | |
| Facility/Owner: | JOHN | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.66 | 3,473.61 | 20.99 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 455065 | Est Yield (gpm): | 50 |
| Well ID: | 455066 | Stabil Yield (gpm): | 50 |
| Well Status: | PRODUCTION | Static Wtr Lev (ft): | 17 |
| Well Depth: | 50 | MPID: | |
| Well Type: | IRRIGATION | Aquifer: | |
| Permit ID: | 461 | Locality: | ISLE OF WIGHT |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | GW2_PRIVATE | County: | ISLE OF WIGHT |
| Elevation (ft): | 0 | Latitude: | 36.952 |
| Well Construct Date: | 10/10/2019 | Longitude: | -76.5399444 |
| DEQ Well No: | | | |
| Well Name: | LENT | | |
| Facility/Owner: | JOHN | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.65 | 3,435.68 | 22.79 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 453687 | Est Yield (gpm): | 40 |
| Well ID: | 453688 | Stabil Yield (gpm): | 40 |
| Well Status: | PRODUCTION | Static Wtr Lev (ft): | 17 |
| Well Depth: | 47 | MPID: | |
| Well Type: | IRRIGATION | Aquifer: | |

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Permit ID: | 461 | Locality: | ISLE OF WIGHT |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | GW2_PRIVATE | County: | ISLE OF WIGHT |
| Elevation (ft): | 0 | Latitude: | 36.9525277 |
| Well Construct Date: | 7/30/2019 | Longitude: | -76.5386666 |
| DEQ Well No: | | | |
| Well Name: | LYCKE | | |
| Facility/Owner: | CURT | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NNW | 0.60 | 3,178.24 | 21.88 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 455073 | Est Yield (gpm): | 60 |
| Well ID: | 455074 | Stabil Yield (gpm): | 60 |
| Well Status: | PRODUCTION | Static Wtr Lev (ft): | 17 |
| Well Depth: | 50 | MPID: | |
| Well Type: | IRRIGATION | Aquifer: | |
| Permit ID: | 461 | Locality: | ISLE OF WIGHT |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | GW2_PRIVATE | County: | ISLE OF WIGHT |
| Elevation (ft): | 0 | Latitude: | 36.95175 |
| Well Construct Date: | 10/10/2019 | Longitude: | -76.5385833 |
| DEQ Well No: | | | |
| Well Name: | JENKINS | | |
| Facility/Owner: | DERECK | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | W | 0.86 | 4,555.35 | 21.11 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 20249 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 400 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 23 | Latitude: | 36.94324 |
| Well Construct Date: | | Longitude: | -76.549603 |
| DEQ Well No: | | | |
| Well Name: | J SCOTT JR - J SCOTT JR | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | W | 0.77 | 4,070.87 | 22.53 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 23786 | Stabil Yield (gpm): | 80 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 452 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 23 | Latitude: | 36.944462 |
| Well Construct Date: | | Longitude: | -76.547882 |
| DEQ Well No: | | | |
| Well Name: | J B HOLLOWELL - J B HOLLOWELL | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NW | 0.62 | 3,278.17 | 20.52 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 19261 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | | Latitude: | 36.95 |
| Well Construct Date: | | Longitude: | -76.541667 |
| DEQ Well No: | | | |
| Well Name: | NEWSOME TRAILER PARK - DRILLED WELL | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | WSW | 0.39 | 2,083.04 | 23.71 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 20251 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 435 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 20 | Latitude: | 36.940907 |
| Well Construct Date: | | Longitude: | -76.540437 |
| DEQ Well No: | | | |

# Wells and Additional Sources Detail Report

Well Name: CHARLES BAILEY - CHARLES BAILEY
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | W | 0.27 | 1,429.56 | 20.91 | WATER WELLS |

Facility ID:
Well ID: 33423
Well Status: ACTIVE
Well Depth:
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft):
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.943056
Longitude: -76.538889
Well Name: EL BURRITO - WELL
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | WNW | 0.21 | 1,090.13 | 13.93 | WATER WELLS |

Facility ID:
Well ID: 48497
Well Status: ACTIVE
Well Depth: 435
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft): 5
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.945101
Longitude: -76.537076
Well Name: JACK FROST - JACK FROST
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | WSW | 0.27 | 1,421.94 | 24.17 | WATER WELLS |

Facility ID:
Well ID: 30965
Well Status: ACTIVE
Well Depth: 457
Well Type: PRODUCTION
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 20 | Latitude: | 36.940295 |
| Well Construct Date: | | Longitude: | -76.53702 |
| DEQ Well No: | | | |
| Well Name: | JAMES RIVER BRIDGE CO - JAMES RIVER BRIDGE CO | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | W | 0.16 | 861.73 | 19.56 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 41527 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 450 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 20 | Latitude: | 36.942073 |
| Well Construct Date: | | Longitude: | -76.536465 |
| DEQ Well No: | | | |
| Well Name: | W R TORNER - W R TORNER | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSW | 0.28 | 1,486.63 | 19.87 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 30958 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 430 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 21 | Latitude: | 36.937768 |
| Well Construct Date: | | Longitude: | -76.533854 |
| DEQ Well No: | | | |
| Well Name: | JULIETTE HAYWARD BROWN - JULIETTE HAYWARD BROWN | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSW | 0.27 | 1,412.99 | 21.44 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 34439 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 350 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 40 | Latitude: | 36.937907 |
| Well Construct Date: | | Longitude: | -76.533659 |
| DEQ Well No: | | | |
| Well Name: | F M LATIMER - F M LATIMER | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.02 | 129.39 | 22.41 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 48498 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 445 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 23 | Latitude: | 36.941434 |
| Well Construct Date: | | Longitude: | -76.532048 |
| DEQ Well No: | | | |
| Well Name: | H D WOMBLE - H D WOMBLE | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | E | 0.06 | 293.99 | 20.58 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 38005 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 450 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.943045 |
| Well Construct Date: | | Longitude: | -76.52977 |
| DEQ Well No: | | | |

# Wells and Additional Sources Detail Report

Well Name: B F HAPGRAVE - B F HAPGRAVE
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NE | 0.53 | 2,779.94 | 17.41 | WATER WELLS |

Facility ID:
Well ID: 55557
Well Status: ACTIVE
Well Depth: 500
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft): 10
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.949018
Longitude: -76.525326
Well Name: MICHAEL LAIZ - MICHAEL LAIZ
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | NE | 0.53 | 2,779.94 | 17.41 | WATER WELLS |

Facility ID:
Well ID: 51966
Well Status: ACTIVE
Well Depth: 55
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft): 10
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.949018
Longitude: -76.525326
Well Name: MICHAEL LAIZ - MICHAEL LAIZ
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.93 | 4,927.07 | 22.08 | WATER WELLS |

Facility ID:
Well ID: 44995
Well Status: ACTIVE
Well Depth: 428
Well Type: PRODUCTION
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 24 | Latitude: | 36.929601 |
| Well Construct Date: | | Longitude: | -76.522244 |
| DEQ Well No: | | | |
| Well Name: | MARY ASHBY - MARY ASHBY | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | ESE | 0.90 | 4,760.10 | 22.20 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 295501 | Est Yield (gpm): | 24 |
| Well ID: | 295502 | Stabil Yield (gpm): | 14 |
| Well Status: | PRODUCTION | Static Wtr Lev (ft): | 8 |
| Well Depth: | 48 | MPID: | |
| Well Type: | IRRIGATION | Aquifer: | |
| Permit ID: | 518 | Locality: | ISLE OF WIGHT |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | GW2_PRIVATE | County: | ISLE OF WIGHT |
| Elevation (ft): | 0 | Latitude: | 36.936429 |
| Well Construct Date: | 4/30/2017 | Longitude: | -76.515348 |
| DEQ Well No: | | | |
| Well Name: | 093-17-0070 | | |
| Facility/Owner: | SHEA & RYAN | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | E | 0.74 | 3,913.80 | 21.15 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 34450 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 542 |
| Well Depth: | 608 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | -9999 | Latitude: | 36.943462 |
| Well Construct Date: | | Longitude: | -76.516716 |
| DEQ Well No: | | | |
| Well Name: | ISLE OF WIGHT - CARISBROOKE | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | E | 0.76 | 4,015.58 | 21.88 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 66961 | Est Yield (gpm): | 0 |
| Well ID: | 646 | Stabil Yield (gpm): | 402 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 588 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | GW0045801 | Locality: | SUFFOLK |
| Permit Status: | ACTIVE | City/Town: | SUFFOLK |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 20 | Latitude: | 36.9436111 |
| Well Construct Date: | | Longitude: | -76.5163888 |
| DEQ Well No: | 146-00151 | | |
| Well Name: | CARISBROOKE | | |
| Facility/Owner: | WESTERN TIDEWATER WATER AUTHORITY | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | E | 0.76 | 4,015.58 | 21.88 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 66961 | Est Yield (gpm): | 0 |
| Well ID: | 646 | Stabil Yield (gpm): | 402 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 588 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | GW0045800 | Locality: | SUFFOLK |
| Permit Status: | EXPIRED | City/Town: | SUFFOLK |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 20 | Latitude: | 36.9436111 |
| Well Construct Date: | | Longitude: | -76.5163888 |
| DEQ Well No: | 146-00151 | | |
| Well Name: | CARISBROOKE | | |
| Facility/Owner: | WESTERN TIDEWATER WATER AUTHORITY | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | WSW | 0.66 | 3,485.77 | 20.40 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 20253 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 450 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 23 | Latitude: | 36.940157 |
| Well Construct Date: | | Longitude: | -76.545243 |
| DEQ Well No: | | | |

# Wells and Additional Sources Detail Report

Well Name: W E PINNER - W E PINNER
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | WSW | 0.40 | 2,127.19 | 22.03 | WATER WELLS |

Facility ID:
Well ID: 34440
Well Status: ACTIVE
Well Depth: 447
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft): 20
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.939212
Longitude: -76.539104
Well Name: JOE LOUITT - JOE LOUITT
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.41 | 2,164.23 | 20.94 | WATER WELLS |

Facility ID:
Well ID: 16776
Well Status: ACTIVE
Well Depth: 450
Well Type: PRODUCTION
Permit ID:
Permit Status:
Use Type:
Elevation (ft): 22
Well Construct Date:
DEQ Well No:
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:
Locality:
City/Town:
County: ISLE OF WIGHT
Latitude: 36.935268
Longitude: -76.53202
Well Name: RICHARD KING - RICHARD KING
Facility/Owner:

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,917.27 | 21.70 | WATER WELLS |

Facility ID:
Well ID: 30300
Well Status: ACTIVE
Well Depth: 485
Well Type: PRODUCTION
Est Yield (gpm): 0
Stabil Yield (gpm): 0
Static Wtr Lev (ft): 0
MPID:
Aquifer:

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | -9999 | Latitude: | 36.933161 |
| Well Construct Date: | | Longitude: | -76.530383 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBDIVISION - WELL #2 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,909.47 | 21.23 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 45003 | Stabil Yield (gpm): | 75 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 485 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.933184 |
| Well Construct Date: | | Longitude: | -76.530354 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBD WATER SYSTEM - ASHBY 2 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,910.28 | 21.23 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 48507 | Stabil Yield (gpm): | 50 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 830 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.933184 |
| Well Construct Date: | | Longitude: | -76.530326 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBD WATER SYSTEM - ASHBY 3 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,910.28 | 21.23 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 67268 | Est Yield (gpm): | 0 |
| Well ID: | 669 | Stabil Yield (gpm): | 75 |
| Well Status: | ABANDONED | Static Wtr Lev (ft): | 0 |
| Well Depth: | 485 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | GW0052600 | Locality: | ISLE OF WIGHT |
| Permit Status: | INACTIVE | City/Town: | SMITHFIELD |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.9331833 |
| Well Construct Date: | | Longitude: | -76.5303138 |
| DEQ Well No: | 146-00286 | | |
| Well Name: | ASHBY 2 | | |
| Facility/Owner: | ASHBY SUBDIVISION WATER SYSTEM | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,912.37 | 22.41 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 67268 | Est Yield (gpm): | 0 |
| Well ID: | 709 | Stabil Yield (gpm): | 50 |
| Well Status: | ABANDONED | Static Wtr Lev (ft): | 0 |
| Well Depth: | 430 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | GW0052600 | Locality: | ISLE OF WIGHT |
| Permit Status: | INACTIVE | City/Town: | SMITHFIELD |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.9331805 |
| Well Construct Date: | | Longitude: | -76.530275 |
| DEQ Well No: | 146-00343 | | |
| Well Name: | WELL #4 | | |
| Facility/Owner: | ASHBY SUBDIVISION WATER SYSTEM | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.56 | 2,950.44 | 21.50 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 67268 | Est Yield (gpm): | 0 |
| Well ID: | 670 | Stabil Yield (gpm): | 50 |
| Well Status: | ABANDONED | Static Wtr Lev (ft): | 0 |
| Well Depth: | 830 | MPID: | |
| Well Type: | MONITORING | Aquifer: | |
| Permit ID: | GW0052600 | Locality: | ISLE OF WIGHT |
| Permit Status: | INACTIVE | City/Town: | SMITHFIELD |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.9330833 |
| Well Construct Date: | | Longitude: | -76.5301555 |
| DEQ Well No: | 146-00287 | | |

# Wells and Additional Sources Detail Report

Well Name: ASHBY 3
Facility/Owner: ASHBY SUBDIVISION WATER SYSTEM

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,915.97 | 21.40 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | 90578 | Est Yield (gpm): | 0 |
| Well ID: | 712 | Stabil Yield (gpm): | 0 |
| Well Status: | ABANDONED | Static Wtr Lev (ft): | 0 |
| Well Depth: | 520 | MPID: | |
| Well Type: | TEST | Aquifer: | |
| Permit ID: | NULL_PERMIT | Locality: | |
| Permit Status: | UNKNOWN | City/Town: | |
| Use Type: | FACILITY | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.9331805 |
| Well Construct Date: | | Longitude: | -76.530125 |
| DEQ Well No: | 146-00347 | | |
| Well Name: | GBH BOREHOLE | | |
| Facility/Owner: | NULL FACILITY FOR ORPHANED WELLS | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | S | 0.55 | 2,929.19 | 22.64 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 5567 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 830 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | -9999 | Latitude: | 36.933161 |
| Well Construct Date: | | Longitude: | -76.529914 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBDIVISION - WELL #3 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.36 | 1,915.43 | 17.26 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 36930 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | | Latitude: | 36.936111 |
| Well Construct Date: | | Longitude: | -76.529167 |
| DEQ Well No: | | | |
| Well Name: | CARROLLTON SHOPPES - DRILLED WELL | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.55 | 2,889.12 | 21.95 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 5594 | Stabil Yield (gpm): | 0 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 483 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | -9999 | Latitude: | 36.933319 |
| Well Construct Date: | | Longitude: | -76.529478 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBDIVISION - WELL #1 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.66 | 3,477.23 | 19.34 | WATER WELLS |

| | | | |
|---|---|---|---|
| Facility ID: | | Est Yield (gpm): | 0 |
| Well ID: | 16789 | Stabil Yield (gpm): | 75 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 483 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | | Locality: | |
| Permit Status: | | City/Town: | |
| Use Type: | | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.931796 |
| Well Construct Date: | | Longitude: | -76.52866 |
| DEQ Well No: | | | |
| Well Name: | ASHBY SUBD WATER SYSTEM - ASHBY 1 | | |
| Facility/Owner: | | | |

| Map Key | Direction | Distance (mi) | Distance (ft) | Elevation (ft) | DB |
|---|---|---|---|---|---|
| 0 | SSE | 0.65 | 3,444.78 | 20.88 | WATER WELLS |

# Wells and Additional Sources Detail Report

| | | | |
|---|---|---|---|
| Facility ID: | 67268 | Est Yield (gpm): | 0 |
| Well ID: | 668 | Stabil Yield (gpm): | 75 |
| Well Status: | ACTIVE | Static Wtr Lev (ft): | 0 |
| Well Depth: | 483 | MPID: | |
| Well Type: | PRODUCTION | Aquifer: | |
| Permit ID: | GW0052600 | Locality: | ISLE OF WIGHT |
| Permit Status: | INACTIVE | City/Town: | SMITHFIELD |
| Use Type: | MUNICIPAL | County: | ISLE OF WIGHT |
| Elevation (ft): | 22 | Latitude: | 36.9319444 |
| Well Construct Date: | | Longitude: | -76.5283333 |
| DEQ Well No: | 146-00285 | | |
| Well Name: | ASHBY 1 | | |
| Facility/Owner: | ASHBY SUBDIVISION WATER SYSTEM | | |

# Radon Information

This section lists any relevant radon information found for the target property.

Federal EPA Radon Zone for *ISLE OF WIGHT* County: **3**

*Zone 1: Counties with predicted average indoor radon screening levels greater than 4 pCi/L*
*Zone 2: Counties with predicted average indoor radon screening levels from 2 to 4 pCi/L*
*Zone 3: Counties with predicted average indoor radon screening levels less than 2 pCi/L*

---

Federal Area Radon Information for *ISLE OF WIGHT* County

| | |
|---|---|
| No Measures/Homes: | 1 |
| Geometric Mean: | 0.9 |
| Arithmetic Mean: | 0.9 |
| Median: | 0.9 |
| Standard Deviation: | 0 |
| Maximum: | 0.9 |
| % >4 pCi/L: | 0 |
| % >20 pCi/L: | 0 |
| Notes on Data Table: | TABLE 1. Screening indoor radon data from the EPA/State Residential Radon Survey of Virginia conducted during 1991-92. Data represent 2-7 day charcoal canister measurements from the lowest level of each home tested. |

# Appendix

## Federal Sources

**FEMA National Flood Hazard Layer** — **FEMA FLOOD**

The National Flood Hazard Layer (NFHL) data incorporates Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters Of Map Revision (LOMRs) that have been issued against those databases since their publication date. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. The FIRM Database depicts flood risk information and supporting data used to develop the risk data. The FIRM Database is derived from Flood Insurance Studies (FISs), previously published FIRMs, flood hazard analyses performed in support of the FISs and FIRMs, and new mapping data, where available.

**Indoor Radon Data** — **INDOOR RADON**

Indoor radon measurements tracked by the Environmental Protection Agency(EPA) and the State Residential Radon Survey.

**Public Water Systems Violations and Enforcement Data** — **PWSV**

List of drinking water violations and enforcement actions from the Safe Drinking Water Information System (SDWIS) made available by the Drinking Water Protection Division of the US EPA's Office of Groundwater and Drinking Water. Enforcement sensitive actions are not included in the data released by the EPA. Address information provided in SWDIS may correspond either with the physical location of the water system, or with a contact address.

**Radon Zone Level** — **RADON ZONE**

Areas showing the level of Radon Zones (level 1, 2 or 3) by county. This data is maintained by the Environmental Protection Agency (EPA).

**Safe Drinking Water Information System (SDWIS)** — **SDWIS**

The Safe Drinking Water Information System (SDWIS) contains information about public water systems as reported to US Environmental Protection Agency (EPA) by the states. Addresses may correspond with the location of the water system, or with a contact address.

**Soil Survey Geographic database** — **SSURGO**

The Soil Survey Geographic database (SSURGO) contains information about soil as collected by the National Cooperative Soil Survey at the Natural Resources Conservation Service (NRCS). Soil maps outline areas called map units. The map units are linked to soil properties in a database. Each map unit may contain one to three major components and some minor components.

**U.S. Fish & Wildlife Service Wetland Data** — **US WETLAND**

The U.S. Fish & Wildlife Service Wetland layer represents the approximate location and type of wetlands and deepwater habitats in the United States.

**USGS Current Topo** — **US TOPO**

US Topo topographic maps are produced by the National Geospatial Program of the U.S. Geological Survey (USGS). The project was launched in late 2009, and the term "US Topo" refers specifically to quadrangle topographic maps published in 2009 and later.

**USGS Geology** — **US GEOLOGY**

Seamless maps depicting geological information provided by the United States Geological Survey (USGS).

**USGS National Water Information System** — **FED USGS**

The U.S. Geological Survey (USGS)'s National Water Information System (NWIS) is the nation's principal repository of water resources data. This database includes comprehensive information of well-construction details, time-series data for gage height, streamflow, groundwater level, and precipitation and water use data.

## State Sources

**Oil and Gas Wells** — **OGW**

Oil and Gas Wells Data made available by Virginia Department of Mines Minerals and Energy maintained

by the Division of Gas and Oil Data Information Systems.

**Public Water Supply Wells** **PWSW**

The Public Wells data is provided by the Virginia Department of Health's Office of Drinking Water.

**Water Wells** **WATER WELLS**

This statewide water well construction database is maintained by the Virginia Department of Environmental Quality (DEQ). One of DEQ's goals is to merge the various sources of historical and new well information into one statewide database that can be used for regional analysis of groundwater aquifer systems. Efforts to sort, clean up, and merge this data are ongoing.

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# Appendix F

# Resumes of Environmental Professionals

**MSA, P.C.**
**5032 Rouse Drive, Suite 100, Virginia Beach, VA 23462-3764**
**Office (757) 490-9264 • Fax (757) 490-0634**
**www.msaonline.com**

**Environmental Sciences • Surveying • Civil & Environmental Engineering**

# STATEMENT OF QUALIFICATIONS
# FOR
# ENVIRONMENTAL SITE ASSESSMENTS

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**www.msaonline.com**

**Environmental Sciences • Surveying • Civil & Environmental Engineering**

## FIRM HISTORY AND CAPABILITIES SUMMARY

MSA, P.C. IS COMMITTED to serving our customers with *proactive thinking* that will produce *innovative solutions* in the disciplines of **Environmental Science, Land Surveying and Civil & Environmental Engineering.** We are a Certified Small Business Enterprise and a Certified Veteran Enterprise.

We employ "IN-HOUSE" EXPERTS in the following areas:

| | |
|---|---|
| SITE DEVELOPMENT & IMPROVEMENTS | WATERFRONT STRUCTURES |
| STREETS, HIGHWAYS & AIRFIELDS | ENVIRONMENTAL SCIENCES/WETLANDS/CBPA |
| PARKING FACILITIES | GEOLOGY/HYDROGEOLOGY/SOILS/GROUNDWATER |
| UTILITY SYSTEMS | PERMITTING |
| DRAINAGE & STORMWATER MANAGEMENT | LAND & HYDROGRAPHIC SURVEYING |

Our history encompasses **FORTY-FIVE YEARS** doing business in the Hampton Roads area of Southeastern Virginia. The firm was founded as a partnership in 1973 and became a Virginia Professional Corporation in 1981. Today, there are eight employee stockholders who are active in the daily operation of the firm. **OUR VIRGINIA BEACH HEADQUARTERS** is centrally located at 5032 Rouse Drive, Suite 100, just off Witchduck Road at I-264.

**REPRESENTATIVE CLIENTS INCLUDE A VARIETY OF PUBLIC AND PRIVATE SECTOR ENTITIES**:

**FEDERAL AGENCIES (examples only – not a complete listing)**

- U.S. Army Corps of Engineers, Norfolk District and Baltimore District
- U.S. Department of the Army and the Air Force, National Guard Bureau
- U.S. Coast Guard, Facilities Design & Construction Center (Atlantic)
- U.S. Coast Guard, Reserve Training Center, Yorktown, VA
- U.S. Marine Corps
- U.S. Navy, Naval Facilities Engineering Command, Atlantic & Mid-Atlantic Divisions
- U.S. Postal Service
- U.S. Department of Veterans Affairs

**VIRGINIA MUNICIPAL AGENCIES (examples only – not a complete listing)**

- Accomack-Northampton Planning District Commission
- County of Accomack
- Town of Cape Charles
- City of Chesapeake & Chesapeake Public Schools
- Town of Exmore
- Isle of Wight County Public Schools
- James City County Public Schools
- City of Newport News
- City of Norfolk & Norfolk Public Schools
- Norfolk Redevelopment & Housing Authority
- County of Northampton
- City of Portsmouth & Portsmouth Public Schools
- Portsmouth Redevelopment & Housing Authority
- City of Suffolk & Suffolk Public Schools
- County of Surry
- City of Virginia Beach & Virginia Beach City Public Schools
- York County Public Schools

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## FIRM HISTORY AND CAPABILITIES SUMMARY (Continued)

**STATE AGENCIES (examples only – not a complete listing)**

- Virginia Community College System
- Virginia Department of Agriculture
- Virginia Department of Corrections
- Virginia Department of Juvenile Justice
- Virginia Department of Transportation
- Virginia Division of Motor Vehicles
- Virginia Marine Resources Commission
- Virginia Parks Service, Department of Recreation and Conservation
- Virginia State Corporation Commission

**INDUSTRY & COMMERCE (examples only – not a complete listing)**

- BASF (formerly Ciba Specialty Chemicals, Inc.,) Suffolk, VA
- CMA/CGM America
- Cavalier Ford, Inc., Chesapeake, VA
- Coastal Training Technologies Corp., Virginia Beach, VA
- Commonwealth Power Corporation, New Church, VA
- Cox Communications, Inc., Virginia Beach, VA
- Farm Fresh, Inc., Virginia Beach, VA
- Green Mountain Coffee Roasters, Waterbury, VT
- Host Marriott Corp., Bethesda, MD
- HUDD Distribution Service, Inc., Chesapeake, VA
- A.P. Moeller Shipping
- Priority Auto Group
- QVC, Inc. ("The Shopping Channel"), Suffolk, VA
- Royal Farms, Inc.
- Sara Lee Coffee & Tea, Inc., Suffolk, VA
- Stihl, Inc., Virginia Beach, VA
- U-Haul International, Inc. (and Subsidiaries), Phoenix, AZ
- Wawa, Inc., Wawa, PA
- E.V. Williams Co., Inc., Chesapeake, VA
- Yupo, Inc., Chesapeake, VA

**DEVELOPERS & CONTRACTORS (examples only – not a complete listing)**

- Armada/Hoffler Construction Co., Chesapeake, VA
- Clancy & Theys, Newport News, VA
- The Dragas Group, Virginia Beach, VA
- Mid-Eastern Builders, Chesapeake, VA
- NAI Harvey Lindsay Commercial Real Estate, Norfolk, VA
- Napolitano Enterprises, Inc., Virginia Beach, VA
- S.L. Nusbaum Realty Co., Norfolk, VA
- Pembroke Enterprises, Inc., Virginia Beach, VA
- The Runnymede Corporation, Virginia Beach, VA
- L.M. Sandler, Inc., Virginia Beach, VA
- Sussex Development Corp., Virginia Beach, VA
- Terry-Peterson Residential, Virginia Beach, VA
- Tidewater Hotels & Resorts, Virginia Beach, VA
- Turner Construction, Inc., Virginia Beach, VA

## FIRM HISTORY AND CAPABILITIES SUMMARY (Continued)

MSA professionals are registered in the Commonwealth of Virginia, North Carolina and Maryland. Our staff of over 45 includes professionals who hold the following licenses and or certifications: Professional Engineer, Certified Land Surveyor, Environmental Scientist, Professional Geologist, Waterworks Operator, Qualified Environmental Professional, Erosion and Sediment Control Inspector, Stormwater Management Inspector, Leadership in Energy & Environmental Design and more. Our field personnel have completed OSHA construction site safety and Hazardous Waste Operations and Emergency Response (HAZWOPER) training.

MSA utilizes state-of-the-art technology to aid in the creation of our products. These tools encompass specialized software packages capable of performing full hydraulic analysis for storm drainage, sanitary sewer, and water systems, including pump station analysis; earth work computations; vertical curve computations; and, full geometric design and analysis. Our computer aided design and drafting network includes multiple workstations utilizing the latest version of computer aided design (CAD) software. We operate in a network environment with electronic mail and Internet access. Our survey field equipment includes Global Positioning System (GPS) satellite technology, robotic data collection equipment, electronic distance measuring devices, and more. Our environmental staff utilizes a wide array of field sampling equipment, including an EarthProbe truck-mounted drill rig, as well as groundwater modeling and soil mapping software.

We have general and specific experience in all aspects of land development and public and private utility consulting. Among our services are: feasibility, utility and stormwater studies; master planning, design, permitting, and construction of civil and site engineering projects; site analysis and site selection; permit applications and associated reviewing agency presentations; sanitary sewage facilities; water supply systems; pumping stations; storm drainage systems; structures; highways and streets; airport pavements; traffic control and signalization; pavement markings, signing, and parking facilities; as well as waterfront engineering for piers, bulkheads, and shore protection. Specific environmental expertise includes Phase I and II site assessment reports; wetland and Chesapeake Bay Preservation Act consulting; underground storage tanks; identification and remediation of soil and groundwater contamination; water supply development; compliance permitting, monitoring, and reporting; and, other environmental functions related to natural resources, stormwater, and utility systems.

In addition to projects completed throughout the Commonwealth of Virginia, we have worked on projects in Ohio, Pennsylvania, New Jersey, New York, Maine, Massachusetts, Maryland, Michigan, Illinois, Rhode Island, Connecticut, North Carolina, South Carolina, Missouri, Mississippi, Louisiana, Texas, and Florida. Our overseas work includes Africa, Panama, Bermuda, Puerto Rico, Newfoundland, Portugal, and Cuba.

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## ENVIRONMENTAL SCIENCES – OVERVIEW OF CAPABILITIES

MSA's environmental professionals are advocates for our clients when working with local, state and federal environmental regulators.

We began providing environmental consulting services in 1991. Today, we have an Environmental Sciences Department that employs Environmental Scientists, including Professional Geologists, Qualified Environmental Professionals, Licensed Waterworks Operators, and additional scientists and technicians with overlapping and individual expertise in a broad spectrum of environmental consulting.

Among other equipment and technological resources, MSA owns an EarthProbe truck-mounted drill rig (pictured at right), which is capable of shallow soil and groundwater sampling up to 30' depth and installing monitoring wells. The equipment leaves turf and landscaping virtually undisturbed and can maneuver easily in tight spots where larger rigs might not be feasible.

Specialized environmental services included the following:

- Chesapeake Bay Preservation Act consulting
- Compliance monitoring and reporting of all types
- Contamination identification and remediation
- Corrective Action Plans
- Environmental impact statements and environmental impact reviews
- Environmental permitting
- Environmental site assessment reports – Phases I and II
- Groundwater consulting, aquifer testing, modeling, and withdrawal permits
- National Environmental Policy Act (NEPA) consulting
- Oil Discharge Contingency Plans
- Route selection studies for roadways and utilities
- Site Characterization Reports
- Wetland assessments, delineations, permitting, mitigation plans and monitoring
- Potable water wells and irrigation wells, permitting, and engineering plans
- Spill Prevention Control & Countermeasures Plans
- Underground storage tank removal, replacement, and storage tank reimbursement fund applications
- Wastewater consulting, monitoring, permitting, engineering plans, and operations and maintenance oversight
- Alternative sewer systems, soil analysis, permitting, drainfield design, and engineering plans
- Expert witness testimony
- Indoor air quality testing
- Landfill monitoring, compliance reporting, closure and post-closure care

MSA has enjoyed the challenges associated with serving diverse environmental clients, including the U.S. Coast Guard, U.S. Navy, U.S. Army Corps of Engineers, the Commonwealth of Virginia, and several municipal governments in Virginia and North Carolina. We strive for client satisfaction that leads to repeat business. For example, the Virginia Department of Transportation has selected MSA to handle the agency's Annual Services Contract for A/E Environmental Services on six separate and consecutive contracts since the year 1999.

We frequently provide due diligence environmental investigations, including environmental site assessment reports to facilitate development, re-development and commercial real estate transactions.

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## CLIENT TESTIMONIALS

- "…I found your team of wetland and hydrology experts' scientific competence to be above reproach and their conduct to be totally professional…"

  Samuel W. Meekins, Jr.
  Wolcott Rivers, P.C., Attorneys at Law
  757-554-0224

- "You and your staff of professionals accurately guided us through the many regulatory challenges required to develop and manage the environmental areas of this project…You have consistently responded to support our project needs in a timely manner, even when our requests have been on very short notice and under difficult scheduling conditions. Your expeditious response and flexibility allowed us to accomplish the environmental goals and objectives of the Commonwealth Chesapeake Power Station throughout all stages of project development and operation. This greatly contributed to the successful completion of the project while meeting the required schedules."

  Paul L. Carpinone
  Director, Environmental & Safety
  TECO Wholesale Generation
  813-228-4828

- "...MSA's reports are thorough, well organized and presented effectively. I am glad we have a great consultant working for VDOT."

  Mary H. Hom, RA
  Former Employee
  Virginia Department of Transportation
  Capital Outlay Architectural Section

- "I received the additional Phase I (environmental) reports yesterday, and am in the process of reviewing them. So far, the results I've seen have been very pleasing. While timeliness is critical in our business, perhaps this is the most important impact MSA has had. Finally, MSA's staff of professional engineers seem to be very thorough and well-versed in the environmental arena, and I look forward to doing continued business with them. Keep up the good work!"

  Robert A. Godhigh, Jr.
  Former Employee
  Wireless Implementation Engineer
  Sprint Personal Communication Systems

- "Whether MSA was called on to assist with Phase I or Phase II environmental site assessments, wetland consultations, industrial hygiene tasks or Virginia Petroleum Storage Tank Fund documentation, I found your staff to be a knowledgeable and service-oriented resource for Virginia Beach. We appreciate your professional performance on this three-year annual services contract."

  Jeffrey S. Waller, P.E., Project Manager
  City of Virginia Beach, Office of the City Engineer
  757-385-4131

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## CHARLES H. HALL, P.G.
## ENVIRONMENTAL SCIENTIST/HYDROGEOLOGIST

### EDUCATION

M.S., Environmental Sciences, University of Virginia, 1993
B.S., Geology, Old Dominion University, 1987
HAZWOPER Trained

### EXPERIENCE

Charles is the kind of technical, analytical, detail oriented scientist who can understand complicated issues and present them to others in practical and useful fashion. He joined MSA in early 1994 and currently serves as our Director of Environmental Sciences. As such, he has supervisory responsibilities for all environmental services, including oversight of research and field activities, as well as permitting, compliance, and report preparation. Charles is a hands-on manager who assures that client schedules are met and that quality control is an integral part of the service process. He maintains excellent relationships with environmental regulators at the local, state and federal level.

**Charles has expertise in the following areas:**

- Landfill testing, monitoring and permitting
- Subsurface contamination identification, delineation, and remediation, including soil analysis and monitoring
- Regulatory guidance, permitting, and permit compliance
- Phase I, II, III Environmental Site Assessments
- Groundwater resources, including aquifer testing, and surface water quality monitoring and modeling
- Groundwater well installation, testing, and permitting
- Expert testimony and public hearings

**Relevant project experience includes the following examples:**

- **City of Chesapeake, Annual A/E Services Contracts (2003-present)** – Oversaw environmental services on the 60-acre Heritage Municipal Park property and the 17-acre Animal Control Facility. For Heritage Park, oversaw a Phase I Environmental Site Assessment and soils mapping. For the Animal Control Facility, which is a former construction debris landfill site, oversaw design of a methane gas collection system to convey landfill gases away from the structure, along with jurisdictional wetland and CBPA delineations.

- **Virginia Department of Transportation Environmental Services Throughout Virginia** – Since 1999, Charles served on six consecutive annual environmental services contracts with responsibility for development of Environmental Impact Reports, Phase I and II Environmental Site Assessments, groundwater resources investigations, permitting and permit compliance, contamination remediation, potable water well design and permitting, sewage system design and permitting, and monitoring/reporting for VDOT's facilities statewide. He was also involved in several work orders that included wetlands and Chesapeake Bay Preservation Act consulting.

- **City of Virginia Beach - Beach Garden Park/Virginia Beach Middle School –** Oversaw environmental services on this former landfill and sewage treatment plant property containing a municipal park, which was slated for complete redevelopment. Services included Phase I and II Environmental Site Assessments; closure of underground storage tanks containing oily sludge; and wetland and CBPA delineations, mapping, and buffer restoration plans.

### PROFESSIONAL REGISTRATION

1997 Virginia Certified Professional Geologist; OSHA HAZWOPER Certified

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## BRIAN OWEN
## SENIOR ENVIRONMENTAL SCIENTIST/WETLAND SPECIALIST

### EDUCATION

B.S., Environmental Science with a Minor in Biology, Ferrum College, 2004

### EXPERIENCE

Brian joined MSA in 2005 and has over ten years of environmental sciences experience. With Brian's previous employer, tasks included collection and analysis of soil, water and biological materials and laboratory analysis of chemical and physical properties. He also wrote the standard operating procedures for the environmental and laboratory work. This combination of skills and expertise served as a good foundation for Brian's responsibilities in MSA's Environmental Sciences Department where he provides research and performs field investigations, works with regulatory agencies, facilitates environmental permits, and writes environmental reports.

Brian's areas of expertise include the following:

- Phase I Environmental Site Assessments
- Environmental impact reports
- Wetland assessment, delineation and permitting
- Wetland violation case resolution
- Chesapeake Bay Preservation Act assessment, delineation
- NEPA document preparation

Brian has completed more than 300 Phase I Environmental Site Assessments for MSA, on properties from undeveloped land to urban sites that have been in developed use for over 100 years.

### Relevant project experience includes the following examples:

- **Virginia Department of Transportation A/E Services Term Contracts (5) for Environmental Services (2005-current), Throughout, VA –** Provided environmental consulting and report preparation for VDOT's capital construction projects on state facilities. Participated in the development of seven Phase I Environmental Site Assessments and more than 150 Environmental Impact (NEPA) Reports on various VDOT projects throughout Virginia. Also provided wetlands and Chesapeake Bay Preservation Act assessments and delineations as needed for VDOT.

- **Janaf Shopping Center, Norfolk, VA –** Phase I Environmental Site Assessment conducted on 95-acre urban site with slightly less than one million square feet of retail space. Evaluated site history including three former gas stations, one of which had a significant release, several former and current auto repair facilities, and a former dry cleaners to assess liability and risk to the property.

- **Moyock Development, Currituck County, NC –** Completion of Phase I Environmental Site Assessment to determine potential environmental conditions from history of site as race track. Also completed wetland delineation and obtained permits for wetland impacts for the proposed residential subdivision.

- **Grandy Village, Norfolk, VA** – Conducted multiple Phase 1 Environmental Site Assessments within the project area, determining environmental risk associated with specific needs of the various phases of the project. Reviewed files at the Virginia Department of Environmental Quality regarding on-site petroleum tanks and federal and state database listings for environmental considerations related to the on-site boiler facility, and assessed environmental risk associated with an adjacent tank farm. Also completed wetland delineation at the site.

- **Pinewood Gardens and North Shore Apartments, Norfolk, VA –** Conducted Phase I Environmental Site Assessment on two large apartment complexes as required for refinancing purposes, including records reviewed to determine if potential adjacent land use concerns posed an environmental risk.

# Appendix G
# References and Limitations

# References:

ASTM E1527-13, ASTM International, 100 Barr Harbor Drive, PO Box C700, West Gonshohocken, PA. 19425-2959

Environmental Risk Information Services (ERIS), 440 Wheelers Farm Road, Milford Ct. 06461 (Individual references that ERIS cites are in the individual reports in the Appendixes).

# QUALIFICATIONS AND LIMITATIONS

MSA, P.C., is pleased to be of service in providing this Phase I Environmental Site Assessment. MSA warrants that neither the Company nor any of its employees have a financial interest in this project. Additionally, there is no conflict of interest between MSA and any of the parties attempting to purchase the property or obtain government regulatory approval for this project.

Our professional services have been performed, our findings obtained and report prepared in accordance with customary principles and practices in the field of environmental science. This warranty is in lieu of all other warranties either expressed or implied. No Environmental Site Assessment can completely eliminate uncertainty regarding the potential for Recognized Environmental Conditions to exist in connection with the subject property. While reasonable efforts are made to insure the correctness and completeness of the data used, MSA assumes no liability for the accuracy of such data. MSA assumes no liability for conditions on the site beyond the scope of services provided in this assessment. This report cannot take into account changes in the condition of the site after completion and release of this assessment.

The scope of services performed in execution of this investigation may not be appropriate to satisfy the needs of others. This assessment does not purport to address safety concerns as would apply to the general health and safety of present or future occupants or users of the subject property. This company is not responsible for the independent conclusions, opinions or recommendations made by others based on this report. The presented conclusions are a logical summation of the results of this investigation. Any use or re-use of this document and its findings, conclusions or recommendations is done so at the risk of said user. Any interpretations, qualifications or conclusions made through the use of this report must be verified and accepted by the author(s). This report cannot be copied without the written consent of the author(s).

# Traffic Impact Analysis Update
# for
# South Harbor – Age Restricted Residential Development
# Isle of Wight, Virginia

**Prepared for:**
East West Partners of Virginia, Inc.

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**116426005**
**February 2022**

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# 1 EXECUTIVE SUMMARY

East West Partners of Virginia, Inc. is proposing the development of the South Harbor parcels as well as the Eagle Harbor, LLC (Tract 11) parcel located in Isle of Wight County, Virginia. It is proposed that the Pitt parcel will consist of age restricted (i.e., 55 years of age or older) townhouse residential units and the Lippe parcel will consist of age restricted (i.e., 55 years of age or older) single family and townhouse residential units. The Eagle Harbor, LLC (Tract 11) parcel with frontage along Carrollton Boulevard (U.S. Route 17), is assumed to be developed with a combination of medical office and general office space. For the purposes of this traffic impact analysis (TIA) Update, the parcels are assumed to not be connected and will not have cross parcel access. The Pitt parcel is bound by Eagle Harbor, LLC (Tract 11), the Shoppes at Eagle Harbor, and commercial development to the north and west. The Lippe parcel is located to the south and consists of undeveloped parcels as well as a tributary to Ragged Island Creek. The Lippe parcel is bound by the Pitt parcel to the north, Channell Way to the south, residential housing as well as undeveloped parcels to the east, and undeveloped parcels to the west.

An additional development located at the Crossings (i.e., referred to as the “Tower Parcel”) is proposed to consist of 52 single family residential units that do not have age restrictions. In addition to the proposed residential development associated with the Tower Parcel, this site will also accommodate the extension of Spadea Way, which will provide an additional roadway connection between the Lippe parcel and the Carrollton Boulevard (U.S. Route 17)/Brewers Neck Boulevard signalized intersection. The Lippe parcel is also provided access to Carrollton Boulevard via Channel Way. Therefore, in addition to evaluating the changes to internal traffic circulation/travel patterns associated with the South Harbor development as a result of removing the previously proposed bridge connection, the TIA Update also considers traffic impacts related to the Tower Parcel residential development, and the influence of the Spadea Way connection on future traffic operations.

The purpose of this report is to satisfy the TIA requirements of a Zoning Amendment application as required by Appendix B Article 1 Section 1-1015(F)(3) of the County of Isle of Wight Code for amendments to zoning codes.

It is anticipated that the construction of the proposed development will be completed, operational, and at or near full occupancy/build-out by 2026. The following access points were assumed for Tract 11 and the Pitt parcel portions of the South Harbor development:

- Carrollton Boulevard (U.S. Route 17) via the Site Driveway Access:
    1. Westbound approach of Smiths Neck Road at the Carrollton Boulevard/Smiths Neck Road signalized intersection
    2. Westbound approach of Northgate Drive at the Carrollton Boulevard/Northgate Drive unsignalized intersection

The following access points were assumed for the Lippe parcel component of the South Harbor development as well as the proposed Tower Parcel residential development:

- Carrollton Boulevard (U.S. Route 17) via the Channell Way Access:
    1. Westbound approach of Channell Way at the Channell Way/Whippingham Parkway unsignalized intersection (Channell Way will provide direct access to/from Carrollton Boulevard)

- Carrollton Boulevard (U.S. Route 17) via the Spadea Way Access:
    1. Westbound approach of Spadea Way at the Carrollton Boulevard and Spadea Way/Brewers Neck Boulevard signalized intersection (Spadea Way will provide direct access to/from Carrollton Boulevard)

The total amount of traffic generated by these developments is expected to consist of approximately 3,422 daily trips, of which 258 and 297 trips will occur during the AM and PM peak hours, respectively. In addition to the traffic generation associated with the proposed parcels, an annual growth rate of 2% was applied to account for future traffic volume projections per standard practice and guidance as a part of this study. Based on the results of the traffic analysis, the future impacts associated with the proposed development are anticipated to be minimal overall, with minor deteriorations in operations anticipated at the signalized and unsignalized intersections when comparing 2026 and 2032 Build conditions to 2026 and 2032 No-Build and in some cases even Existing operational conditions.

The minimal impacts to operations reflect the relatively small amount of new traffic that is expected to be generated by the proposed developments in relationship to the volume of traffic experienced along the corridor today. However, based on the analysis results provided in this traffic study, improvements were identified to help accommodate the additional traffic generated by the proposed development sites and to allow operational conditions to remain consistent with those anticipated under the "No Build" scenario for this area.

The following recommendations were identified/verified as part of the TIA Update and are summarized below, as well as shown graphically in **Figure ES – 1**. It is noted that the anticipated phase of implementation for each of these improvements is provided for reference.

**Carrollton Boulevard (U.S. Route 17)**

- VDOT should continue to monitor and periodically optimize traffic signal phasing and timing plans to accommodate peak hour/off-peak traffic volumes along the Carrollton Boulevard corridor
- VDOT should update signal timing optimization following initial occupancy and full build-out of the development to account for the change in traffic volumes/demand
    - Signal coordination improvements/enhancements should continue to facilitate and emphasize the progression of traffic along Carrollton Boulevard

**Carrollton Boulevard (U.S. Route 17) at Smiths Neck Road**

- The Developer will modify the existing traffic signal (i.e., install a third signal head on the mast arm serving the westbound approach of Smiths Neck Road) to accommodate the proposed exclusive left-turn lane, through lane, and exclusive right-turn lane. (Phase 1)
    - Implement right-turn overlap phase as a part of traffic signal operations/phasing. (Phase 1)
- The Developer will modify the existing traffic signal (i.e., modify signal heads on the mast arm serving the eastbound approach of Smiths Neck Road) to accommodate the proposed dual exclusive left-turn lanes and a shared through/right-turn lane. (Phase 1)
    - Remove/replace the existing lane control signage on the mast arm to reflect dual left-turn movement. (Phase 1)
- VDOT should continue to periodically optimize traffic signal phasing and timing plans to accommodate peak hour/off peak traffic volumes along the Carrollton Boulevard corridor
- VDOT should update signal timing optimization following initial occupancy and full build-out of the development to account for the change in traffic volumes/demand

- Signal coordination improvements/enhancements should continue to facilitate and emphasize the progression of traffic along Carrollton Boulevard

*Northbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive northbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

*Southbound Carrollton Boulevard (Phase 1)*

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

*Eastbound Smiths Neck Road (Phase 1)*

- The Developer will reconfigure the eastbound approach to consist of the following laneage:
  - Two exclusive left-turn lanes
  - One exclusive shared through/right-turn lane
- The Developer will remove/replace the existing lane control signage on the mast arm to reflect the dual left-turn movement
- Eastbound and westbound left-turns will run concurrently

*Westbound Smiths Neck Road*

- Approach/Outbound laneage (Phase 1)
  - The Developer will construct an exclusive right-turn lane extending from the 7-Eleven entrance driveway to the intersection with Carrollton Boulevard
  - The Developer will restripe the westbound approach to delineate the following laneage (Phase 1):
    - One exclusive left-turn lane
    - One exclusive through lane
    - One exclusive right-turn lane
- Receiving/Inbound Laneage (Phase 1)
  - The Developer will construct a 4-foot raised concrete median between the 7-Eleven/Bojangles intersection and the Carrollton Boulevard intersection.
  - The Developer will construct/install two inbound lanes to consist of the following:
    - Inside travel lane to serve as an exclusive left-turn lane (drop lane)
    - Outside travel lane will be designated as a shared through/right-turn lane
    - Improve/modify channelized/right-in only driveway (e.g., driveway entrance width and associated driveway radii) serving the Bojangles/Shoppes at Eagle Harbor

**Smiths Neck Road at 7-Eleven/Bojangles (Phase 1)**

- The Developer will construct/configure the intersection as three-way STOP controlled:
    - The Bojangles, 7-Eleven, and the northbound Driveway 1/Connection from the Pitt property being STOP controlled
    - The southbound Driveway 1/Connection to the Pitt property and thus the southbound left-turn movement to the 7-Eleven entrance driveway will be free-flow operations
- The Developer will install supplemental signage and pavement markings to consist of the following:
    - "DO NOT BLOCK INTERSECTION" signage
    - Intersection pavement markings delineating the area not to block (i.e., the box)
    - Supplement with signage reflecting a potential fine for those observed/caught impeding intersection operations

**Carrollton Boulevard (U.S. Route 17) at Northgate Drive**

*Northbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive northbound right-turn lane to consist of 200 feet of storage and a 200-foot taper
    - Final design and construction of this improvement shall be coordinated directly with VDOT

*Southbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 200 feet of storage and a 200-foot taper
    - Final design and construction of this improvement shall be coordinated directly with VDOT

Northgate Drive Interim Improvements (Phase 3)

*Eastbound Northgate Drive (Phase 3)*

- No geometric changes
- The Developer will implement site access/movement restrictions via signage during peak periods (i.e., install signage reflecting no left or through movements Monday – Friday 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). Location of signage shall be coordinated with VDOT.

*Westbound Northgate Drive (Phase 3)*

- No geometric changes
- The Developer will implement site access/movement restrictions via signage during peak periods (i.e., install signage reflecting no left or through movements Monday – Friday 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). Location of signage shall be coordinated with VDOT.

Northgate Drive Permanent Partial Access Improvements (Phase 5)

The Developer will contribute a cash proffer to the County for use in applying for revenue sharing or other alternative funding grant programs that would be administered by VDOT or the County. It is anticipated that the alternative funding grant would be used to implement the proposed improvements/modifications of the Carrollton Boulevard/Northgate Drive intersection that will result in channelized left-turn lanes along northbound/southbound Carrollton Boulevard and fully restrict side street left-turn and through movements (i.e., right-turn only).

*Eastbound Northgate Drive (Phase 5)*

- Side street improvements are expected to also consist of reconfiguring (i.e., restriping and updating signage) the eastbound Northgate Drive approach as right-turn only at the time the related intersection improvement project is being constructed.

*Westbound Northgate Drive (Phase 5)*

- Side street improvements are expected to also consist of reconfiguring (i.e., restriping and updating signage) the westbound Northgate Drive approach as right-turn only at the time the related intersection improvement project is being constructed.

**Carrollton Boulevard (U.S. Route 17) at Northgate Drive**

*Northbound Carrollton Boulevard*

- No proposed geometric changes to VDOT intersection improvement project

*Southbound Carrollton Boulevard*

- Extend the exclusive left-turn lane storage length from 200 feet to 400 feet. Modification will result in an exclusive left-turn lane consisting of 400 feet of storage and a 200-foot taper.

*Eastbound Brewers Neck Boulevard*

- No proposed geometric changes to VDOT intersection improvement project

*Westbound Spadea Way (The Crossings)*

- No proposed geometric changes

**Channell Way (Phase 2)**

- The Developer will improve the existing 2-lane typical section of Channell Way to consist of the following:
    - Pavement striping to reflect/delineate two (2) 11-foot travel lanes
    - 2-foot graded shoulder in each direction
- The Developer will implement the proposed improvements from the agreed upon eastern limits of the Lippe parcel in the east to the Carrollton Boulevard intersection in the west
- The Developer will coordinate with VDOT on implementation of resurfacing/repaving the defined segment of roadway (i.e., identify when/if VDOT has surfacing activities planned and implement Developer resurfacing improvements prior to/in lieu of those efforts)
    - Coordinate with VDOT to identify/confirm documented pavement section deficiencies and address/mitigate as applicable

**Carrollton Boulevard (U.S. Route 17) at Channell Way/Deep Bottom Drive**

*Northbound Carrollton Boulevard*

- No geometric changes

*Southbound Carrollton Boulevard (Phase 4)*

- Southbound exclusive left-turn lane
    - The final design and configuration of the southbound left-turn lane at this intersection will be defined/dictated by the design and construction of the second northbound right-turn lane, a raised median, and the stormwater infrastructure being constructed/installed (i.e., second northbound left-turn lane at Brewers Neck Boulevard) as a part of the VDOT Bartlett Intersection improvement project.

*Eastbound Deep Bottom Drive*

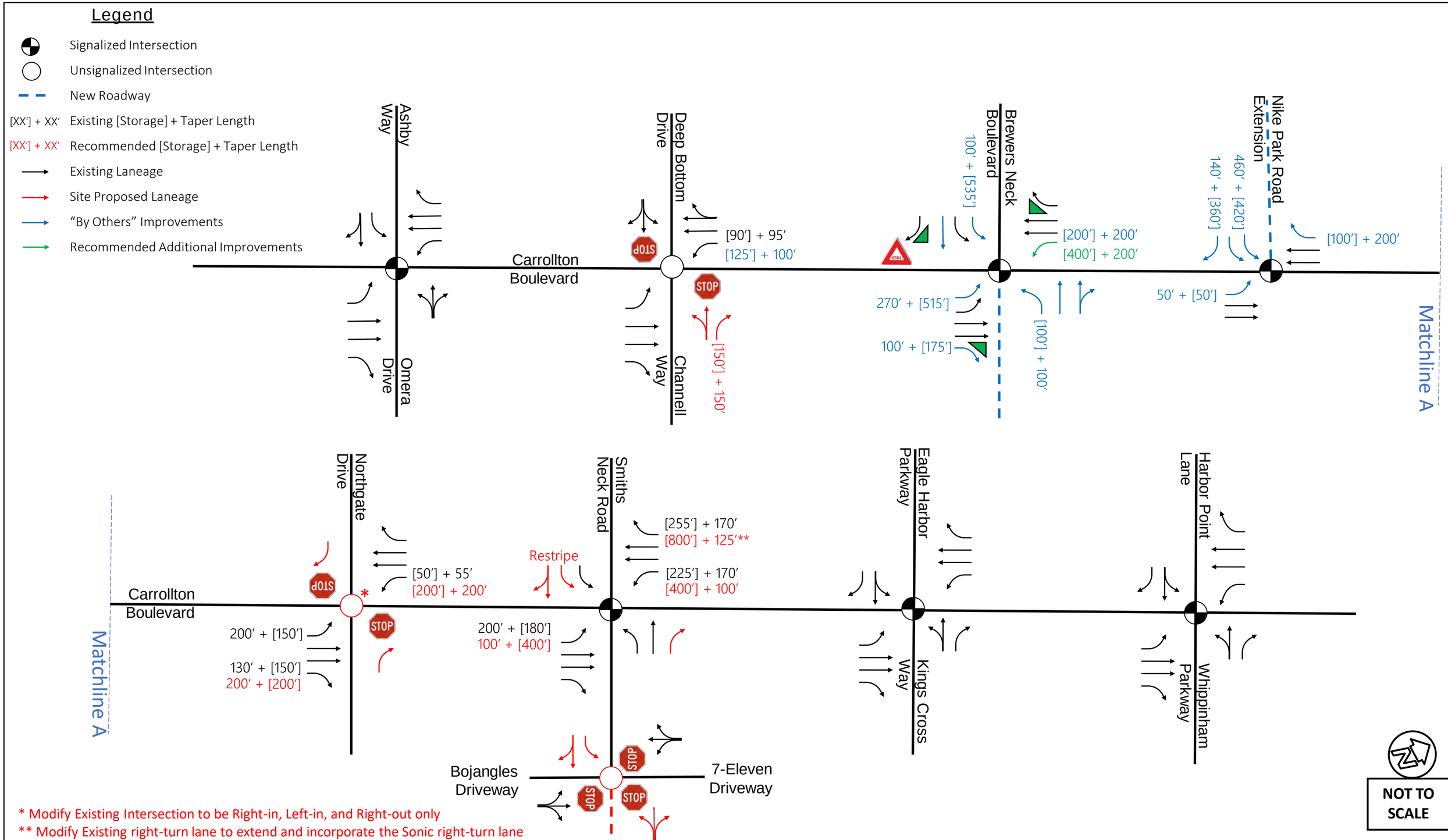
- No geometric changes

*Westbound Channell Way (Phase 4)*

- The Developer will improve the westbound approach to consist of the following laneage:
    - One shared through/left-turn lane
    - One exclusive right-turn lane consisting of 150 feet of storage and a 150-foot taper
        - Final design and construction of these improvement shall be coordinated directly with VDOT

## Legend

- Signalized Intersection
- Unsignalized Intersection
- New Roadway
- [XX'] + XX' Existing [Storage] + Taper Length
- [XX'] + XX' Recommended [Storage] + Taper Length
- Existing Laneage
- Site Proposed Laneage
- "By Others" Improvements
- Recommended Additional Improvements




* Modify Existing Intersection to be Right-in, Left-in, and Right-out only

** Modify Existing right-turn lane to extend and incorporate the Sonic right-turn lane

NOT TO SCALE

| | | |
|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Recommended Improvements<br>Figure ES-1 |

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# 2 INTRODUCTION

East West Partners of Virginia, Inc. is proposing the development of the South Harbor parcels as well as the Eagle Harbor, LLC (Tract 11) parcel located in Isle of Wight County, Virginia. It is proposed that the Pitt parcel will consist of age restricted (i.e., 55 years of age or older) townhouse residential units and the Lippe parcel will consist of age restricted (i.e., 55 years of age or older) single family and townhouse residential units. The Eagle Harbor, LLC (Tract 11) parcel with frontage along Carrollton Boulevard (U.S. Route 17), is assumed to be developed with a combination of medical office and general office space. For the purposes of this TIA, the parcels are assumed to not be connected and will not have cross parcel access. The Pitt parcel is bound by Eagle Harbor, LLC (Tract 11), the Shoppes at Eagle Harbor, and commercial development to the north and west. The Lippe parcel is located to the south and consists of undeveloped parcels as well as a tributary to Ragged Island Creek. The Lippe parcel is bound by the Pitt parcel to the north, Channell Way to the south, residential housing as well as undeveloped parcels to the east, and undeveloped parcels to the west. **Figure 1** illustrates the proposed parcel locations.

An additional development located at the Crossings (i.e., referred to as the "Tower Parcel") is proposed to consist of 52 single family residential units that do not have age restrictions. In addition to the proposed residential development associated with the Tower Parcel, this site will also accommodate the extension of Spadea Way, which will provide an additional roadway connection between the Lippe parcel and the Carrollton Boulevard (U.S. Route 17)/Brewers Neck Boulevard signalized intersection. The Lippe parcel is also provided access to Carrollton Boulevard via Channell Way. The purpose of this report is to satisfy the traffic impact analysis (TIA) requirements of a Zoning Amendment application as required by Appendix B Article 1 Section 1-1015(F)(3) of the County of Isle of Wight Code for amendments to zoning codes.

It is anticipated that the construction of the proposed development will be completed, operational, and at or near full occupancy/build-out by 2026. The following access points are proposed/assumed for Tract 11 and the Pitt Parcel portions of the South Harbor development, as shown in **Figure 2**:

- Carrollton Boulevard via the Pitt Parcel Access:
  1. Westbound approach of Smiths Neck Road at the Carrollton Boulevard/Smiths Neck Road signalized intersection
  2. Westbound approach of Northgate Drive at the Carrollton Boulevard/Northgate Drive unsignalized intersection

The following access points were assumed for the Lippe parcel component of the South Harbor development as well as the proposed Tower Parcel residential development:

- Carrollton Boulevard (U.S. Route 17) via the Channell Way/Lippe Parcel Access:
  1. Westbound approach at the Channell Way/Whippingham Parkway unsignalized intersection (Channell Way will provide direct access to/from Carrollton Boulevard)
- Carrollton Boulevard (U.S. Route 17) via the Spadea Way Access:
  1. Westbound approach of Spadea Way at the Carrollton Boulevard and Spadea Way/Brewers Neck Boulevard signalized intersection (Spadea Way will provide direct access to/from Carrollton Boulevard)

Kimley-Horn has been retained to perform a TIA Update as a part of the South Harbor Zoning Amendment application and the removal of the previously assumed/planned bridge connection between the Pitt and Lippe parcels as well as for the consideration of the proposed Tower Parcel rezoning application. This report has been prepared for submittal to the Virginia Department of Transportation (VDOT) and the County of Isle of Wight to evaluate Existing conditions as well as future traffic conditions that include development related traffic volumes. Assumptions regarding the study area, access, annualized growth rate, and traffic analysis scenarios were discussed with and approved by Isle of Wight County and VDOT staff prior to the completion of this analysis. The assumptions document is provided in **Appendix A**.

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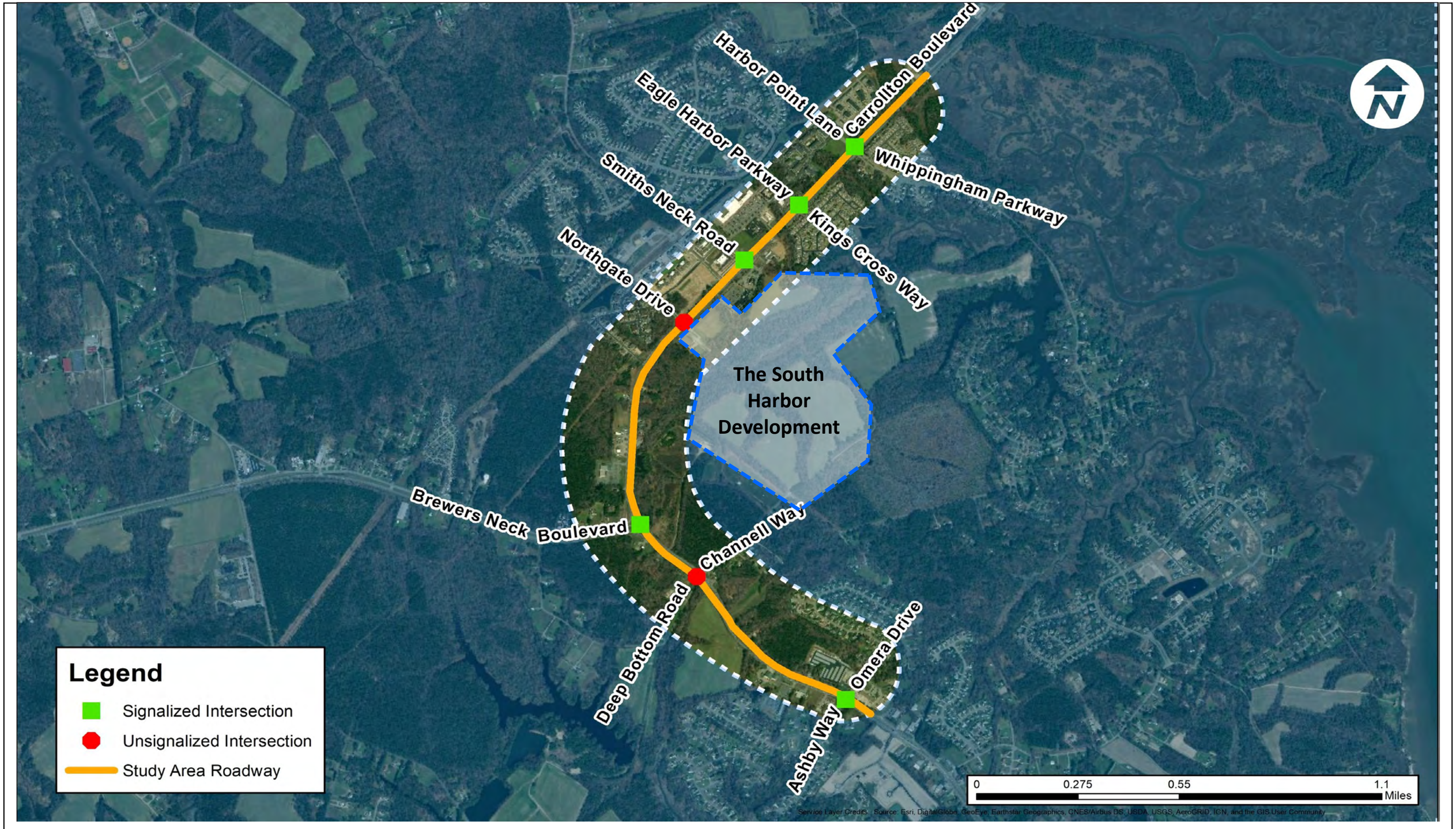


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|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Study Area | Figure<br>1 |

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|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | South Harbor and the<br>Proposed Tower Parcel Site Plan | Figure<br>2 |

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# 3 PROJECT BACKGROUND

## 3.1 STUDY AREA

The study area for this analysis, as illustrated in **Figure 1**, includes the following existing intersections:

- Carrollton Boulevard (U.S. Route 17) at Whippingham Parkway/Harbor Point Lane (signalized)
- Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross Way (signalized)
- Carrollton Boulevard at Smiths Neck Road (signalized)
- Carrollton Boulevard at Northgate Drive (unsignalized)
- Carrollton Boulevard at Brewers Neck Boulevard (U.S. Route 258/State Route 32) (signalized)
- Carrollton Boulevard at Channell Way/Deep Bottom Drive (unsignalized)
- Carrollton Boulevard at Ashby Way/Omera Drive (signalized)

## 3.2 EXISTING ZONING

The South Harbor development is a part of the Newport Development Service District and is located on an existing vacant parcels zoned as Rural Agricultural Conservation District (RAC). **Figure 3** illustrates the existing zoning adjacent to the proposed site.

Existing zoning around and adjacent to the proposed parcels consist primarily of the following zoning districts: Rural Agricultural Conservation (RAC) District, Planned Development Residential District (PD-R), General Commercial District (GC), and Suburban Residential District (SR).

## 3.3 EXISTING (2017) CONDITIONS

Carrollton Boulevard is the primary north-south thoroughfare within the study area, providing connections to Brewers Neck Boulevard, the City of Suffolk, and the James River Bridge which provides direct access to/from the City of Newport News. **Figure 4** depicts existing roadway lane conditions for study area roadways and intersections. The following provides a brief description of existing roadway characteristics for each facility:

**Carrollton Boulevard (U.S. Route 17)** is oriented in a general north-south direction and configured as a four-lane, divided facility with a posted speed of 55 miles per hour (mph) within the study area with the exception of the portion of the corridor between Smiths Neck Road and Whippingham Parkway which is posted at 45 mph. Carrollton Boulevard is classified as an “Other Principal Arterial” by the Virginia Department of Transportation (VDOT). Average weekday traffic counts (AWDT) were collected over a continuous 72-hour period with vehicle classification and speed data for three (3) segments along Carrollton Boulevard in October 2017. **Table 1** displays the AWDT in vehicles per day (vpd), heavy vehicle percentage, and average speed in mph collected for each of the three (3) segments.

**Brewers Neck Boulevard (U.S. Route 258/State Route 32)** is oriented as an east-west roadway and configured as a four-lane, divided facility with a posted speed limit of 55 mph throughout the study area. Brewers Neck Boulevard is classified as an “Other Principal Arterial” by VDOT. Annual Average Daily Traffic (AADT) volumes were obtained from VDOT’s Daily Traffic Volume Estimates and this data indicated that the segment of Brewers Neck Boulevard between Benns Church Boulevard and Carrollton Boulevard carries approximately 26,000 vehicles per day (vpd) and 4% heavy vehicles.

*Table 1: Carrollton Boulevard Average Weekday Daily Traffic Data*

| Roadway | From | To | AWDT (vpd) | | Heavy Vehicle % | | Average Speed (mph) | |
|---|---|---|---|---|---|---|---|---|
| | | | NB | SB | NB | SB | NB | SB |
| | | | Bi-Directional | | Bi-Directional | | Bi-Directional | |
| Carrollton Boulevard | Whippingham Parkway | Eagle Harbor Parkway | 16,150 | 16,150 | 3% | 4% | 48.9 | 46.7 |
| | | | 32,300 | | 3% | | 47.8 | |
| Carrollton Boulevard | Northgate Drive | Brewers Neck Boulevard | 13,600 | 13,700 | 4% | 7% | 58.1 | 56.0 |
| | | | 27,300 | | 6% | | 57.0 | |
| Carrollton Boulevard | Brewers Beck Boulevard | Channell Way | 10,800 | 10,500 | 4% | 4% | 59.2 | 57.2 |
| | | | 21,300 | | 4% | | 58.2 | |

**Channell Way (Route 663)** is oriented in a general east-west direction and configured as a two-lane, undivided roadway that connects to Carrollton Boulevard. A speed limit is not posted on Channell Way but for the purposes of this study, a speed of 25 mph was used for analysis. A 72-hour weekday traffic count was collected from October 16, 2018 to October 18, 2018. This traffic count indicated that the segment of Channell Way between Baltimore Lane and Whippingham Parkway carries approximately 550 vpd.

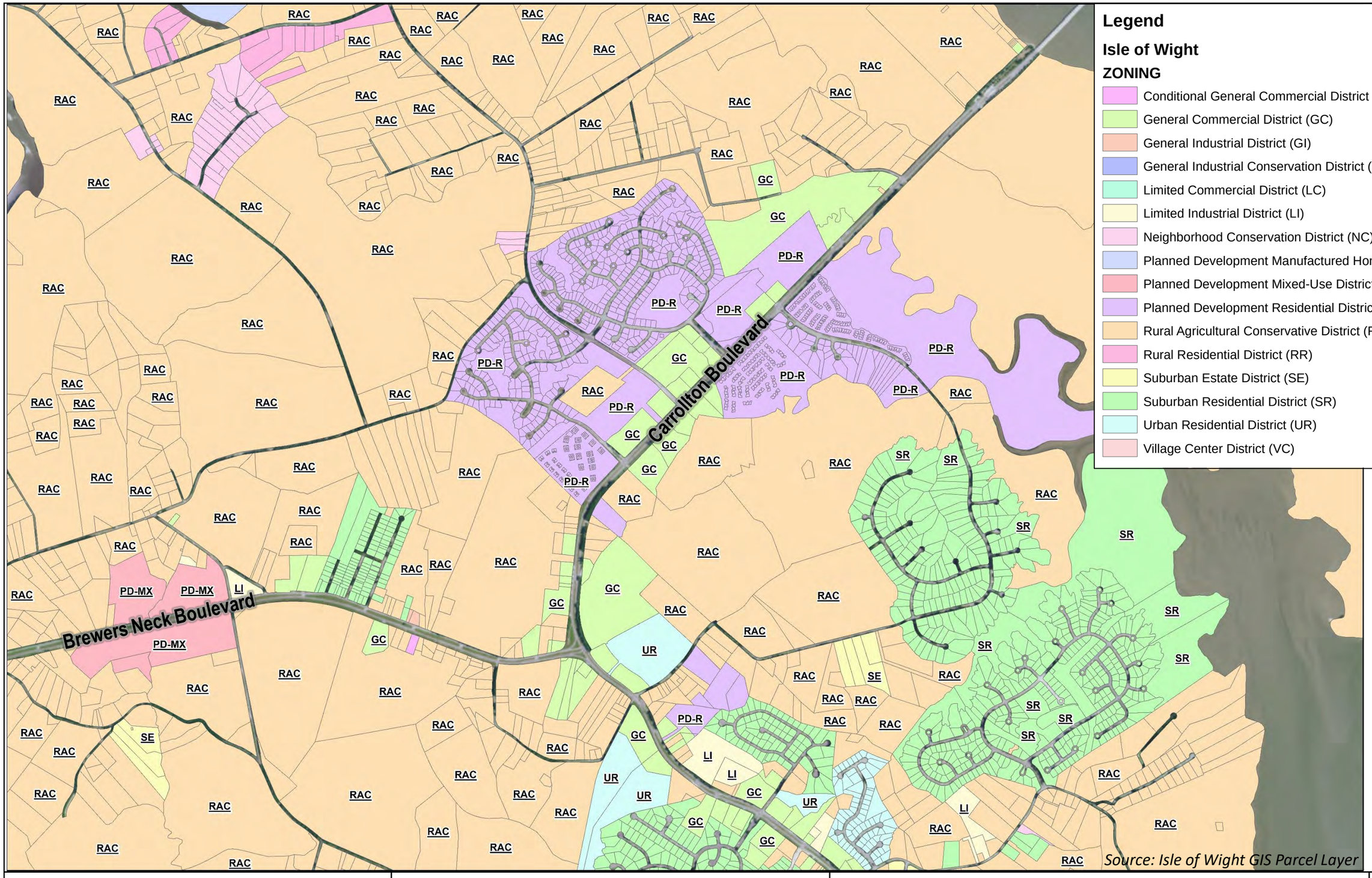
## 3.4 EXISTING PEDESTRIAN AND BICYCLE ACCOMMODATIONS

Existing pedestrian accommodations in the study area consist of a sidewalk provided from Smiths Neck Road to Fiddler Lane, with plans to extend to Northgate Drive on the west side of Carrollton Boulevard. Sidewalk is provided along the south side of Smiths Neck Road from Carrollton Boulevard to Chickahominy Loop.

Pedestrian accommodations are also located along the east side of Carrollton Boulevard from the southern site access driveway serving The Shoppes at Eagle Harbor, to the right-in/right-out only site access driveway serving the 7-Eleven to the north.

Additionally, a short segment of multi-use path is provided along the west side Carrollton Boulevard, extending to the south of the Eagle Harbor Parkway intersection (i.e., across the frontage of the Dunkin Donuts). Sidewalk is also provided along the south side of Eagle Harbor Parkway from the intersection with Carrollton Boulevard to the Eagle Harbor Parkway/Marsh Drive intersection.

Sidewalk is located on the east side of Carrollton Boulevard from the Eagle Harbor Parkway/Kings Cross intersection to Whippingham Parkway/Harbor Point Lane intersection. At this intersection sidewalk is provided along the south side of Harbor Point Lane as well as along the north side of Whippingham Parkway.




## Legend

### Isle of Wight

**ZONING**

- Conditional General Commercial District (C-GC)
- General Commercial District (GC)
- General Industrial District (GI)
- General Industrial Conservation District (GIC)
- Limited Commercial District (LC)
- Limited Industrial District (LI)
- Neighborhood Conservation District (NC)
- Planned Development Manufactured Home Park District (PD-MH)
- Planned Development Mixed-Use District (PD-MX)
- Planned Development Residential District (PD-R)
- Rural Agricultural Conservative District (RAC)
- Rural Residential District (RR)
- Suburban Estate District (SE)
- Suburban Residential District (SR)
- Urban Residential District (UR)
- Village Center District (VC)

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South Harbor TIA Update
Isle of Wight County, VA

Existing Zoning

Figure 3

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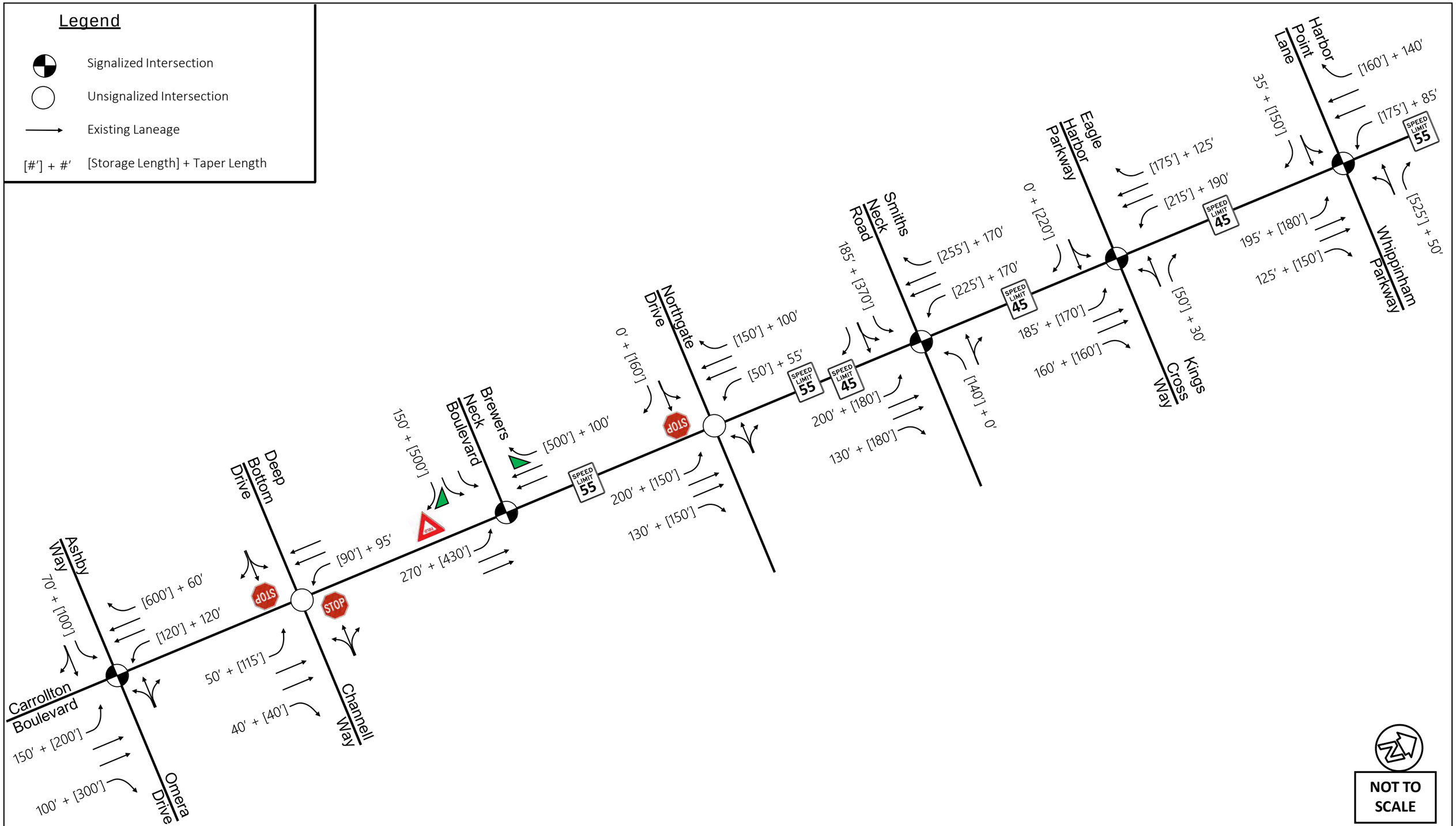
## Legend

- Signalized Intersection
- Unsignalized Intersection
- Existing Laneage
- [#'] + #' — [Storage Length] + Taper Length

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|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Existing (2017) Roadway Conditions | Figure<br>4 |

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## 3.5 EXISTING TRAFFIC

Based on initial discussions with Isle of Wight County, AM and PM peak hour conditions were analyzed to evaluate potential impacts of the proposed development. To coincide with these times, turning movement counts (TMC) were collected for the study area intersections.

AM and PM vehicular TMC data were collected at the following study area intersections on October 5, 2017 with the exception of the intersection of Carrollton Boulevard at Ashby Way/Omera Drive which was added to the study area at the request of Isle of Wight County and counted on November 15, 2017:

- Carrollton Boulevard (U.S. Route 17) at Whippingham Parkway/Harbor Point Lane (signalized)
- Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross (signalized)
- Carrollton Boulevard at Smiths Neck Road (signalized)
- Carrollton Boulevard at Northgate Drive (unsignalized)
- Carrollton Boulevard at Brewers Neck Boulevard (U.S. Route 258/State Route 32) (signalized)
- Carrollton Boulevard at Channell Way/Deep Bottom Drive (unsignalized)
- Carrollton Boulevard at Ashby Way/Omera Drive (signalized)

The uniform peak periods for these intersections were found to be 7:00 AM to 8:00 AM and 4:45 PM to 5:45 PM for the AM and PM peak hours, respectively. The resulting AM and PM peak hour turning movement volumes from the abovementioned data sources are shown in **Figure 5.** Detailed count data is also provided in **Appendix B**.

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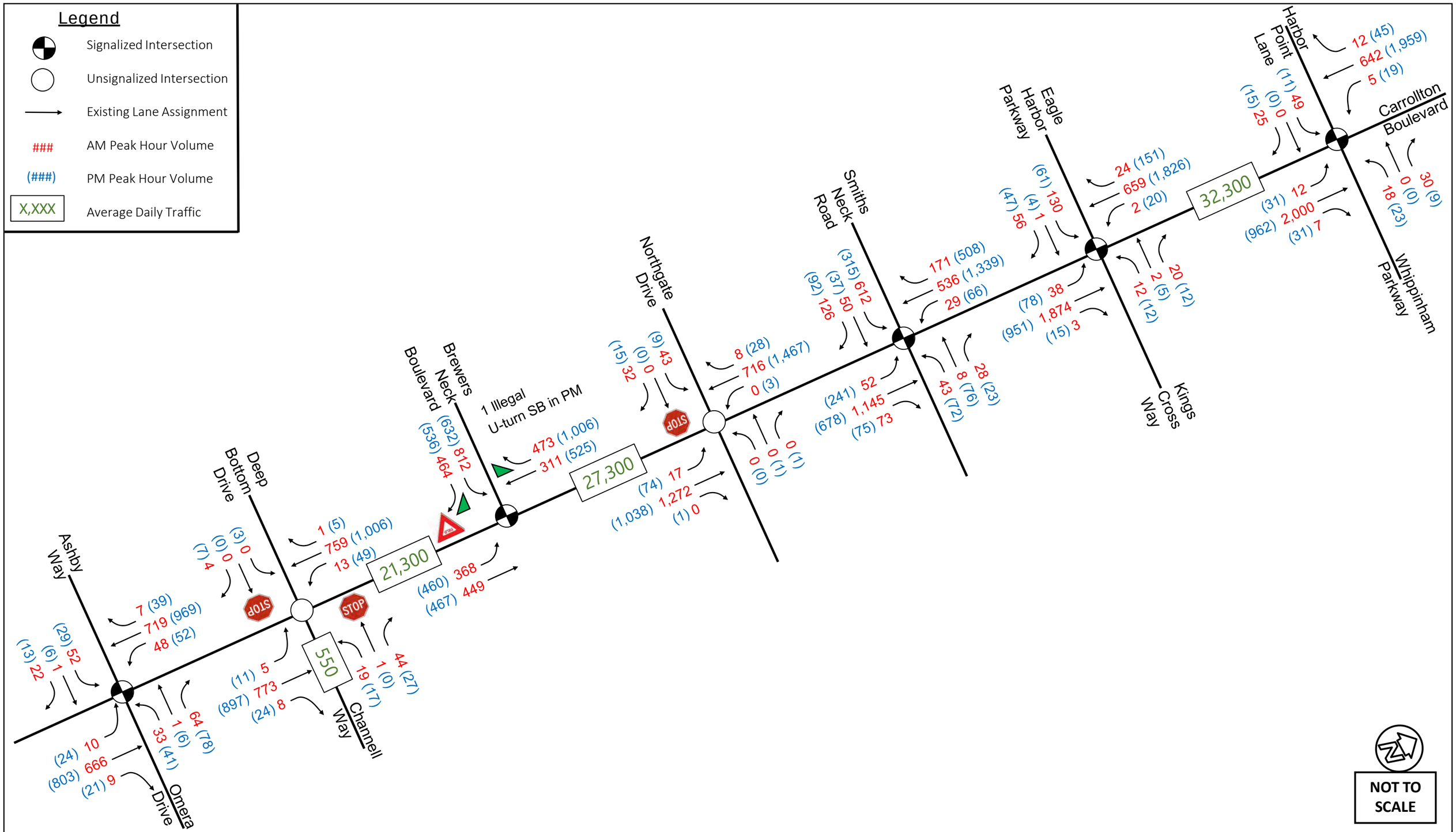


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2017 Existing AM and PM<br>Peak Hour Traffic Volumes | Figure<br>5 |

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# 4 PROJECTED TRAFFIC VOLUMES

Based on discussions with the East West Partners of Virginia, Inc, the following horizon years were analyzed to determine future impacts of the proposed development based on the anticipated schedule for construction and opening:

- Scenario 1 – Existing (2017) traffic conditions
- Scenario 2 – Opening Year (2026) No-Build conditions – Opening Year traffic conditions with only a background growth rate applied (i.e., approved historical growth rate)
- Scenario 3 – Opening Year (2026) South Harbor No Bridge Build conditions – Opening Year traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge
- Scenario 4 – Opening Year (2026) The Crossing w/ Tower Parcel Build conditions – Opening Year traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge and traffic generated by the proposed Tower Parcel residential development
- Scenario 5 – Opening Year (2032) No-Build conditions – Opening Year +6 traffic conditions with only a background growth rate applied (i.e., approved historical growth rate)
- Scenario 6 – Opening Year (2032) South Harbor No Bridge Build conditions – Opening Year +6 traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge
- Scenario 7 – Opening Year (2032) The Crossing w/ Tower Parcel Build conditions – Opening Year +6 traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge and traffic generated by the proposed Tower Parcel residential development

## 4.1 BACKGROUND TRAFFIC GROWTH

Historical traffic data was obtained from VDOT along Carrollton Boulevard and Brewers Neck Boulevard within the study areas, as shown in **Table 2**. Based on a review of this data, volumes are varied with traffic experiencing times of both growth and decline. On average, a historic growth of approximately 1.5% has occurred on these study roadways.

*Table 2: Study Area Historic ADTs*

| Roadway | Location | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|---|---|---|---|---|---|---|---|
| Carrollton Boulevard | Suffolk City Limits to Brewers Neck Boulevard | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 0.00% |
| | *Growth Rate to 2016* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | - | |
| Carrollton Boulevard | Brewers Neck Boulevard to Ragged Island | 29,000 | 28,000 | 28,000 | 29,000 | 29,000 | 0.74% |
| | *Growth Rate to 2016* | *0.0%* | *1.2%* | *1.8%* | *0.0%* | - | |
| Brewers Neck Boulevard | Benns Church Boulevard to Carrollton Boulevard | 24,000 | 24,000 | 24,000 | 25,000 | 26,000 | 3.2% |
| | *Growth Rate to 2016* | *2.0%* | *2.7%* | *4.1%* | *4.0%* | - | |
| *Overall Average Growth Rate* | | | | | | | 1.3% |

*Source: VDOT Traffic Engineering Division – Annual Average Daily Traffic Volume Estimates By Section of Route*

In addition to the natural/historical trend of growth of 1.5%, there are other approved developments that are not yet constructed within the study area. In conversations with VDOT and Isle of Wight County staff it was determined, that to account for these approved, but unbuilt developments an additional 0.5% should be added to the historical growth rate. This results in a growth rate of 2% that will be applied exponentially to calculate background traffic volumes for future analysis years (i.e., 2026 and 2032)

Additionally, diverted trips from Nike Park Extension and traffic related to the Crossings development were also considered when determining the future No Build volumes.

## 4.2 TRIP GENERATION

The *ITE Trip Generation 10th Edition* (2017) Trip Generation Rates and relevant Land Use Codes were used to develop the trip generation estimates for the South Harbor development and the proposed Tower Parcel development. Land uses for the proposed South Harbor development include Senior Adult Housing (Attached and Detached – ITE Land Use Codes 251 and 252). ITE Code 210 (Single Family Detached Housing) was used for the Tower Parcel residential development. In addition, there are two outparcels identified in the master plan located to the south/east of Carrollton Boulevard between Northgate Drive and the southern site access driveway serving the Shoppes at Eagle Harbor. These outparcels are anticipated to have 1.7 and 2.0 acres of developable land area. For the purposes of this TIA, the outparcels were assumed to develop as general office building (Land Use Code: 710) and medical-dental office building (Land Use Code: 720) land uses. The building square footage was estimated by applying a 0.2 floor-to-area ratio (FAR) to the outparcel size. No pass-by or internal capture rate reductions were included in this analysis. Initial trip generation calculations based on published ITE rates for the proposed development are shown in **Table 3**.

*Table 3: Proposed South Harbor Trip Generation*

| ITE Code | ITE Description | Density | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | Enter | Exit | Total | Enter | Exit |
| 251 | Senior Adult Housing – Detached | 165 | Dwelling Units | 874 | 60 | 20 | 40 | 71 | 43 | 37 |
| 252 | Senior Adult Housing - Attached | 175 | Dwelling Units | 678 | 35 | 12 | 23 | 44 | 24 | 20 |
| *Total Residential* | | | | *1,552* | *95* | *32* | *63* | *115* | *68* | *47* |
| 710 | General Office Building (0.2 FAR) | 17,400 | Square Feet | 195 | 43 | 37 | 6 | 22 | 4 | 17 |
| 720 | Medical-Dental Office Building (0.2 FAR) | 14,800 | Square Feet | 481 | 41 | 32 | 8 | 52 | 15 | 38 |
| *Out Parcels* | | | | *676* | *84* | *69* | *14* | *74* | *18* | *55* |
| Total | | | | 2,228 | 178 | 101 | 77 | 189 | 86 | 101 |

However, on conversations with Isle of Wight County and VDOT, it was discussed and agreed to that the ITE Trip Generation rates presented may be low, compared to what is likely anticipated for the proposed Age Restricted Residential land use. Based on consensus among the group, Kimley-Horn reviewed two independent studies that documented the trip generation characteristics of 55+ (Age Restricted) Communities in comparison to both traditional single family and 55+/Unrestricted Residential Communities. Data from these reports indicated that Age Restricted/Senior Housing Communities generate approximately 2/3 of the amount of daily traffic when compared to a typical single-family development. The data also suggested that based on income and vehicle ownership as well as non-residential traffic activity, that a factor of 1.5 (i.e., 50%) should be applied to peak hour trip generation rates to better account for the non-household travel. The results of these proposed adjustments to Senior Adult Housing – Detached and Attached trip generation rates in comparison to Single Family Detached Housing are shown in **Table 4**. Reference documents and adjustment calculations are provided as an attachment to this assumptions document. Study data references and documentation can be found in **Appendix C**. These proposed adjusted trip generation rates were applied to the South Harbor development intensities and resulted in the overall trip generation potential as shown in **Table 5**.

*Table 4: Adjusted Trip Generation for the South Harbor Age Restricted Development*

| 210 – Single Family Detached Housing | | | 251 – Senior Adult Housing Detached | | | 252 – Senior Housing Attached | | |
|---|---|---|---|---|---|---|---|---|
| *Original Trip Rates per ITE* | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| 9.44 | 0.74 | 0.99 | 4.27 | 0.24 | 0.30 | 3.70 | 0.20 | 0.26 |
| *Adjusted Trip Rates* | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| | | | 7.12 | 0.40 | 0.50 | 6.17 | 0.40 | 0.50 |

*Table 5: Revised South Harbor Trip Generation*

| ITE Code | ITE Description | Density | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | Enter | Exit | Total | Enter | Exit |
| 251 | Senior Adult Housing – Detached | 165 | Dwelling Units | 1,174 | 66 | 22 | 44 | 83 | 51 | 30 |
| 252 | Senior Adult Housing - Attached | 175 | Dwelling Units | 1,079 | 70 | 24 | 46 | 88 | 47 | 40 |
| *Total Residential* | | | | *2,253* | *136* | *46* | *90* | *170* | *98* | *70* |
| 710 | General Office Building (0.2 FAR) | 17,400 | Square Feet | 195 | 43 | 37 | 6 | 22 | 4 | 17 |
| 720 | Medical-Dental Office Building (0.2 FAR) | 14,800 | Square Feet | 481 | 41 | 32 | 8 | 52 | 15 | 38 |
| *Out Parcels* | | | | *676* | *84* | *69* | *14* | *74* | *19* | *55* |
| Total | | | | 2,929 | 220 | 115 | 104 | 244 | 117 | 125 |

Additional trip generation estimates are included for The Crossings Tower Parcel which includes approximately 52 single family dwelling units (Land Use Code 210) as shown in **Table 6**.

*Table 6: Proposed Tower Parcel Trip Generation*

| ITE Code | ITE Description | Density | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | Enter | Exit | Total | Enter | Exit |
| 210 | Single Family Detached Housing | 52 | Dwelling Units | 491 | 38 | 10 | 28 | 51 | 32 | 19 |
| Total Residential | | | | 491 | 38 | 10 | 28 | 51 | 32 | 19 |

## 4.3 TRAFFIC DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of trips generated by the proposed parcels were identified for the development. The directional distribution and assignment of trips were determined by reviewing existing travel patterns, proposed site access, and population densities. From this review, the following global traffic distributions were derived and applied to the analysis of the study area:

- 50% of the trips generated will travel to/from the north on Carrollton Boulevard
- 35% of the trips generated will travel to/from the south on Carrollton Boulevard
- 5% of the trips generated will travel to/from the west on Smiths Neck Road
- 10% of the trips generated will travel to/from the west on Brewers Neck Boulevard

The global traffic distributions were applied to three separate trip assignment “zones” due to their proximity to proposed access locations and restrictions on internal circulation. The trip assignment zones as detailed below reference the phasing of the development, as well as the proposed uses (i.e., office, residential and Tower Parcel residential), as shown previously in **Figure 2**:

- Residential North – Phase 1 and Phase 3 of the South Harbor Development
- Residential South – Phase 2, Phase 4, and Phase 5 of the South Harbor Development and traffic associated with The Crossings Tower Parcel
- Office – Outparcel office land uses

As shown previously in **Figure 2**, the proposed parcels will not introduce any new access points to existing roadways. The South Harbor development will feature four (4) access points to Carrollton Boulevard. For the purposes of this study, the two direct access points to Carrollton Boulevard (i.e., via Smiths Neck Road and Northgate Drive), the connection at Channell Way, and the connection via Spadea Way to Carrollton Boulevard were modeled and analyzed under existing and future conditions. Detailed peak hour trip distribution and trip assignment for the proposed parcels are shown in **Figure 6**, **Figure 7**, and **Figure 8** respectively.

## 4.4 TOTAL TRAFFIC

Peak hour site trip assignments were developed by multiplying the proposed trips by the agreed-to trip distributions as discussed previously in **Sections 4.2** and **4.3**. Trip assignments associated with the proposed development were then added to future background traffic volumes (i.e., No Build) to develop total 2026 Build and 2032 Build traffic volumes.

All future traffic volumes used in this analysis are illustrated in **Figure 9** through **Figure 16.**

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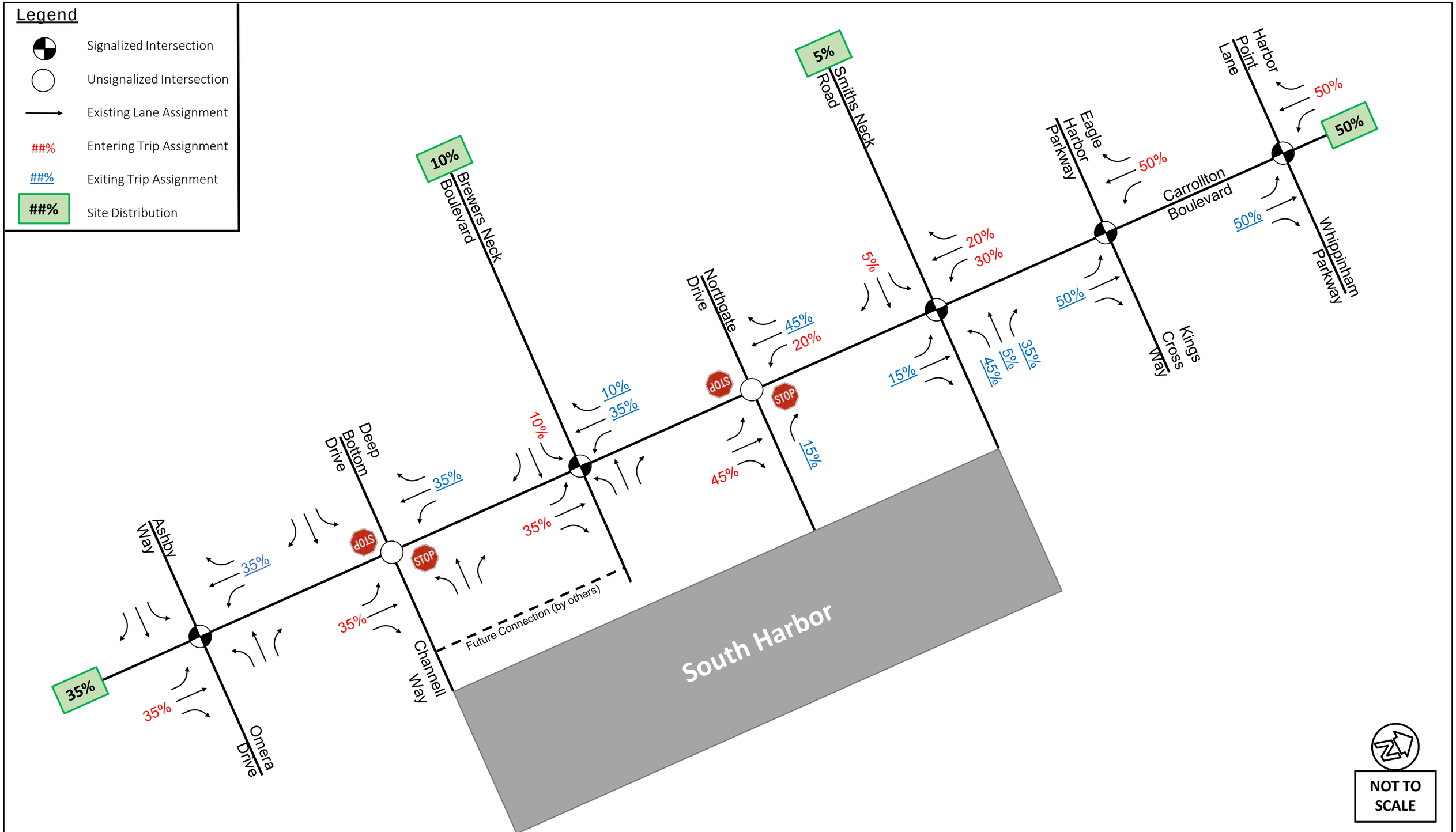


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Trip Distribution and Assignment<br>(Residential North Uses) | Figure<br>6 |

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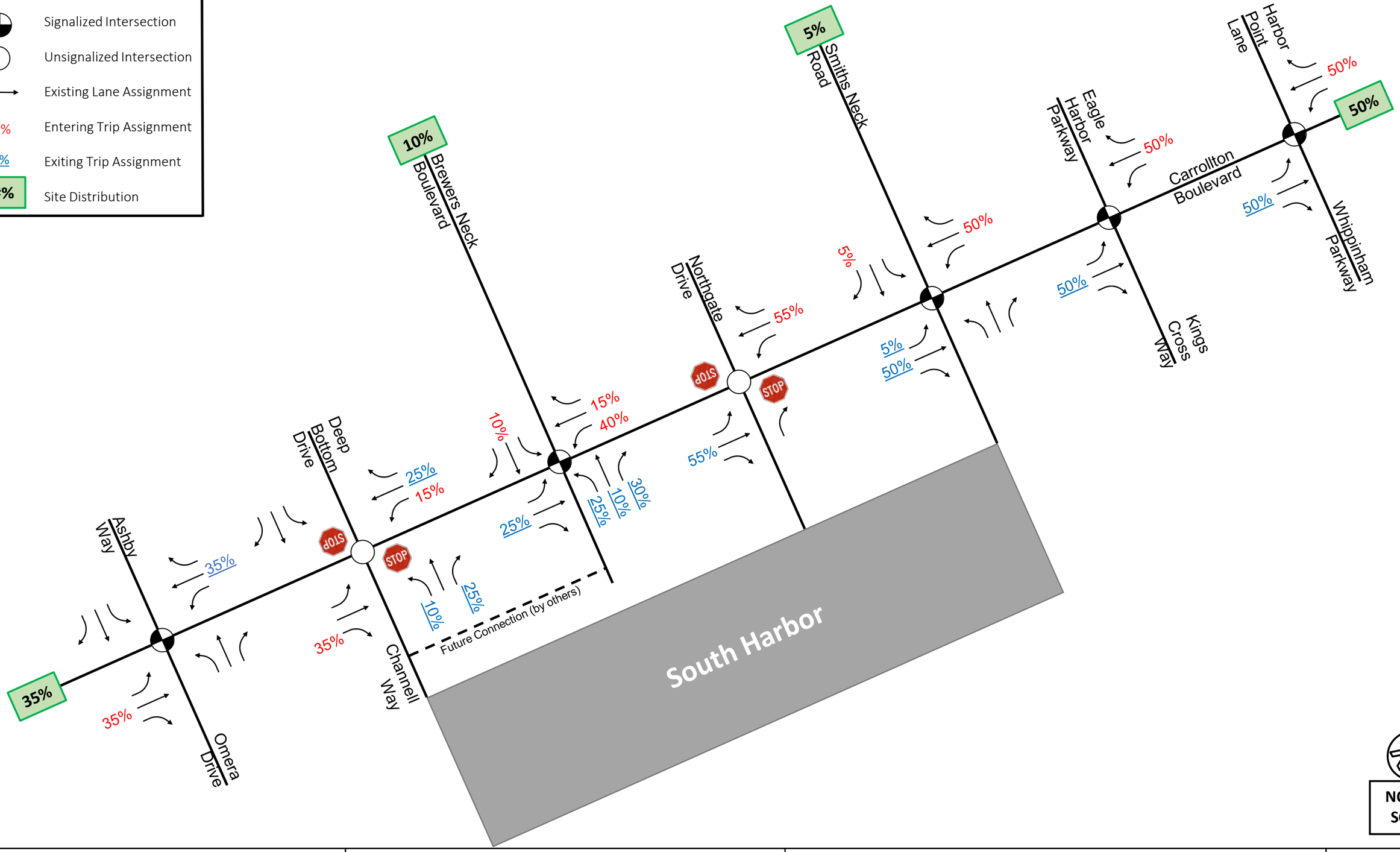
## Legend

- Signalized Intersection
- Unsignalized Intersection
- Existing Lane Assignment
- ##% Entering Trip Assignment
- ##% Exiting Trip Assignment
- **##%** Site Distribution

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| | | |
|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Trip Distribution and Assignment<br>(Residential South and Tower Parcel Uses) |

Figure 7

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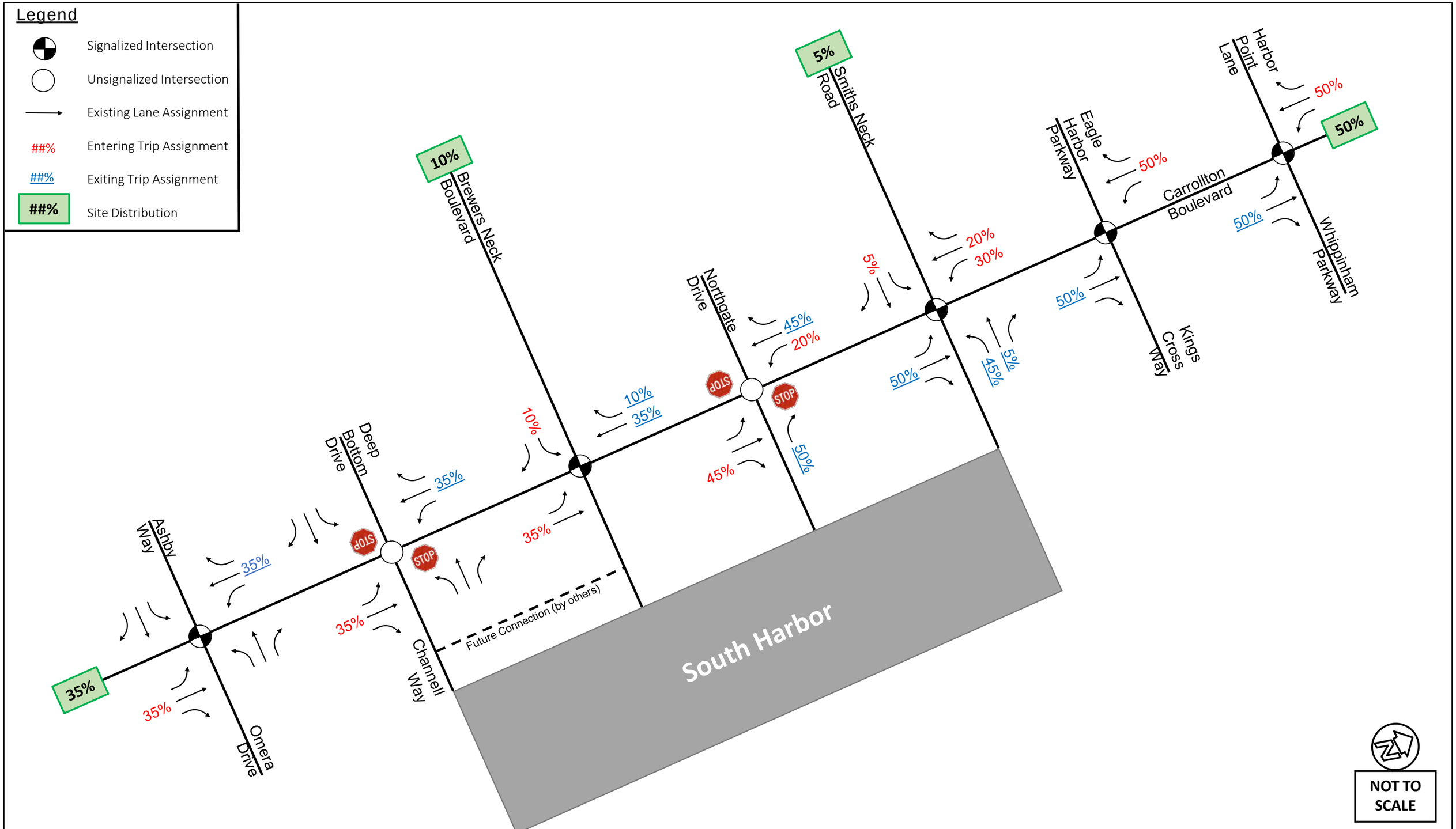


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Trip Distribution and Assignment<br>(Office Uses) | Figure<br>8 |

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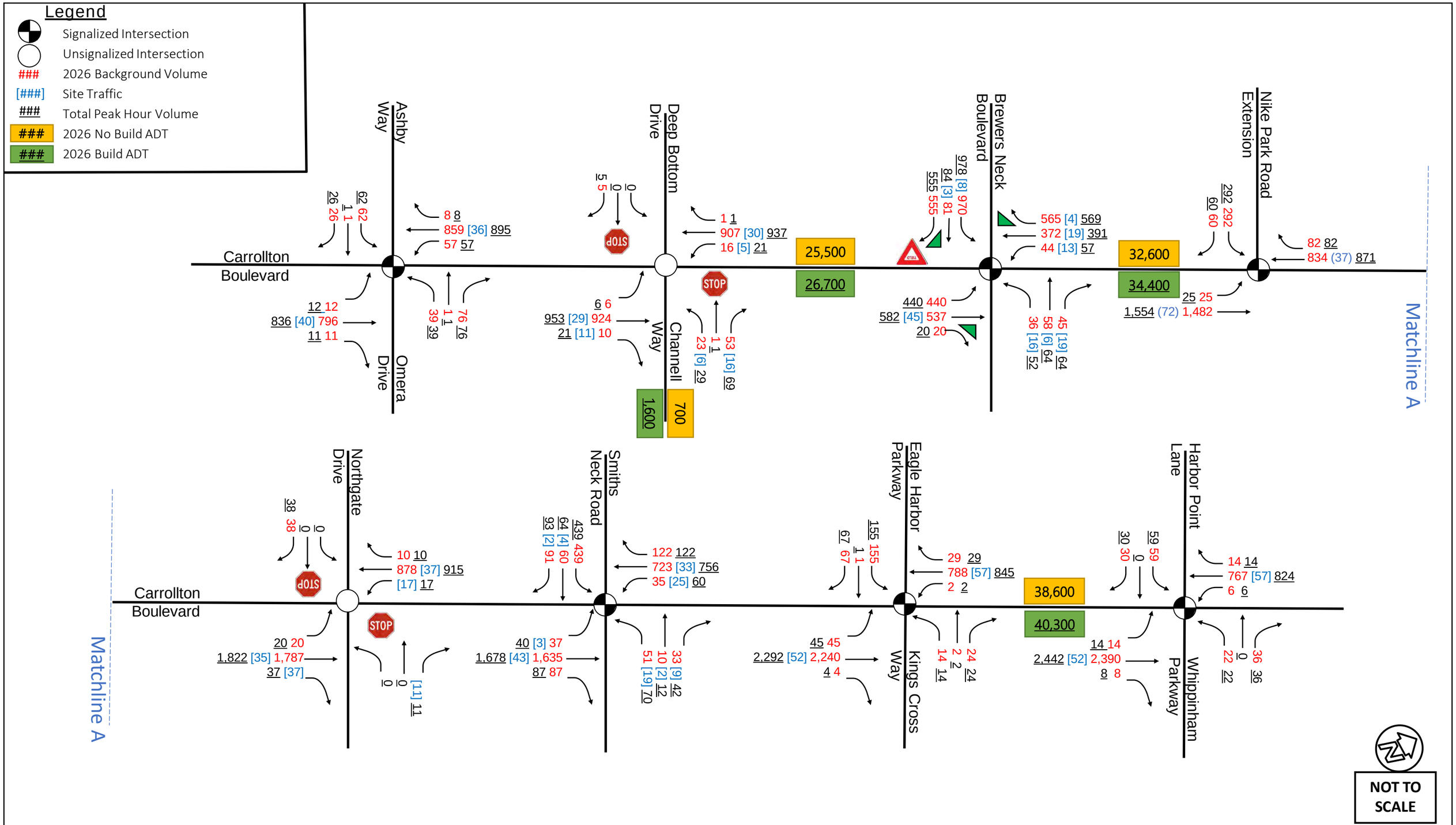


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2026 South Harbor Build<br>AM Peak Hour Traffic Volumes | Figure<br>9 |

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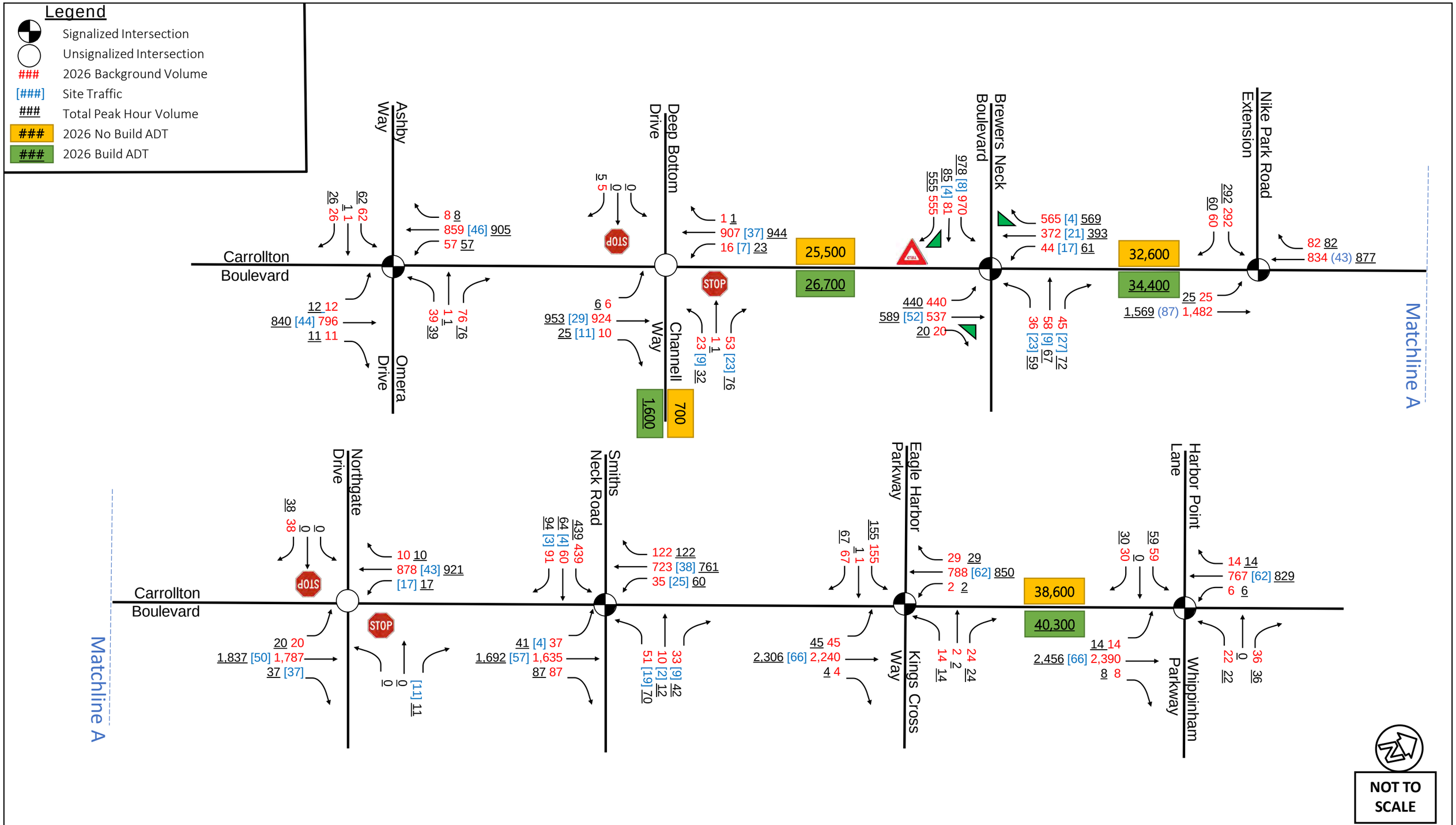


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|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2026 South Harbor and Tower Parcel Build<br>AM Peak Hour Traffic Volumes | Figure<br>10 |

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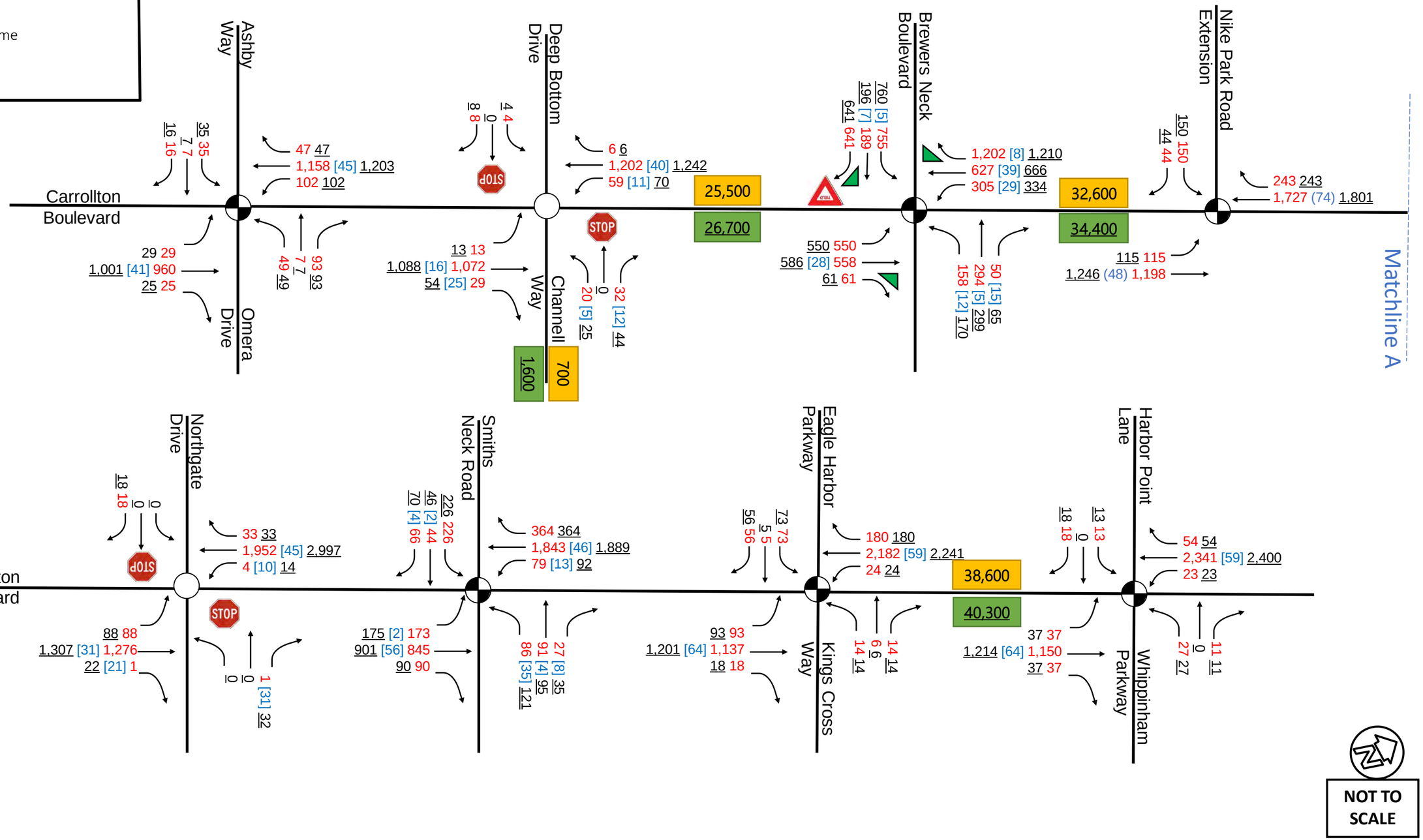
## Legend

- Signalized Intersection
- Unsignalized Intersection
- ### 2026 Background Volume
- [###] Site Traffic
- ### Total Peak Hour Volume
- ### 2026 No Build ADT
- ### 2026 Build ADT




| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2026 South Harbor Build<br>PM Peak Hour Traffic Volumes | Figure<br>11 |

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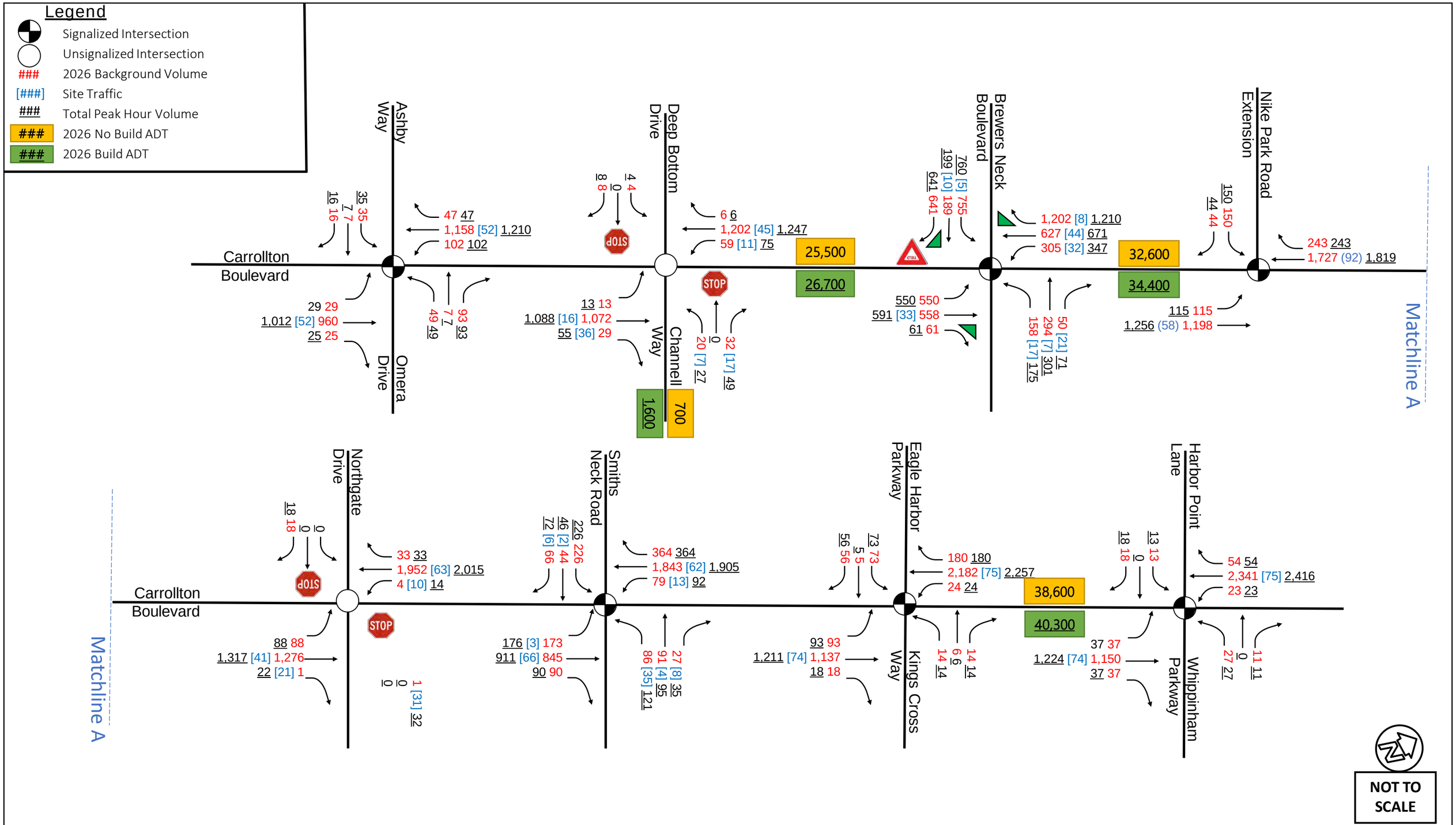


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2026 South Harbor and Tower Parcel Build<br>PM Peak Hour Traffic Volumes | Figure<br>12 |

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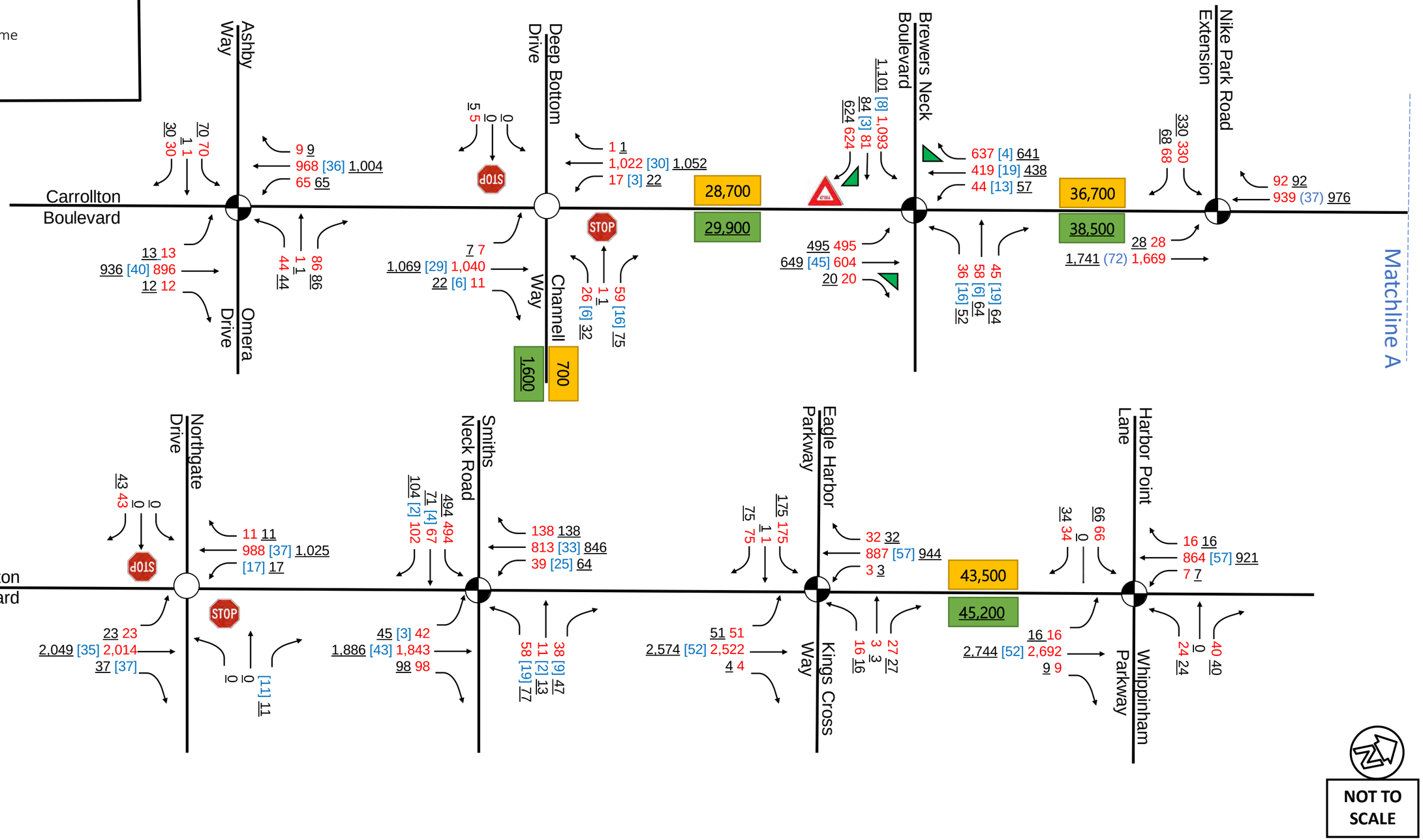
## Legend

- Signalized Intersection
- Unsignalized Intersection
- ### 2032 Background Volume
- [###] Site Traffic
- ### Total Peak Hour Volume
- ### 2032 No Build ADT
- ### 2032 Build ADT




NOT TO SCALE

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|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2032 South Harbor Build<br>AM Peak Hour Traffic Volumes | Figure<br>13 |

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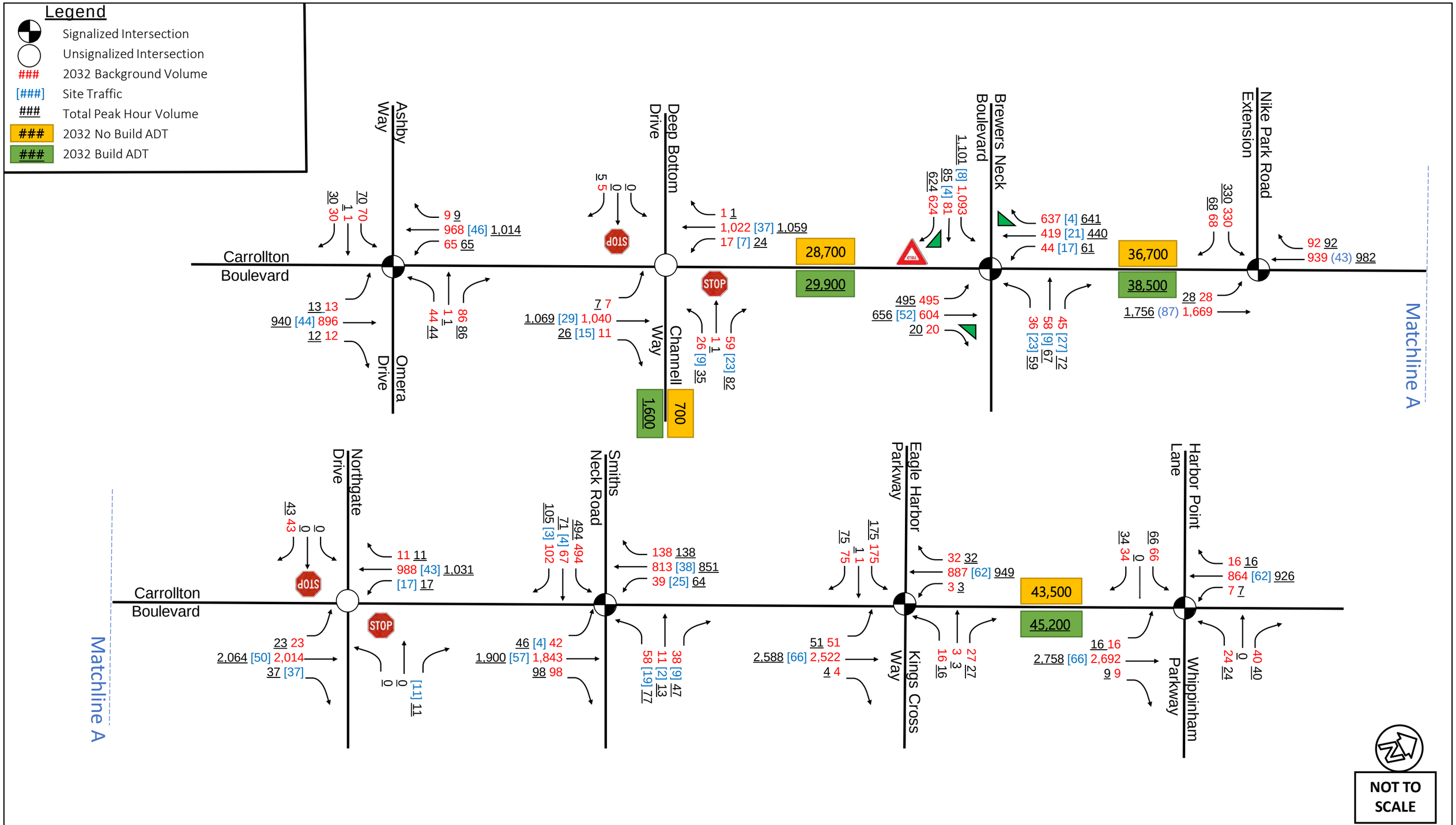


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2032 South Harbor and Tower Parcel Build<br>AM Peak Hour Traffic Volumes | Figure<br>14 |

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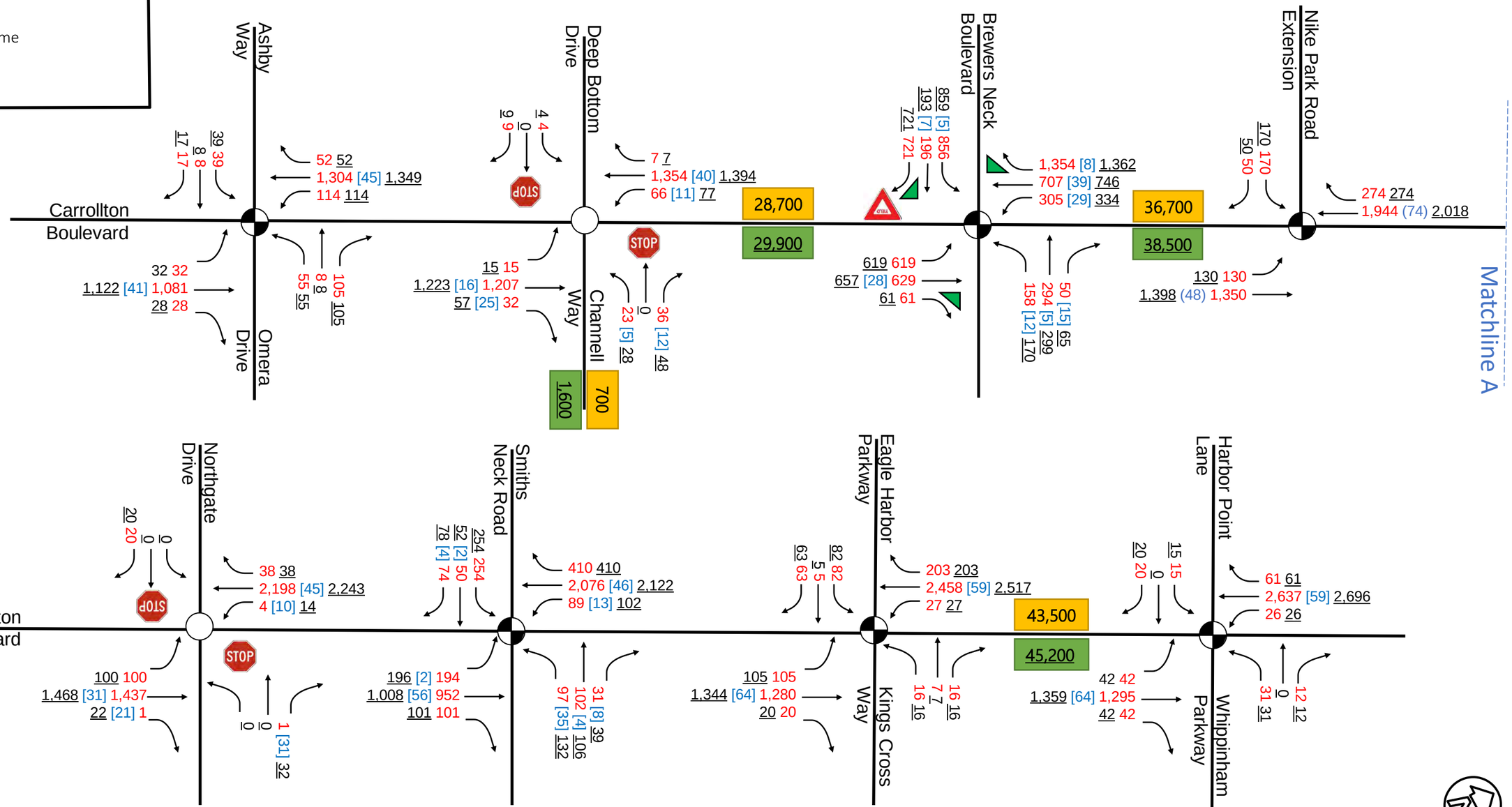
## Legend

- Signalized Intersection
- Unsignalized Intersection
- ### 2032 Background Volume
- [###] Site Traffic
- ### Total Peak Hour Volume
- ### 2032 No Build ADT
- ### 2032 Build ADT




| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2032 South Harbor Build<br>PM Peak Hour Traffic Volumes | Figure<br>15 |

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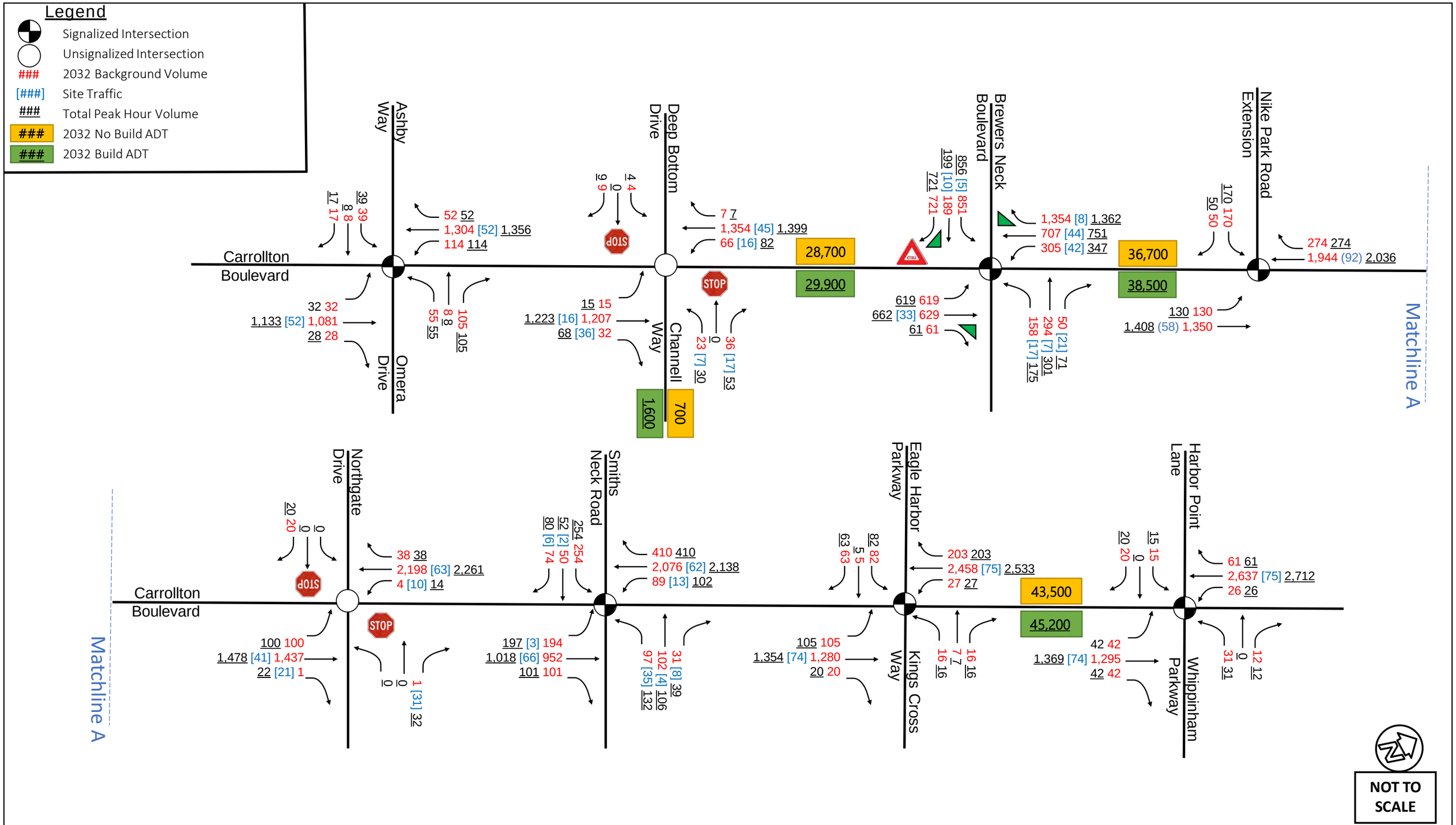


| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | 2032 South Harbor and Tower Parcel Build<br>PM Peak Hour Traffic Volumes | Figure<br>16 |

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# 5 FUTURE ROADWAY GEOMETRY

The following proposed roadway and intersection improvement projects are currently under design and will be implemented by VDOT or others. It is anticipated that these other roadway projects will be completed by the opening year of the South Harbor development. Both improvements have funds allocated to the design and construction through the VDOT SMART Scale funding program and will be administered through VDOT.

- Nike Park Road Extension
- Carrollton Boulevard at Brewers Neck Boulevard Intersection Improvements

## 5.1 NIKE PARK ROAD EXTENSION

The Nike Park Road Extension is a VDOT improvement project that is administered and fully funded through the VDOT SMART Scale Program. From the Preliminary Field Inspection (PFI) plans provided by VDOT, the Nike Park Road Extension includes the extension of Nike Park Road from the existing intersection of Nike Park Road at Reynolds Drive to a proposed intersection of Carrollton Boulevard at Nike Park Road Extension, as shown in **Figure 17**.

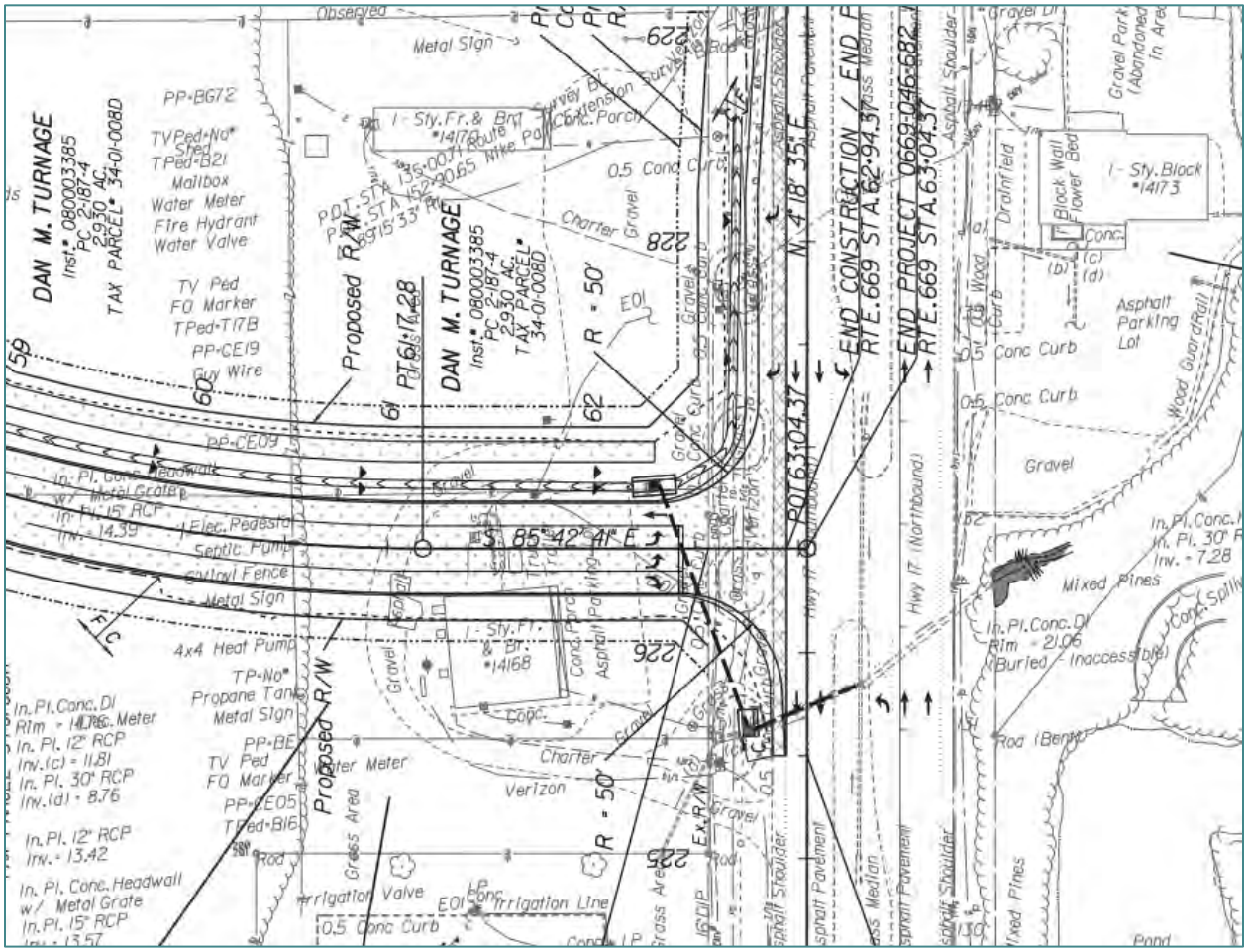
This extension consists of approximately 1 mile of new two-lane roadway with a shared-use path on one side. This proposed intersection is located approximately 1,150 feet north of Brewers Neck Boulevard and will be signalized under future conditions. The Nike Park Road Extension, eastbound approach, will have two exclusive eastbound left-turn lanes and one exclusive eastbound right-turn lane at the intersection with Carrollton Boulevard. Additionally, there will be an exclusive northbound left-turn lane and an exclusive southbound right-turn lane to serve the Nike Park Road Extension.

As part of the future traffic operational analysis, consideration was given to a portion of the background traffic being diverted from Smiths Neck Road with the addition of the Nike Park Road Extension. Based on model simulations conducted as part of the Isle of Wight County *Brewers Neck Corridor Study* (2014), it was shown that approximately 30% of traffic on Smiths Neck Road diverted onto the proposed Nike Park Road Extension. For the purposes of this TIA, 40% of the background traffic on Smiths Neck Road will be shifted onto Nike Park Road Extension for the 2026 and 2032 future scenarios. These roadway and intersection improvements have been included in the 2026 and 2032 No Build and Build analysis.

## 5.2 CARROLLTON BOULEVARD AT BREWERS NECK BOULEVARD INTERSECTION IMPROVEMENTS

The improvements at the intersection of Carrollton Boulevard at Brewers Neck Boulevard are a VDOT improvement project that is being administered and partially funded through the VDOT SMART Scale Program. From the PFI plans provided by VDOT, these improvements involve construction of an additional northbound left-turn lane onto Brewers Neck Boulevard, as shown in **Figure 18**. An additional receiving lane will be constructed from the median on Brewers Neck Boulevard for the proposed northbound left-turn lane.

*Figure 17: Nike Park Road Extension*




*Source: VDOT*

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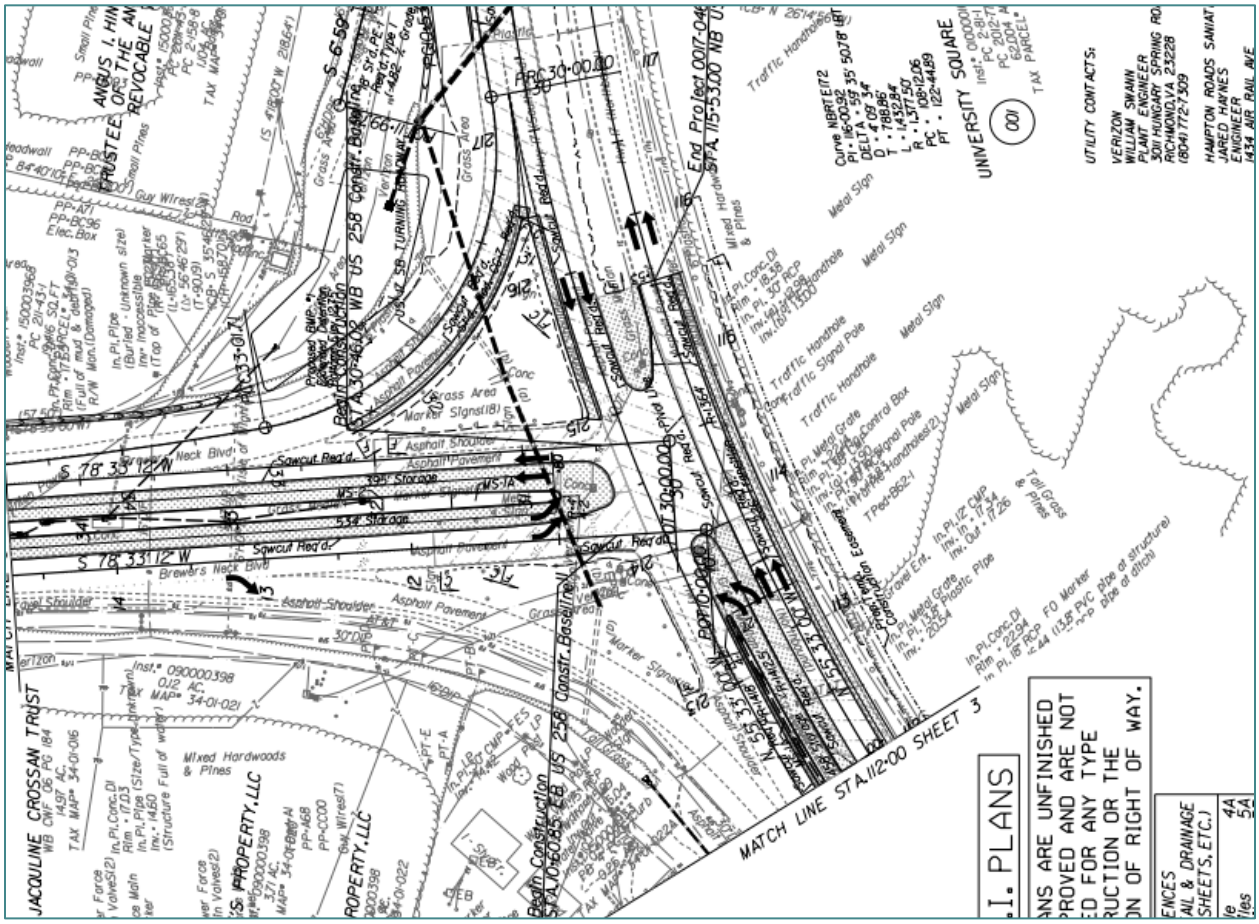
*Figure 18: Carrollton Boulevard at Brewers Neck Boulevard Intersection Improvements*




*Source: VDOT*

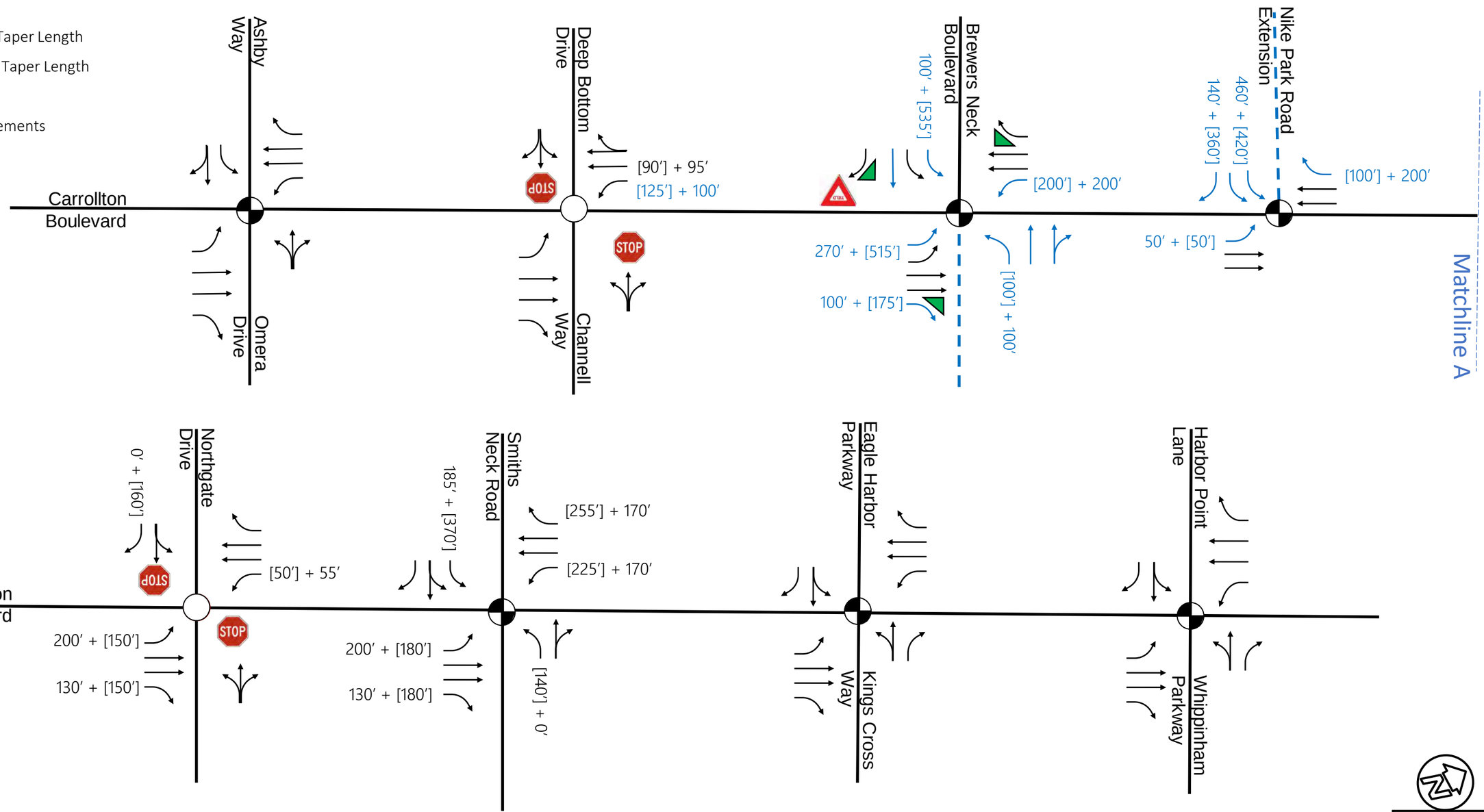
### 5.2.1 THE CROSSINGS INTERSECTION IMPROVEMENTS

In addition to the VDOT SMART Scale funded Carrollton Boulevard at Brewers Neck Boulevard intersection improvements, additional improvements for this intersection were proposed as part of the approved traffic study associated with the Crossings development. The additional laneage includes the construction of the westbound approach which consists of an exclusive left-turn lane, one dedicated through lane, and a shared through/right-turn lane at the intersection. One exclusive southbound left-turn lane and a dedicated northbound right-turn lane were also proposed to accommodate traffic destined to the Crossings development through this intersection. These roadway and intersection improvements have been included in the 2026 and 2032 No Build and Build analysis as well.

Traffic volumes associated with the Crossings development was also obtained from the approved TIA (*December 28, 2010)* and were included in the background traffic volumes used for just the intersection of Carrollton Boulevard at Brewers Neck Boulevard in this study. Future No Build geometric conditions are shown further in **Figure 19**.

## Legend

- Signalized Intersection
- Unsignalized Intersection
- New Roadway
- [XX'] + XX' Existing [Storage] + Taper Length
- [XX'] + XX' No Build [Storage] + Taper Length
- Existing Laneage
- "By Others" Improvements




NOT TO SCALE

| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Future No Build<br>Improvements | Figure<br>19 |

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# 6 TRAFFIC ANALYSIS

The traffic analysis for the proposed parcels consisted of analyzing intersection operations (i.e., delay and queuing). Analyses for study area intersections for AM and PM peak hours were performed for the following scenarios:

- Scenario 1 – Existing (2017) traffic conditions
- Scenario 2 – Opening Year (2026) No-Build conditions – Opening Year traffic conditions with only a background growth rate applied (i.e., approved historical growth rate)
- Scenario 3 – Opening Year (2026) South Harbor No Bridge Build conditions – Opening Year traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge
- Scenario 4 – Opening Year (2026) The Crossing w/ Tower Parcel Build conditions – Opening Year traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge and traffic generated by the proposed Tower Parcel residential development
- Scenario 5 – Opening Year (2032) No-Build conditions – Opening Year +6 traffic conditions with only a background growth rate applied (i.e., approved historical growth rate)
- Scenario 6 – Opening Year (2032) South Harbor No Bridge Build conditions – Opening Year +6 traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge
- Scenario 7 – Opening Year (2032) The Crossing w/ Tower Parcel Build conditions – Opening Year +6 traffic conditions with background growth rate applied plus traffic volumes generated by the South Harbor development but with No Bridge and traffic generated by the proposed Tower Parcel residential development

The following sections summarize the results for each analysis.

## 6.1 INTERSECTION OPERATIONAL ANALYSIS

Operational analyses were conducted for the study area intersections for the AM and PM peak hours under the existing and future scenarios. The existing signal timings, including cycle lengths, clearance intervals, and splits, were provided by VDOT for this study's existing/base. For future year analysis, all cycle lengths, signal timings, coordination offsets, and phasing were optimized to account for future traffic volumes. As such, given the amount of future traffic volume projected for this area under No Build and Build scenarios, large cycle lengths (i.e., 140 to 160 seconds) were used to help maintain a level of progression along Carrollton Boulevard during the peak hours. It is acknowledged that a down side to using larger cycle lengths is that the side streets will experience higher delays, as they generally have to wait longer for their phases. It is acknowledged that using the longer cycle lengths will result in higher delays and longer queues for a majority of the side streets and turning movements along the corridor. This ultimately lead to lower cycle length(s) (i.e., AM and PM) being evaluated and applied as a part of the revised analysis.

Analyses were completed to determine the operating characteristics of the study area intersections using *Synchro Professional 10.1* modeling software, which uses methodologies contained in the 2010 Highway Capacity Manual (HCM) [TRB Special Report 209, 2000]. The intersection operational analysis inputs and

analysis methodologies were consistent with VDOT's Traffic Operations and Safety Analysis Manual (TOSAM). Intersection turning movement counts were used with information about the number of lanes, current traffic control, and signal timings to determine the operational conditions of each study area intersection. Four (4) main steps were completed for each of the AM and PM model simulations used in this study:

1. Network Development, Coding, and Model Inspection
2. Network Calibration
3. Inspection and Sample Size Determination
4. Analysis and Reporting

To calibrate the existing models, simulated volumes and speeds were compared with counted volumes (i.e., intersection turning movement count data) and average vehicle speeds (i.e., at the three locations where speed data was collected).

Detailed summary sheets of the simulated volume and speed calibration process are provided in **Appendix D**. For the calibration process, 85 percent of the network links (i.e., based on volume) must meet the following threshold:

- Simulated average speed needs to be within:
  - ± 5 mph (for arterials) of detected speeds
- Simulated volumes must be within:
  - ± 20% for < 100 vph
  - ± 15% for ≥ 100 vph to < 300 vph
  - ± 10% for ≥ 300 vph to < 1,000 vph
  - ± 5% for ≥ 1,000 vph

The results of the calibration effort indicate that the existing traffic models were validated and are able to simulate the study areas volumes and speeds adequately to meet the criteria set forth by the TOSAM. Any differences within the calibration results were only minor and justification and/or reasoning for these discrepancies is provided in **Appendix D.**

Level of service (LOS) was reported for the study area intersections. LOS describes the amount of traffic congestion at an intersection or on a roadway and ranges from A to F (i.e., A indicating a condition of little to no congestion and F a condition with severe congestion, unstable traffic flow, and stop-and-go conditions). LOS is based on the average delay experienced by all traffic using the intersection during the busiest (peak) 15-minute period. Generally, LOS A through LOS D are considered acceptable. Delay and associated LOS for both signalized and unsignalized intersections are reported from the Synchro analysis. In the LOS/delay tables for each of the study area intersections, values highlighted in "bold" represent movements operating at LOS E or worse. **Table 7** shows the corresponding thresholds in delay for unsignalized and signalized intersections.

The queuing results represent the maximum simulated queues for each movement as they compare to the effective storage lengths. Effective storage lengths represent the amount of distance available for vehicles to queue without generally impacting the adjacent lanes and consists of the full width storage length, plus half of the taper distance. By using the effective storage, vehicles that can use this portion of the taper length as additional room for storage can be counted as being accommodated. All traffic models were developed and analyzed with the effective storage lengths coded into the network.

As part of the queuing analysis, "percent blocking" was noted in instances where queues impact adjacent turn- and/or through-lanes. This percentage represents the approximate amount of time during the peak hour when a lane was observed to be blocked (e.g., "10% blocking" indicates that during the peak hour, the turn-lane storage was exceeded and impacted 10 percent of the adjacent lane volume). The results are presented in the following summaries and supporting calculations are presented in **Appendix E**.

The following sections summarize each study area intersection's operations as it relates to vehicle traffic for the analysis scenarios. Results are presented in **Table 8** through **Table 25**.

***Table 7: LOS Control Delay Thresholds***

| LOS | Signalized Intersections Control Delay Per Vehicle [sec/veh] | Unsignalized Intersections Average Control Delay [sec/veh] | Relative Delay |
|---|---|---|---|
| A | ≤ 10 | ≤ 10 | Short Delays |
| | Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections. | | |
| B | > 10 – 20 | > 10 – 15 | |
| | Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays. | | |
| C | > 20 – 35 | > 15 – 25 | |
| | Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays. | | |
| D | >35 – 55 | > 25 – 35 | Moderate Delays |
| | Small increases in traffic flow can cause increased delays. Delays likely attributable to increase traffic, reduced signal progression and adverse timing. | | |
| E | >55 – 80 | > 35 – 50 | |
| | Significant delays. Travel speeds reduced to one third of average free flow travel speed. | | |
| F | > 80 | > 50 | Long Delays |
| | Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections. | | |

*Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010*

### 6.1.1 CARROLLTON BOULEVARD AT WHIPPINGHAM PARKWAY/HARBOR POINT LANE

This signalized intersection consisted of the following geometry for the existing and future scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane

- Harbor Point Lane (eastbound)
    - One shared left/through lane
    - One exclusive right-turn lane
- Whippingham Parkway (westbound)
    - One shared left/through lane
    - One exclusive right-turn lane

Results of the capacity and queuing analysis for this signalized intersection are shown in **Table 8** and **Table 9**, respectively. Under Existing conditions, the AM and PM peak hours experienced an overall LOS D and LOS A, respectively. Additionally, many of the side street movements currently operate at LOS F during the PM peak hour.

Under the future 2026 and 2032 No Build conditions, the increase in traffic volume associated with the background traffic (i.e., annualized/natural growth) and approved developments results in the minor street approaches to experiences high levels of delay during the AM and PM peak hours. Priority is given to sustaining traffic progression along Carrollton Boulevard, which contributes to the minor/side street approaches (i.e., Harbor Point Lane and Whippingham Parkway) projected to experience LOS E/F under the future scenarios.

These congestion conditions are expected to continue under the 2026 and 2032 South Harbor and Tower Parcel Build conditions, as well. Generally, the addition of the development related traffic has a minimal impact on the intersection operations during the AM and PM peak hours when compared to the corresponding No Build conditions.

Overall, the addition of the site traffic only makes up approximately 3% of this intersection's total volume. Significant queueing in the northbound and southbound through movements are expected to occur under the future AM and PM peak hours, respectively. This reflects how the corridor's directional traffic flows are tied to peak period commuter patterns. These through queues will likely spill back and block vehicles from entering the adjacent storage lanes. Regardless, queues for the Build conditions are still projected to be comparable to those anticipated under No Build conditions without significant increases.

Overall, future South Harbor and Tower Parcel Build conditions at this intersection are anticipated to be similar those experienced under No Build conditions with continual monitoring and modifications to existing traffic signal timings and coordination offsets.

### *Table 8: Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | D (35.4) | D (43.8) | | D (40.7) | D (45.0) | | D (43.3) | A (9.2) | D (43.5) | A (7.5) | C (22.3) | A (10.0) | A (7.6) |
| | | D (42.8) | | | D (43.9) | | | D (43.1) | | | B (10.1) | | |
| 2026 No Build | C (22.5) | **E (71.6)** | | **E (61.8)** | **E (66.7)** | | **E (64.1)** | A (1.2) | C (24.3) | A (6.0) | D (38.3) | A (8.8) | A (6.4) |
| | | **E (68.3)** | | | **E (65.1)** | | | C (24.2) | | | A (9.0) | | |
| 2026 Build (South Harbor) | C (28.4) | **E (71.6)** | | **E (61.8)** | **E (66.7)** | | **E (64.1)** | A (1.2) | C (33.0) | A (6.0) | D (38.3) | A (9.0) | A (6.4) |
| | | **E (68.3)** | | | **E (65.1)** | | | C (32.7) | | | A (9.2) | | |
| 2026 Build (S. Harbor/Tower Parcel) | C (33.9) | **E (71.6)** | | **E (61.8)** | **E (66.7)** | | **E (64.1)** | A (7.1) | D (40.8) | A (6.0) | D (38.3) | A (9.0) | A (6.4) |
| | | **E (68.3)** | | | **E (65.1)** | | | D (40.5) | | | A (9.2) | | |
| 2032 No Build | D (50.3) | **F (81.1)** | | **E (69.9)** | **E (77.7)** | | **E (73.9)** | A (1.1) | **E (62.5)** | A (5.9) | D (45.7) | A (9.3) | A (6.5) |
| | | **E (77.3)** | | | **E (75.3)** | | | **E (62.0)** | | | A (9.6) | | |
| 2032 Build (South Harbor) | **E (56.9)** | **E (81.1)** | | **E (69.9)** | **E (77.7)** | | **E (73.9)** | A (1.1) | **E (72.3)** | A (5.9) | D (45.7) | A (9.6) | A (6.5) |
| | | **E (77.3)** | | | **E (75.3)** | | | **E (71.7)** | | | A (9.8) | | |
| 2032 Build (S. Harbor/Tower Parcel) | **E (58.7)** | **F (81.1)** | | **E (69.9)** | **E (77.7)** | | **E (73.9)** | A (1.1) | **E (74.9)** | A (5.9) | D (45.7) | A (9.6) | A (6.5) |
| | | **E (77.3)** | | | **E (75.3)** | | | **E (74.3)** | | | A (9.8) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | A (9.9) | **F (99.5)** | | **F (95.6)** | **F (97.9)** | | **F (93.1)** | B (17.9) | A (1.4) | A (4.1) | A (3.9) | B (11.6) | A (4.4) |
| | | **F (97.2)** | | | **F (96.6)** | | | A (2.0) | | | B (11.4) | | |
| 2026 No Build | B (18.3) | **E (79.0)** | | **E (75.6)** | **E (77.3)** | | **E (73.3)** | **F (97.0)** | A (2.9) | A (5.1) | A (5.3) | C (23.5) | A (5.6) |
| | | **E (77.0)** | | | **E (76.2)** | | | A (5.9) | | | C (22.9) | | |
| 2026 Build (South Harbor) | C (20.3) | **E (79.0)** | | **E (75.6)** | **E (77.3)** | | **E (73.3)** | **F (95.5)** | A (4.2) | A (5.1) | A (5.5) | C (26.4) | A (5.6) |
| | | **E (77.0)** | | | **E (76.2)** | | | A (6.9) | | | C (25.7) | | |
| 2026 Build (S. Harbor/Tower Parcel) | C (21.3) | **E (79.0)** | | **E (75.6)** | **E (77.3)** | | **E (73.3)** | **F (93.3)** | A (5.6) | A (5.1) | A (5.5) | C (27.3) | A (5.6) |
| | | **E (77.0)** | | | **E (76.2)** | | | A (8.1) | | | C (26.6) | | |
| 2032 No Build | D (39.4) | **E (76.5)** | | **E (74.1)** | **E (77.6)** | | **E (73.1)** | **F (96.2)** | A (5.5) | A (5.6) | A (6.4) | **E (55.6)** | A (6.1) |
| | | **E (75.1)** | | | **E (76.3)** | | | A (8.3) | | | D (54.1) | | |
| 2032 Build (South Harbor) | D (44.8) | **E (76.5)** | | **E (74.1)** | **E (77.6)** | | **E (73.1)** | **F (90.5)** | A (6.4) | A (5.6) | A (6.8) | **E (64.4)** | A (6.1) |
| | | **E (75.1)** | | | **E (76.3)** | | | A (8.8) | | | **E (62.5)** | | |
| 2032 Build (S. Harbor/Tower Parcel) | D (46.4) | **E (76.5)** | | **E (74.1)** | **E (77.6)** | | **E (73.1)** | **F (90.8)** | A (6.5) | A (5.6) | A (6.8) | **E (66.9)** | A (6.1) |
| | | **E (75.1)** | | | **E (76.3)** | | | A (9.0) | | | **E (65.0)** | | |

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### *Table 9: Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | 352 | | 170 | 1,197 | | 550 | 280 | 490 | 215 | 220 | 4,237 | 230 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 90 | | 42 | 46 | | 54 | 50 | 343 | 43 | 26 | 117 | < 25 |
| 2026 No Build | 120 | | 54 | 62 | | 77 | 44 | 344 ***(2%)* | 57 | 33 | 124 | < 25 |
| 2026 Build (South Harbor) | 134 | | 53 | 70 | | 88 | 79 | 359 ***(3%)* | <25 | 30 | 142 | < 25 |
| 2026 Build (S. Harbor/Tower Parcel) | 114 | | 49 | 56 | | 87 | 54 | 359 ***(3%)* | 43 | 30 | 145 | < 25 |
| 2032 No Build | 163 | | 63 | 71 | | 76 | 86 | 370 | 61 | 30 | 135 | < 25 |
| 2032 Build (South Harbor) | 144 | | 72 | 62 | | 86 | 136 | 440 ***(9%)* | 85 | 38 | 182 | < 25 |
| 2032 Build (S. Harbor/Tower Parcel) | 154 | | 93 | 73 | | 79 | 99 | 375 ***(8%)* | 115 | 40 | 171 | < 25 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 52 | | 60 | 71 | | 34 | 105 | 103 | < 25 | 105 | 536 ***(9%)* | 143 |
| 2026 No Build | 58 | | 61 | 80 | | 33 | 91 | 116 | 33 | 199 | 2,476 ***(25%)* | 230 |
| 2026 Build (South Harbor) | 63 | | 68 | 69 | | 34 | 98 | 185 | 50 | 201 | 2,917 ***(27%)* | 230 |
| 2026 Build (S. Harbor/Tower Parcel) | 64 | | 66 | 86 | | 30 | 86 | 222 | 57 | 219 | 3,080 ***(26%)* | 230 |
| 2032 No Build | 67 | | 63 | 79 | | 48 | 89 | 191 | 38 | 219 | 4,288 ***(40%)* | 230 |
| 2032 Build (South Harbor) | 58 | | 67 | 81 | | 37 | 110 | 257 | 108 | 219 | 4,282 ***(36%)* | 230 |
| 2032 Build (S. Harbor/Tower Parcel) | 67 | | 72 | 90 | | 35 | 95 | 229 | 111 | 219 | 4,281 *^(36%)* ***(37%)* | 230 |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

### 6.1.2 CARROLLTON BOULEVARD AT EAGLE HARBOR PARKWAY/KINGS CROSS WAY

This signalized intersection consisted of the following geometry for the existing and future scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Eagle Harbor Parkway (eastbound)
  - One shared left/through lane
  - One exclusive right-turn lane

- King's Cross (westbound)
    - One shared left/through lane
    - One exclusive right-turn lane

Results of the capacity and queuing analysis for this signalized intersection, which are shown in **Table 10** and **Table 11,** respectively. Under Existing conditions, the AM and PM peak hours experienced an overall LOS E and LOS B, respectively. Movements that currently experience significant periods of delay include the northbound through movement, which operates at LOS F during the AM peak periods. Additionally, many of the side street movements currently operate at LOS F during the PM peak hour.

Under the future 2026 and 2032 No Build conditions, the increase in traffic volume associated with the background traffic (i.e., annualized/natural growth) and approved developments results in the minor street approaches to experiences high levels of delay during the AM and PM peak hours. As noted previously, priority is given to sustaining traffic progression along Carrollton Boulevard, which contributes to the minor/side street approaches (i.e., Eagle Harbor Parkway/Kings Cross Way) projected to experience LOS E/F under the future scenarios.

These congestion conditions are expected to continue under the 2026 and 2032 Build conditions, as well. Generally, the addition of the South Harbor and Tower Parcel development related traffic has a minimal impact on the intersection operations during the AM and PM peak hours when compared to the corresponding No Build conditions. It is noted that the overall LOS during the AM peak period under the 2032 scenario increases from a LOS E to a LOS F when comparing South Harbor Build to Tower Parcel Build conditions. This increase is negligible, as the increase in delay only exceeds the LOS delay threshold by 1.2 seconds. Similarly, the overall LOS during the PM peak period under the 2032 scenario increases from a LOS D to a LOS E when comparing South Harbor Build to Tower Parcel Build conditions. This also represents a small increase, as the delay only exceeds the LOS threshold by 1.1 seconds. Overall, the addition of the site traffic only makes up approximately 3% of this intersection's total volume.

Significant queueing in the northbound and southbound through movements are expected to occur under the future AM and PM peak hours, respectively. This reflects the corridor's very distinct directional traffic flows and how they are tied to peak period commuter patterns. These through queues will likely spill back and block vehicles from entering the adjacent storage lanes and extend to upstream intersections. Regardless, queues for the Build conditions are still projected to be comparable to those anticipated under No Build conditions without significant increases.

Overall, future Build conditions at this intersection can be maintained similar to those experienced under No Build condition with continual monitoring and modifications to existing traffic signal timings and coordination offsets.

### *Table 10: Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross Way Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | **E (66.9)** | D (42.5) | | D (35.7) | D (44.6) | | D (43.3) | B (10.4) | **F (91.6)** | B (11.2) | B (17.7) | B (10.9) | B (12.8) |
| | | D (40.4) | | | D (43.8) | | | **F (89.9)** | | | B (11.0) | | |
| 2026 No Build | D (42.0) | **E (75.3)** | | D (54.3) | **E (68.5)** | | **E (65.6)** | A (7.6) | D (51.0) | A (9.1) | C (33.5) | B (10.9) | B (10.8) |
| | | **E (69.0)** | | | **E (66.7)** | | | D (50.0) | | | B (11.0) | | |
| 2026 Build (South Harbor) | D (49.4) | **E (75.3)** | | D (54.3) | **E (68.5)** | | **E (65.6)** | A (8.3) | **E (62.7)** | A (9.1) | D (35.6) | B (11.1) | B (10.8) |
| | | **E (69.0)** | | | **E (66.7)** | | | **E (61.5)** | | | B (11.1) | | |
| 2026 Build (S. Harbor/Tower Parcel) | D (51.6) | **E (75.3)** | | D (54.3) | **E (68.5)** | | **E (65.6)** | A (8.5) | **E (66.1)** | A (9.1) | D (35.6) | B (11.1) | B (10.8) |
| | | **E (69.0)** | | | **E (66.7)** | | | **E (64.9)** | | | B (11.1) | | |
| 2032 No Build | **E (71.1)** | **F (105.5)** | | **E (62.6)** | **E (76.7)** | | **E (73.9)** | A (8.0) | **F (92.1)** | A (9.1) | D (40.5) | B (11.0) | B (10.9) |
| | | **F (92.6)** | | | **E (75.0)** | | | **F (90.4)** | | | B (11.1) | | |
| 2032 Build (South Harbor) | **E (79.4)** | **F (105.5)** | | **E (62.6)** | **E (76.7)** | | **E (73.9)** | A (8.9) | **F (105.6)** | A (9.1) | D (38.7) | B (11.1) | B (10.9) |
| | | **F (92.6)** | | | **E (75.0)** | | | **F (103.6)** | | | B (11.2) | | |
| 2032 Build (S. Harbor/Tower Parcel) | **F (81.2)** | **F (105.5)** | | **E (62.6)** | **E (76.7)** | | **E (73.9)** | A (8.7) | **F (108.4)** | A (9.1) | D (38.7) | B (11.1) | B (10.9) |
| | | **F (92.6)** | | | **E (75.0)** | | | **F (106.3)** | | | B (11.2) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | B (16.9) | **F (98.3)** | | **F (87.7)** | **F (97.5)** | | **F (93.7)** | **E (58.3)** | B (16.6) | A (6.4) | A (5.8) | B (10.6) | A (3.6) |
| | | **F (93.9)** | | | **F (95.9)** | | | B (19.6) | | | B (10.0) | | |
| 2026 No Build | C (21.5) | **E (79.6)** | | **E (68.8)** | **E (79.9)** | | **E (75.2)** | **E (58.2)** | B (17.5) | A (7.3) | A (7.2) | B (19.6) | A (3.5) |
| | | **E (75.0)** | | | **E (78.0)** | | | C (20.4) | | | B (18.3) | | |
| 2026 Build (South Harbor) | C (22.8) | **E (79.6)** | | **E (68.8)** | **E (79.9)** | | **E (75.2)** | **E (63.6)** | B (16.0) | A (7.3) | A (5.4) | C (22.7) | A (1.3) |
| | | **E (75.0)** | | | **E (78.0)** | | | B (19.2) | | | C (21.0) | | |
| 2026 Build (S. Harbor/Tower Parcel) | C (22.8) | **E (79.6)** | | **E (68.8)** | **E (79.9)** | | **E (75.2)** | **E (62.5)** | B (14.8) | A (7.3) | A (4.5) | C (23.6) | A (0.8) |
| | | **E (75.0)** | | | **E (78.0)** | | | B (18.1) | | | C (21.8) | | |
| 2032 No Build | D (48.0) | **F (81.1)** | | **E (68.3)** | **E (77.0)** | | **E (73.6)** | **E (65.6)** | B (18.1) | A (8.1) | A (2.8) | **E (65.4)** | A (0.8) |
| | | **E (75.8)** | | | **E (75.6)** | | | C (21.5) | | | **E (59.9)** | | |
| 2032 Build (South Harbor) | D (54.2) | **F (81.3)** | | **E (68.3)** | **E (77.0)** | | **E (73.6)** | **E (69.8)** | B (17.0) | A (8.0) | D (3.0) | **E (77.1)** | A (0.8) |
| | | **E (75.8)** | | | **E (75.6)** | | | C (20.6) | | | **E (70.7)** | | |
| 2032 Build (S. Harbor/Tower Parcel) | **E (56.1)** | **F (81.1)** | | **E (68.3)** | **E (77.0)** | | **E (73.6)** | **E (69.9)** | B (17.1) | A (8.0) | A (3.0) | **F (80.2)** | A (0.8) |
| | | **E (75.8)** | | | **E (75.6)** | | | C (20.8) | | | **E (73.6)** | | |

### *Table 11: Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross Way Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | 1,471 | | 220 | 1,968 | | 65 | 265 | 1,069 | 240 | 310 | 622 | 240 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 187 | | 66 | 47 | | 63 | 180 | 453 **(3%) | 50 | < 25 | 153 | 31 |
| 2026 No Build | 260 **(2%) | | 167 | 83 **(1%) | | 64 *(2%) | 264 | 654 **(15%) | 105 | < 25 | 215 | 51 |
| 2026 Build (South Harbor) | 288 **(4%) | | 158 | 76 **(1%) | | 66 *(2%) | 264 | 660 **(16%) | 175 | <25 | 197 | 38 |
| 2026 Build (S. Harbor/Tower Parcel) | 316 **(4%) | | 204 | 76 **(1%) | | 65 *(2%) | 245 | 770 **(19%) | 87 | 26 | 213 | 39 |
| 2032 No Build | 440 **(17%) | | 202 | 101 **(3%) | | 66 *(2%) | 264 | 899 **(24%) | 59 | <25 | 222 | 61 |
| 2032 Build (South Harbor) | 404 **(12%) | | 204 | 101 **(2%) | | 66 *(1%) | 264 | 884 **(27%) | 133 | 27 | 242 | 50 |
| 2032 Build (S. Harbor/Tower Parcel) | 450 **(16%) | | 207 | 103 **(2%) | | 65 *(3%) | 264 | 895 **(27%) | 105 | <25 | 221 | 56 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 156 | | 114 | 84 | | 61 | 155 | 308 | 64 | 180 | 948 **(28%) | 240 *(1%) |
| 2026 No Build | 180 | | 120 | 68 **(1%) | | 60 | 181 | 2,466 | 48 | 282 | 585 **(27%) ^(12%) | 240 *(1%) |
| 2026 Build (South Harbor) | 163 | | 123 | 81 **(1%) | | 66 | 195 | 278 | 85 | 309 | 587 **(29%) ^(11%) | 240 *(1%) |
| 2026 Build (S. Harbor/Tower Parcel) | 160 | | 112 | 89 **(2%) | | 65 | 164 | 243 | <25 | 210 | 588 **(29%) ^(10%) | 240 *(1%) |
| 2032 No Build | 179 | | 121 | 79 **(2%) | | 61 | 185 | 283 **(1%) | 48 | 228 | 596 **(31%) ^(14%) | 240 *(1%) |
| 2032 Build (South Harbor) | 154 | | 119 | 69 **(1%) | | 63 | 190 | 312 **(1%) | 91 | 229 | 590 **(29%) ^(11%) | 240 |
| 2032 Build (S. Harbor/Tower Parcel) | 160 | | 119 | 95 **(2%) | | 65 | 174 | 304 **(1%) | 46 | 230 | 589 **(11%) ^(29%) | 240 *(1%) |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

## 6.1.3 CARROLLTON BOULEVARD AT SMITHS NECK ROAD

This signalized intersection consisted of the following geometry for the existing and No Build scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane

- Smiths Neck Road (eastbound)
    - One exclusive left-turn lane
    - One shared through/left lane
    - One exclusive right-turn lane
- Smiths Neck Road (westbound)
    - One exclusive left-turn lane
    - One shared through/right lane

Results of the capacity and queuing analysis for this signalized intersection are shown in **Table 12** and **Table 13,** respectively. Under Existing conditions, the AM and PM peak hours operate at an overall LOS D. During the AM peak hour, the eastbound approach operates at LOS E due to the high volumes (i.e., approach volume greater than 750 vehicles). Likewise, the eastbound and westbound approaches currently operate at LOS F during the PM peak hour with delays greater than 100 seconds.

Under the future 2026 and 2032 No Build conditions, the increase in traffic volume associated with the background traffic (i.e., annualized/natural growth) and approved developments results in the minor street approaches continuing to experience high levels of delay during the AM and PM peak hours. Generally, Overall LOS is maintained at LOS D during No Build conditions, with the PM peak hour experiencing LOS E under the 2032 No Build Scenario.

As noted previously, the additional site traffic at this intersection resulted in increased delays and queues directly attributed to the proposed development. As such, specific transportation improvements were identified to help mitigate these increases in operational delays and improve the conditions projected for this intersection. The future Build scenario presented in this analysis includes proposed geometric modifications as defined below:

- Carrollton Boulevard (northbound)
    - One exclusive left-turn lane (Extended to 400 feet of storage, 100-foot taper)
    - Two exclusive through lanes
    - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
    - One exclusive left-turn lane (Extended to 400 feet of storage, 100-foot taper)
    - Two exclusive through lanes
    - One exclusive right-turn lane (Extended to 850 feet of storage)
- Smiths Neck Road (eastbound)
    - Two exclusive left-turn lanes (restriped)
    - One shared through/right lane (restriped)
- Smiths Neck Road (westbound)
    - One exclusive left-turn lane
    - One exclusive through lane
    - One exclusive right turn lane (proposed)

One area that was noted to be particularly deficient was attributed to conditions associated with the eastbound approach. Under existing and No Build conditions, the eastbound approach has a shared left-through lane and an exclusive left-turn lane. As a result, the minor streets (i.e., Smiths Neck Road) must run with split phasing. Due to the heavy volumes on Carrollton Boulevard, concurrent left-turns would significantly improve operations at Smiths Neck Road. For future Build conditions, the geometry of the eastbound and westbound approaches is proposed to be reconfigured to allow concurrent left-turns on Smiths Neck Road. Additionally, a new westbound right-turn lane is proposed to be constructed as part of the South Harbor development. Finally, the existing northbound left-, the southbound left-, and southbound right-turn lanes are proposed to be extended to provide more storage length for vehicles to enter the turn lanes and minimize the potential of being blocked by extensive queues in the adjacent through lanes. Based on the queuing analysis for these turning movements, the instances of vehicles being blocked by the adjacent through movements have been significantly reduced/eliminated with the extra storage lengths being proposed.

Therefore, the proposed turn lane improvements listed above are sufficient to accommodate this intersection's future vehicular demand. Additionally, it should be noted that the projected westbound queues are also improved due to the new geometry and concurrent left-turn phasing on Smiths Neck Road.

Ultimately, with the addition of the South Harbor and Tower Parcel development related traffic as well as the proposed improvements, operations during the AM and PM peak hours are projected to be comparable and/or improved when compared to the corresponding No Build conditions. The proposed improvements will help increase this intersection's capacity without negatively impacting the primary flows of traffic along Carrollton Boulevard.

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### *Table 12: Carrollton Boulevard at Smiths Neck Road Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | D (42.5) | **E (72.4)** | **E (70.3)** | C (29.0) | D (44.5) | D (41.8) | | D (46.0) | D (41.2) | B (18.3) | C (27.1) | C (21.0) | C (28.0) |
| | | **E (64.6)** | | | D (43.3) | | | D (40.0) | | | C (22.8) | | |
| 2026 No Build | C (30.7) | **E (68.6)** | D (47.8) | D (45.8) | **E (58.2)** | **E (63.2)** | | **E (73.3)** | C (28.4) | B (16.3) | **E (74.5)** | B (13.8) | A (0.1) |
| | | **E (56.2)** | | | **E (60.5)** | | | C (28.8) | | | B (14.3) | | |
| 2026 Build (South Harbor) | C (28.5) | **E (58.8)** | **E (61.4)** | | **E (60.8)** | **E (70.5)** | **E (58.7)** | **E (71.4)** | C (23.0) | B (14.2) | **E (80.0)** | B (11.0) | A (0.0) |
| | | **E (59.5)** | | | **E (61.0)** | | | C (23.7) | | | B (13.9) | | |
| 2026 Build (S. Harbor/Tower Parcel) | D (37.7) | **E (64.0)** | **E (57.7)** | | **E (62.7** | **E (71.4)** | **E (57.1)** | **E (65.1)** | D (39.0) | B (15.2) | **E (65.4)** | B (14.1) | A (1.0) |
| | | **E (62.5)** | | | **E (61.5)** | | | D (38.3) | | | B (16.2) | | |
| 2032 No Build | D (42.5) | **F (85.5)** | **E (59.3)** | D (51.7) | **E (69.9)** | **E (73.6)** | | **F (85.8)** | D (46.3) | C (23.4) | **F (90.7)** | B (13.6) | A (0.1) |
| | | **E (69.1)** | | | **E (71.6)** | | | D (46.0) | | | B (14.8) | | |
| 2032 Build (South Harbor) | D (39.1) | **E (72.0)** | **E (69.0)** | | **E (78.4)** | **F (83.4)** | **E (67.1)** | **F (81.7)** | D (38.8) | C (20.2) | **F (91.3)** | B (10.8) | A (0.0) |
| | | **E (71.2)** | | | **E (75.0)** | | | D (38.9) | | | B (14.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | D (39.8) | **E (72.0)** | **E (69.1)** | | **E (78.4)** | **F (83.4)** | **E (67.1)** | **F (82.5)** | D (40.1) | B (19.5) | **F (89.5)** | B (11.3) | A (0.0) |
| | | **E (71.2)** | | | **E (75.0)** | | | D (40.1) | | | B (14.6) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | D (43.3) | **F (117.7)** | **F (113.3)** | **E (77.0)** | **F (96.6)** | **F (113.4)** | | **F (120.9)** | B (17.5) | B (14.1) | B (18.9) | C (29.4) | A (7.9) |
| | | **F (107.5)** | | | **F (106.4)** | | | D (42.3) | | | C (23.3) | | |
| 2026 No Build | C (34.5) | **F (107.5)** | **E (65.3)** | **E (64.5)** | **E (60.4)** | **F (94.9)** | | **F (133.9)** | A (6.4) | A (6.6) | **F (98.9)** | C (28.8) | A (5.0) |
| | | **F (81.9)** | | | **F (80.4)** | | | C (26.4) | | | C (27.4) | | |
| 2026 Build (South Harbor) | D (37.4) | **E (75.6)** | **E (79.9)** | | **E (62.9)** | **F (86.0)** | D (52.3) | **F (122.2)** | A (4.3) | B (2.3) | **F (98.4)** | D (38.8) | A (4.9) |
| | | **E (77.0)** | | | **E (70.1)** | | | C (21.8) | | | D (35.9) | | |
| 2026 Build (S. Harbor/Tower Parcel) | D (37.7) | **E (64.0)** | **E (57.7)** | | **E (62.7** | **E (71.4)** | **E (57.1)** | **E (65.1)** | D (39.0) | B (15.2) | **E (65.4)** | B (14.1) | A (1.0) |
| | | **E (62.5)** | | | **E (61.5)** | | | D (38.3) | | | B (16.2) | | |
| 2032 No Build | D (54.6) | **F (171.5)** | **F (94.6)** | **E (66.4)** | **E (61.5)** | **F (126.4)** | | **F (163.0)** | A (5.8) | A (4.3) | **F (98.6)** | **E (60.9)** | A (2.3) |
| | | **F (119.7)** | | | **F (99.1)** | | | C (30.1) | | | D (52.9) | | |
| 2032 Build (South Harbor) | **E (56.2)** | **F (100.2)** | **F (95.4)** | | **E (73.5)** | **F (95.7)** | D (51.7) | **F (150.2)** | A (5.1) | A (3.7) | **F (98.8)** | **E (71.9)** | A (2.3) |
| | | **F (98.6)** | | | **E (79.0)** | | | C (26.8) | | | **E (62.1)** | | |
| 2032 Build (S. Harbor/Tower Parcel) | **E (58.0)** | **F (100.2)** | **F (97.9)** | | **E (73.5)** | **F (95.7)** | D (51.7) | **F (152.5)** | A (5.1) | A (3.6) | **F (98.9)** | **E (75.7)** | A (2.2) |
| | | **F (99.4)** | | | **E (79.0)** | | | C (27.0) | | | B (85.2) | | |

*Table 13: Carrollton Boulevard at Smiths Neck Road Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | LT/TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | 465 | 1,190 | 1,190 | 140/ 150 | 1,613 | NA/ 175 | 280/ 450 | 1,315 | 245 | 310/ 450 | 1,069 | 340/ 820 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 405 | 442 | 72 | 94 | 68 | | 197 | 350<br>**(3%) | 245 | 66 | 174 | 58 |
| 2026 No Build | 328 | 382 | 64 | 109 | 98 | | 204 | 604<br>**(15%) | 245 | 96 | 227 | 41 |
| 2026 Build (South Harbor) | 320 | 229 | | 126 | 62 | 91 | 348 | 673<br>**(20%) | 245 | 146 | 248 | 32 |
| 2026 Build (S. Harbor/Tower Parcel) | 305 | 230 | | 131 | 86 | 90 | 351 | 833<br>**(20%) | 245 | 137 | 234 | 35 |
| 2032 No Build | 422 | 493<br>**(1%) | 81 | 123<br>*(1%) | 130 | | 279 | 1,098<br>^(1%)<br>**(29%) | 245 | 99 | 213 | 35 |
| 2032 Build (South Harbor) | 363 | 321 | | 134 | 63 | 93 | 449 | 1,236<br>^(4%)<br>**(34%) | 245 | 166 | 211 | 26 |
| 2032 Build (S. Harbor/Tower Parcel) | 359 | 296 | | 137<br>*(2%) | 89 | 121 | 449 | 1,188<br>^(5%)<br>**(34%) | 245 | 148 | 202 | 30 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 293 | 336 | 129 | 139<br>*(2%) | 172<br>**(8%) | | 279<br>*(16%) | 503<br>**(2%) | 124 | 309 | 977<br>^(3%)<br>**(36%) | 240<br>**(1%) |
| 2026 No Build | 353 | 441<br>**(1%) | 105 | 140<br>*(2%) | 281<br>**(6%) | | 270<br>*(3%) | 325<br>**(1%) | 182 | 310 | 971<br>**(16%) | 340<br>**(1%) |
| 2026 Build (South Harbor) | 216 | 201 | | 148<br>*(1%) | 179<br>^(2%)<br>**(2%) | 98 | 331 | 311<br>**(1%) | 183 | 449 | 967<br>**(12%) | 820 |
| 2026 Build (S. Harbor/Tower Parcel) | 210 | 198 | | 148<br>*(2%) | 181<br>^(2%)<br>**(3%) | 112 | 322 | 351<br>**(5%) | 244 | 450 | 961<br>**(11%) | 820 |
| 2032 No Build | 457<br>*(2%) | 995<br>**(32%) | 245 | 140<br>*(5%) | 401<br>**(21%) | | 279<br>*(9%) | 437<br>**(2%) | 226 | 294 | 962<br>**(12%) | 340<br>**(1%) |
| 2032 Build (South Harbor) | 270 | 270 | | 149<br>*(6%) | 190<br>^(5%)<br>**(5%) | 131 | 390<br>*(2%) | 355<br>**(2%) | 206 | 438 | 848<br>**(4%) | 441 |
| 2032 Build (S. Harbor/Tower Parcel) | 284 | 255 | | 150<br>*(4%) | 188<br>^(3%)<br>**(4%) | 142 | 367<br>*(1%) | 365<br>**(3%) | 228 | 425 | 835<br>**(4%) | 521 |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

### 6.1.3.1 Smiths Neck Road Modifications to Accommodate Proposed Development

As part of the proposed development, a new roadway will be constructed where Smiths Neck Road currently dead ends just past the Bojangles/7-Eleven driveways on the east side of Carrollton Boulevard. This roadway will be designed to VDOT standards for a public, local road. The new roadway will be constructed as the fourth leg to the existing T-intersection with the Bojangles/7-Eleven driveways and Smiths Neck Road. A roundabout at this location was considered initially but was determined to not be feasible due it is proximity to the Carrollton Boulevard traffic signal (i.e., less than 200 feet) and the anticipated level of queuing spilling back into the roundabout, impeding its ability to function efficiently. These queues would enter the roundabout, impeding other vehicles from being able to traverse the intersection, negating any potential benefit. Additionally, the necessary ROW required to accommodate its footprint and impacts to adjacent businesses would result in excessive construction costs.

Therefore, it is proposed that this intersection be configured as a three-way STOP with the Bojangles, 7-Eleven, and the northbound Driveway 1/Connection from the Pitt parcel of South Harbor being STOP controlled. Additional signage (i.e., “DO NOT BLOCK INTERSECTION) and pavement markings (i.e., “Don’t Block the Box”) can be provided to mitigate queues from blocking the intersection, with additional notice regarding potential fines for those observed/caught impeding intersection operations, whereas this would not be possible with a roundabout. Under this configuration, inbound traffic would not be required to stop at this proposed intersection, negating instances of any queues forming and possibly impacting traffic flows along Carrollton Boulevard.

A conceptual layout, as shown in **Figure 19**, was developed that illustrates how this new roadway will tie into the existing portion of Smiths Neck Road and proposed modifications to the side entrances. This layout also shows the proposed improvements for the Smiths Neck Road at Carrollton Boulevard signalized intersection, which includes a new dedicated right-turn lane, a 4-foot raised median, driveway modifications, and sidewalk connections.

Conditions at this this proposed intersection were modeled and included as part of the future Build scenarios. Volumes for this intersection were estimated based on previous traffic count data and the TIA conducted as part of the existing 7-Eleven development. Future vehicle delays and queues are presented in **Table 12** and **Table 13**. It should be noted that due to the proposed configuration of the stop-controlled intersection (i.e., 3 of the 4 legs being stopped controlled), Synchro cannot produce LOS results under the HCM methodology. Therefore, simulated delays from the SimTraffic microsimulation models were used to report these operational conditions instead, as is common practice for this situation.

Based on the future Build conditions, this new intersection is projected to operate with minimal delays, with all movements/approaches operating with less than an average of 13 seconds of delay per vehicle (e.g., comparable to LOS B). Likewise, queues are also shown to be minimal, without any instances of blocking or impacts to traffic on Carrollton Boulevard. Therefore, this new intersection is expected to function in this configuration and will be able to serve existing and proposed site traffic volumes without issue.

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### *Table 14: Smiths Neck Road at Bojangles/7-Eleven Driveways Intersection Delays*

| Scenario | Overall Delay | Delay per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2026 Build | 2.9 | 1.0 | 1.2 | 1.1 | 8.3 | | | 5.2 | | | 4.4 | | |
| 2032 Build | 3.1 | 0.9 | 0.9 | 0.9 | 9.2 | | | 5.4 | | | 4.7 | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2026 Build | 4.5 | 1.2 | 1.1 | 1.2 | 10.7 | | | 7.6 | | | 6.2 | | |
| 2032 Build | 6.1 | 1.2 | 1.2 | 1.2 | 12.2 | | | 9.8 | | | 10.2 | | |

### *Table 15: Smiths Neck Road at Bojangles/7-Eleven Driveways Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Build) | 175 | 270 | | 680 | | | 510 | | | 460 | | |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2026 Build (South Harbor) | <25 | 0 | | 29 | | | 48 | | | 48 | | |
| 2026 Build (S. Harbor/Tower Parcel) | < 25 | 0 | | 32 | | | 54 | | | 53 | | |
| 2032 Build (South Harbor) | 0 | 0 | | 30 | | | 51 | | | 59 | | |
| 2032 Build (S. Harbor/Tower Parcel) | 0 | 0 | | 30 | | | 57 | | | 53 | | |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2026 Build (South Harbor) | 0 | 0 | | 30 | | | 57 | | | 73 | | |
| 2026 Build (S. Harbor/Tower Parcel) | < 25 | 0 | | 29 | | | 70 | | | 74 | | |
| 2032 Build (South Harbor) | < 25 | <25 | | 26 | | | 82 | | | 124 | | |
| 2032 Build (S. Harbor/Tower Parcel) | < 25 | 0 | | 31 | | | 72 | | | 89 | | |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

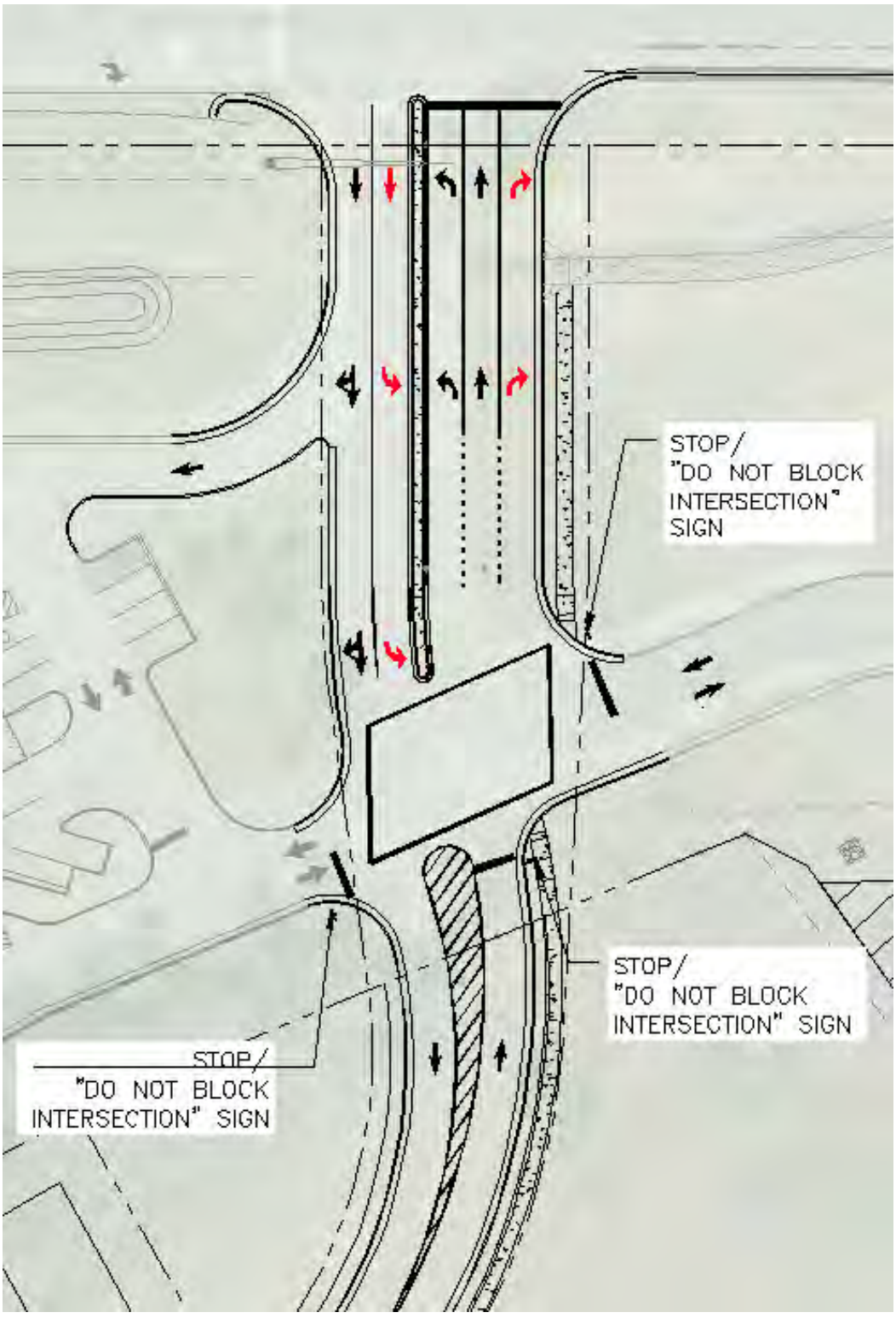


*Figure 20: Proposed Modifications to Smiths Neck Road Access to the South Harbor Development*

### 6.1.4 CARROLLTON BOULEVARD AT NORTHGATE DRIVE

This two-way stop controlled (TWSC) intersection consisted of the following geometry for the existing scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Northgate Drive (eastbound)
  - One shared left/through lane
  - One exclusive right-turn lane
- Northgate Drive (westbound)
  - One shared left/through/right-turn lane

Results of the capacity and queuing analysis for this unsignalized intersection are shown in **Table 16** and **Table 17,** respectively. Under Existing conditions, the AM and PM peak hours experienced an overall LOS A. During the AM peak hour, the eastbound right-turn movement operates at LOS E. During the PM peak hour, the westbound approach operates at LOS F; however, this approach has low volumes (i.e., less than 5 vehicles).

Under future No Build conditions, the eastbound and westbound approaches experience significant delays. Vehicles are unable to complete their left-turn movement due to the high volume of through traffic on Carrollton Boulevard and as such, this intersection operates at an overall LOS F during the 2026 and 2032 No Build conditions.

Based on these operational conditions and the results of the signal warrant analysis, it was determined that modification of how this intersection operates (i.e., modification of access to/from the side streets) would be necessary. As such, it was recommended that this intersection be modified to restrict access and minimize potential conflict points in association with the proposed South Harbor development. Therefore, this TWSC intersection consists of the following geometry for the future scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane

- Northgate Drive (eastbound)
    - Remove One shared left/through lane
    - One exclusive right-turn lane
- Northgate Drive (westbound)
    - Provide One exclusive right-turn lane (proposed)

Under Build conditions, the westbound and eastbound approaches are reconfigured to a single right-turn lane that restricts left turning vehicles from Northgate Drive. Vehicles will still be allowed to make lefts from Carrollton Boulevard to Northgate Drive. As it was previously mentioned, the anticipated impact of this access restriction is that many vehicles will instead choose to utilize the existing signal located at Smiths Neck Road. The operational analysis presented in this study under Build conditions reflects this change in travel patterns, with vehicles rerouted to the signal. Alternatively, vehicles can also choose to make the right-turn from Northgate Drive and instead make U-turns at the next upstream signalized intersection, which in this case would be Smiths Neck Road (i.e., for vehicles destined to the south) and the proposed intersection of Nike Park Extension (i.e., for vehicles destined to the north). By eliminating the left-turns on the minor street, significant reductions in delay are anticipated on the minor street. Under future Build conditions, this intersection operates with an overall LOS A with delays less than 3 seconds. The Build conditions have reduced maximum queues with no queues having a significant impact on the operations of this intersection.

Overall, the proposed site traffic is anticipated to have minimal impact on this intersection's operations for 2026 and 2032 AM and PM peak hour periods with the proposed access modifications. By restricting movements on Northgate Drive, this intersection will operate with minimal delays.

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### *Table 16: Carrollton Boulevard at Northgate Drive Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | A (1.6) | **E (41.1)** | | A (0.0) | A (0.0) | | | A (8.8) | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | **E (41.1)** | | | | | | A (0.1) | | | A (0.0) | | |
| 2026 No Build | A (9.6) | **F (299.1)** | | A (0.0) | A (0.0) | | | A (9.5) | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | **F (299.1)** | | | | | | A (0.1) | | | A (0.0) | | |
| 2026 Build (South Harbor) | A (0.4) | - | | A (9.9) | - | | C (20.2) | A (9.7) | A (0.0) | A (0.0) | C (18.5) | A (0.0) | A (0.0) |
| | | A (9.9) | | | C (20.2) | | | A (0.1) | | | A (0.3) | | |
| 2026 Build (S. Harbor/Tower Parcel) | A (0.4) | - | | A (9.9) | - | | C (20.6) | A (9.7) | A (0.0) | A (0.0) | C (18.1) | A (0.0) | A (0.0) |
| | | A (9.9) | | | C (20.6) | | | A (0.1) | | | A (0.3) | | |
| 2032 No Build | C (27.7) | **F (> 300)** | | A (0.0) | A (0.0) | | | B (10.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) | A (0.0) |
| | | **F (> 300)** | | | | | | A (0.1) | | | A (0.0) | | |
| 2032 Build (South Harbor) | A (0.4) | - | | B (10.2) | - | | C (23.6) | B (10.3) | A (0.0) | A (0.0) | C (22.1) | A (0.0) | A (0.0) |
| | | B (10.2) | | | C (23.6) | | | A (0.1) | | | A (0.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | A (0.4) | - | | B (10.2) | - | | C (23.8) | B (10.3) | A (0.0) | A (0.0) | C (22.4) | A (0.0) | A (0.0) |
| | | B (10.2) | | | C (23.8) | | | A (0.1) | | | A (0.3) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | A (1.5) | **F (103.0)** | | A (0.0) | **F (196.4)** | | | B (13.2) | A (0.0) | A (0.0) | B (10.7) | A (0.0) | A (0.0) |
| | | **F (103.0)** | | | | | | A (0.9) | | | A (0.0) | | |
| 2026 No Build | **F (> 300)** | **F (> 300)** | | A (0.0) | **F (> 300)** | | | C (22.1) | A (0.0) | A (0.0) | B (12.1) | A (0.0) | A (0.0) |
| | | **F (> 300)** | | | | | | A (1.5) | | | A (0.0) | | |
| 2026 Build (South Harbor) | A (0.9) | - | | B (12.5) | - | | C (15.1) | C (24.6) | A (0.0) | A (0.0) | B (12.6) | A (0.0) | A (0.0) |
| | | B (12.5) | | | C (15.1) | | | A (1.5) | | | A (0.1) | | |
| 2026 Build (S. Harbor/Tower Parcel) | A (0.9) | - | | B (12.5) | - | | C (15.2) | C (25.0) | A (0.0) | A (0.0) | B (12.5) | A (0.0) | A (0.0) |
| | | B (12.5) | | | C (15.2) | | | A (1.6) | | | A (0.1) | | |
| 2032 No Build | **F (> 300)** | **F (> 300)** | | A (0.0) | **F (> 300)** | | | **E (48.8)** | A (0.0) | A (0.0) | B (13.2) | A (0.0) | A (0.0) |
| | | **F (> 300)** | | | | | | A (3.2) | | | A (0.0) | | |
| 2032 Build (South Harbor) | A (1.7) | - | | B (12.9) | - | | C (16.7) | **F (58.9)** | A (0.0) | A (0.0) | B (13.9) | A (0.0) | A (0.0) |
| | | B (12.9) | | | C (16.7) | | | A (3.7) | | | A (0.1) | | |
| 2032 Build (S. Harbor/Tower Parcel) | A (1.8) | - | | B (12.9) | - | | C (16.8) | **F (63.7)** | A (0.0) | A (0.0) | B (14.0) | A (0.0) | A (0.0) |
| | | B (12.9) | | | C (16.8) | | | A (4.0) | | | A (0.1) | | |

### *Table 17: Carrollton Boulevard at Northgate Drive Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | 1,273 | | 160/ 1273 | 1,575 | | 1,575 | 245 | 1,373 | 215 / 300 | 80 / 300 | 1,315 | 200 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 75 | | 54 | 0 | | | < 25 | 0 | 0 | 0 | 0 | 0 |
| 2026 No Build | 151 ***(3%)* | | 106 | 0 | | | 45 | <25 | 0 | 0 | 0 | 0 |
| 2026 Build (South Harbor) | - | | 56 | - | | 38 | 33 | 0 | 0 | 49 | 0 | 0 |
| 2026 Build (S. Harbor/Tower Parcel) | - | | 56 | - | | 36 | 40 | <25 | 0 | 54 | 0 | 0 |
| 2032 No Build | 504 ***(29%)* | | 149 | 0 | | | 91 | 188 ***(1%)* | 0 | 0 | 0 | <25 |
| 2032 Build (South Harbor) | - | | 78 | - | | 46 | 133 | 496 ***(4%)* | 124 | 74 | 0 | 0 |
| 2032 Build (S. Harbor/Tower Parcel) | - | | 68 | - | | 62 | 121 | 527 ***(6%)* | 150 | 57 | 0 | 0 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 42 | | 47 | < 25 | | | 114 | < 25 | 0 | < 25 | 0 | 0 |
| 2026 No Build | 57 | | 46 | < 25 | | | 149 | <25 | 0 | < 25 | 114 | <25 |
| 2026 Build (South Harbor) | - | | 45 | - | | 57 | 156 | 34 | <25 | 43 | 0 | <25 |
| 2026 Build (S. Harbor/Tower Parcel) | - | | 41 | - | | 54 | 169 | 27 | <25 | 30 | 123 | <25 |
| 2032 No Build | 58 | | 49 | 15 | | | 193 | 57 | 0 | <25 | 108 | 0 |
| 2032 Build (South Harbor) | - | | 52 | - | | 59 | 195 | 73 | 0 | 41 | 128 | <25 |
| 2032 Build (S. Harbor/Tower Parcel) | - | | 58 | - | | 61 | 185 | 69 | 0 | 34 | 124 | <25 |

*Notes:*

**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*

***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*

*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

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### 6.1.5 CARROLLTON BOULEVARD AT NIKE PARK ROAD EXTENSION

This signalized intersection consisted of the following geometry for the future scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
- Carrollton Boulevard (southbound)
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Nike Park Road Extension (eastbound)
  - Two exclusive left-turn lanes
  - One exclusive right-turn lane

Results of the capacity and queuing analysis for this signalized intersection are shown in **Table 18** and **Table 19,** respectively. This intersection is modeled under the future scenarios.

For the 2026 and 2032 No Build AM and PM peak hours, the overall intersection is anticipated to experience LOS B or better. However, due to emphasis on Carrollton Boulevard progression, the eastbound approach is expected to operate at LOS E during the AM and PM peak hours under all future scenarios.

Otherwise, the addition of the proposed site traffic has minimal impact on this intersection's operations during the AM and PM peak hours compared to the corresponding No Build scenarios.

Queues are also projected to be contained within the available storage lengths for all future AM and PM peak hour conditions. The northbound and southbound through movements are anticipated to experience queues during the peak periods that could impact access to adjacent turn lanes during periods of heavy congestion. The queues under Build conditions are comparable to the queues anticipated under No Build conditions.

Based on the results of the future analysis scenarios, this intersection (i.e., Carrollton Boulevard at Nike Park Road Extension has the capacity to serve the estimated 40% of traffic diverted from Smiths Neck Road. Overall, the proposed site traffic is anticipated to have minimal impact on this intersection's operations for 2026 and 2032 AM and PM peak hour periods.

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### *Table 18: Carrollton Boulevard at Nike Park Extension Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | - | - | | | - | | | - | | | - | | |
| 2026 No Build | B (15.4) | **E (63.7)** | - | D (53.4) | - | | | A (4.3) | A (7.5) | - | - | B (11.5) | A (0.3) |
| | | **E (61.9)** | | | | | | A (7.5) | | | B (10.5) | | |
| 2026 Build (South Harbor) | B (16.1) | **E (63.7)** | - | D (53.4) | - | | | A (4.1) | A (9.0) | - | - | B (12.0) | A (0.6) |
| | | **E (61.9)** | | | | | | A (8.9) | | | B (11.0) | | |
| 2026 Build (S. Harbor/Tower Parcel) | B (15.9) | **E (63.7)** | - | D (53.4) | - | | | A (7.7) | A (7.9) | - | - | B (13.1) | A (1.0) |
| | | **E (61.9)** | | | | | | A (7.9) | | | B (12.9) | | |
| 2032 No Build | B (16.1) | **E (73.0)** | - | **E (59.8)** | - | | | A (3.9) | A (9.8) | - | - | A (6.0) | A (0.1) |
| | | **E (70.7)** | | | | | | A (9.7) | | | A (5.5) | | |
| 2032 Build (South Harbor) | B (16.9) | **E (73.0)** | - | **E (59.8)** | - | | | A (4.0) | B (11.3) | - | - | A (6.9) | A (0.1) |
| | | **E (70.7)** | | | | | | B (11.2) | | | A (6.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | B (17.1) | **E (73.0)** | - | **E (59.8)** | - | | | A (4.5) | B (11.5) | - | - | B (7.2) | A (0.1) |
| | | **E (70.7)** | | | | | | B (11.4) | | | B (6.6) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | - | - | | | - | | | - | | | - | | |
| 2026 No Build | A (8.7) | **E (74.4)** | - | **E (67.9)** | - | | | C (27.5) | A (7.7) | - | - | A (2.2) | A (0.0) |
| | | **E (72.9)** | | | | | | A (9.4) | | | A (1.9) | | |
| 2026 Build (South Harbor) | A (9.8) | **E (74.4)** | - | **E (67.9)** | - | | | C (29.8) | A (8.4) | - | - | A (4.0) | A (0.0) |
| | | **E (72.9)** | | | | | | B (10.2) | | | A (3.6) | | |
| 2026 Build (S. Harbor/Tower Parcel) | A (9.8) | **E (74.4)** | - | **E (67.9)** | - | | | C (30.5) | A (8.7) | - | - | A (3.7) | A (0.0) |
| | | **E (72.9)** | | | | | | B (10.6) | | | A (3.3) | | |
| 2032 No Build | B (10.4) | **E (74.0)** | - | **E (66.8)** | - | | | D (35.7) | B (10.4) | - | - | A (3.1) | A (0.0) |
| | | **E (72.4)** | | | | | | B (12.6) | | | A (2.7) | | |
| 2032 Build (South Harbor) | B (11.0) | **E (74.0)** | - | **E (66.8)** | - | | | D (35.5) | A (10.7) | - | - | A (4.5) | A (0.0) |
| | | **E (72.4)** | | | | | | B (12.8) | | | A (4.0) | | |
| 2032 Build (S. Harbor/Tower Parcel) | B (10.9) | **E (74.0)** | - | **E (66.8)** | - | | | D (35.7) | B (10.6) | - | - | A (4.3) | A (0.0) |
| | | **E (72.4)** | | | | | | B (12.8) | | | A (3.8) | | |

### *Table 19: Carrollton Boulevard at Nike Park Extension Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | NA / 650 | - | NA / 430 | - | | | NA / 75 | NA / 1,281 | - | - | NA / 707 | NA / 200 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | - | | | - | | | - | | | - | | |
| 2026 No Build | 216 | - | 64 | - | | | 58 | 216 **(7%)* | - | - | 252 **(1%)* | 139 |
| 2026 Build (South Harbor) | 226 | - | 53 | - | | | 47 | 233 **(8%)* | - | - | 269 **(1%)* | 170 |
| 2026 Build (S. Harbor/Tower Parcel) | 224 | - | 54 | - | | | 62 | 229 **(6%)* | - | - | 280 **(1%)* | 162 |
| 2032 No Build | 258 | - | 55 | - | | | 58 | 289 **(7%)* | - | - | 255 **(1%)* | 164 |
| 2032 Build (South Harbor) | 248 | - | 60 | - | | | 55 | 306 **(9%)* | - | - | 265 **(1%)* | 165 |
| 2032 Build (S. Harbor/Tower Parcel) | 272 | - | 59 | - | | | 53 | 316 **(10%)* | - | - | 257 **(1%)* | 166 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | - | | | - | | | - | | | - | | |
| 2026 No Build | 145 | - | 72 | - | | | 74 *(30%) | 382 **(10%)* | - | - | 557 **(16%)* | 200 *(1%) |
| 2026 Build (South Harbor) | 148 | - | 73 | - | | | 74 *(26%) | 467 **(10%)* | - | - | 582 **(15%)* | 200 |
| 2026 Build (S. Harbor/Tower Parcel) | 146 | - | 90 | - | | | 74 *(32%) | 510 **(11%)* | - | - | 466 **(14%)* | 200 |
| 2032 No Build | 160 | - | 75 | - | | | 74 *(39%) | 592 **(16%)* | - | - | 608 **(20%)* | 200 *(1%) |
| 2032 Build (South Harbor) | 163 | - | 92 | - | | | 75 *(43%) | 747 **(14%)* | - | - | 644 ^(2%) **(21%)* | 200 *(1%) |
| 2032 Build (S. Harbor/Tower Parcel) | 158 | - | 93 | - | | | 74 *(45%) | 723 **(14%)* | - | - | 636 ^(1%) **(21%)* | 200 *(1%) |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

### 6.1.6 CARROLLTON BOULEVARD AT BREWERS NECK BOULEVARD/SPADEA WAY

This signalized intersection consisted of the following geometry for the existing scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
- Carrollton Boulevard (southbound)
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Brewers Neck Boulevard (eastbound)
  - Two exclusive left-turn lanes
  - One exclusive right-turn lane

With the noted improvements (by others) for this intersection, the following geometry was used in the analysis of the future scenarios:

- Carrollton Boulevard (northbound)
    - Two exclusive left-turn lanes
    - Two exclusive through lanes
    - One exclusive right-turn lane (proposed by others)
- Carrollton Boulevard (southbound)
    - One exclusive left-turn lane (proposed by others)*
    - Two exclusive through lanes
    - One exclusive right-turn lane
- Brewers Neck Boulevard (eastbound)
    - Two exclusive left-turn lanes
    - One exclusive through lane (proposed by others)
    - One exclusive right-turn lane
- Spadea Way (westbound)
    - One exclusive left-turn lane (proposed by others)
    - One exclusive through lane (proposed by others)
    - One shared through/right lane (proposed by others)

***Note:** Under future No Build conditions the southbound left-turn lane consists of 200 feet of storage and a 200-foot taper per the VDOT Bartlett Intersection improvement project. Under future Build conditions, a southbound left-turn consisting of 400 feet of storage and 200-foot was analyzed to address the significant queuing associated with this movement.*

Results of the capacity and queuing analysis for this signalized intersection are shown in **Table 20** and **Table 21**, respectively. Under Existing conditions this intersection currently operates at overall LOS C and all individual movements operating at LOS D or better during the AM and PM peak hours.

As noted previously, the approved Crossings TIA (*December 28, 2010)* was used to determine the future turning movement volumes associated with that development in regard to the proposed future geometry of the intersection. Under the future 2026 and 2032 No Build conditions, the increase in traffic volumes associated with the background traffic and approved developments is anticipated to significantly degrade intersection operations, even with the signal retiming and proposed capacity enhancements. This results in many movements projected to operate at LOS E or worse.

Additionally, a new connection to this signal from Spadea Way is proposed as part of the Crossings Development. This connection helps alleviate excessive delays that will occur at the Channell Way and Carrollton Boulevard intersection during peak periods. As such, it was assumed that traffic associated with the South Harbor and Tower Parcel developments would also benefit from this connection to the signal via Spadea Way. To account for this anticipated shift, the westbound approach will have 65% of the southern residential site traffic exiting on Brewers Neck Boulevard. Under the 2026 and 2032 Build conditions, the addition of the site traffic diverted to this intersection is expected to have minimal impact on its operations during the AM and PM peak hours when compared to the corresponding No Build scenarios.

Under all future AM and PM peak hour scenarios, approaches at this intersection are expected to experience instances of vehicles being blocked from accessing adjacent exclusive turn-lanes. However, it is noted that queues associated with the Build condition scenarios are projected to be relatively comparable to those anticipated under future No Build conditions.

Overall, the proposed site traffic is anticipated to have minimal impact on this intersection's operations for 2026 and 2032 AM and PM peak hour periods. No additional geometric improvements are recommended for this intersection.

***Table 20: Carrollton Boulevard at Brewers Neck Boulevard Intersection Level of Service***

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | C (22.5) | D (36.3) | - | A (0.6) | - | | | D (45.7) | B (12.6) | - | - | D (39.8) | A (0.6) |
| | | C (23.3) | | | | | | C (27.5) | | | | B (16.1) | |
| 2026 No Build | C (33.4) | D (50.6) | C (29.0) | A (0.8) | **E (58.6)** | **E (63.8)** | | **E (59.7)** | D (36.9) | C (32.3) | **E (76.5)** | D (39.7) | A (0.7) |
| | | C (32.3) | | | **E (62.4)** | | | D (45.5) | | | B (18.9) | | |
| 2026 Build (South Harbor) | C (34.4) | D (50.6) | C (28.9) | A (0.8) | **E (59.4)** | **E (64.1)** | | **E (56.3)** | D (37.6) | C (32.8) | **E (74.6)** | D (43.6) | A (0.7) |
| | | C (32.4) | | | **E (62.7)** | | | D (45.4) | | | C (21.3) | | |
| 2026 Build (S. Harbor/Tower Parcel) | C (34.7) | D (50.6) | C (28.9) | A (0.8) | **E (59.7)** | **E (64.1)** | | **E (56.3)** | C (38.0) | C (33.0) | **F (75.1)** | C (44.0) | A (0.7) |
| | | C (32.4) | | | **E (62.8)** | | | D (45.6) | | | C (21.8) | | |
| 2032 No Build | D (38.3) | **E (56.8)** | C (30.1) | A (0.9) | **E (68.7)** | **E (74.1)** | | **E (66.8)** | D (42.3) | D (36.5) | **F (92.8)** | D (48.2) | A (0.9) |
| | | D (36.2) | | | **E (72.7)** | | | D (53.0) | | | C (22.6) | | |
| 2032 Build (South Harbor) | D (40.1) | **E (56.8)** | C (30.2) | A (0.9) | **E (70.1)** | **E (74.7)** | | **E (66.4)** | D (44.4) | D (37.1) | **F (96.7)** | **E (56.0)** | A (0.9) |
| | | D (36.3) | | | **E (73.4)** | | | D (53.6) | | | C (22.0) | | |
| 2032 Build (S. Harbor/Tower Parcel) | D (40.5) | **E (56.8)** | C (30.2) | A (0.9) | **E (70.8)** | **E (74.9)** | | **E (66.5)** | D (46.8) | D (38.2) | **F (88.1)** | **E (55.8)** | A (0.9) |
| | | D (36.3) | | | **E (73.7)** | | | D (55.0) | | | C (26.7) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | C (21.6) | D (45.3) | - | A (0.6) | - | | | D (46.5) | A (9.0) | - | - | D (41.3) | A (2.2) |
| | | C (24.8) | | | | | | C (27.6) | | | | B (15.6) | |
| 2026 No Build | D (42.6) | **E (73.7)** | D (46.9) | A (0.9) | **E (57.6)** | **F (85.9)** | | **E (69.3)** | **E (55.6)** | D (46.5) | **F (85.3)** | D (38.1) | A (3.2) |
| | | D (41.0) | | | **E (77.0)** | | | **E (61.6)** | | | C (25.2) | | |
| 2026 Build (South Harbor) | D (45.5) | **E (74.1)** | D (47.1) | A (0.9) | **E (58.3)** | **F (90.5)** | | **E (69.1)** | **E (61.9)** | D (48.2) | **F (92.6)** | D (46.9) | A (3.2) |
| | | D (41.4) | | | **F (80.2)** | | | **E (64.5)** | | | C (29.9) | | |
| 2026 Build (S. Harbor/Tower Parcel) | D (45.2) | **E (74.1)** | D (47.3) | A (0.9) | **E (58.4)** | **F (93.2)** | | **E (69.0)** | **E (64.7)** | D (49.2) | **F (84.6)** | D (42.4) | A (3.2) |
| | | D (41.4) | | | **F (82.1)** | | | **E (65.9)** | | | C (27.7) | | |
| 2032 No Build | D (48.9) | **F (91.1)** | D (45.7) | A (1.1) | **E (57.7)** | **F (85.9)** | | **E (78.5)** | **E (67.5)** | D (47.5) | **F (86.9)** | D (52.3) | A (5.6) |
| | | D (49.4) | | | **E (77.0)** | | | **E (71.7)** | | | C (30.0) | | |
| 2032 Build (South Harbor) | D (52.0) | **F (92.5)** | D (46.1) | A (1.1) | **E (58.3)** | **F (90.5)** | | **E (78.4)** | **E (74.9)** | D (49.2) | **F (91.2)** | **E (61.3)** | A (5.5) |
| | | D (50.2) | | | **F (80.2)** | | | **E (75.3)** | | | C (34.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | D (52.9) | **F (92.5)** | D (46.3) | A (1.1) | **E (58.7)** | **F (94.0)** | | **E (79.1)** | **E (78.0)** | D (49.7) | **F (92.7)** | **E (62.0)** | A (5.5) |
| | | D (50.2) | | | **F (82.7)** | | | **E (77.2)** | | | D (35.0) | | |

### *Table 21: Carrollton Boulevard at Brewers Neck Boulevard Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | TH/RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | NA / 585 | NA | 575 | NA / 150 | NA / 1361 | NA / 150 | 560 / 650 | 1,134 | NA / 300 | NA / 500 | 1,281 | 550/ 300 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 362 | - | 0 | | - | | 367 | 193 | - | - | 169 | 0 |
| 2026 No Build | 446 | 102 | 172 | 80 | 115 | 94 | 298 | 287 | 58 | 112 | 227 | 0 |
| 2026 Build (South Harbor) | 505 | 171 | 145 | 86 | 110 | 116 | 299 | 304 ***(3%)* | 167 | 123 | 246 | 58 |
| 2026 Build (S. Harbor/Tower Parcel) | 509 | 188 | 66 | 92 | 101 | 138 | 326 | 304 ***(5%)* | 205 | 128 | 239 | 30 |
| 2032 No Build | 530 | 140 | 269 | 82 | 103 | 113 | 395 | 339 ***(1%)* | 119 | 139 | 293 | 30 |
| 2032 Build (South Harbor) | 573 | 161 | 174 | 94 | 107 | 136 | 401 | 375 ***(13%)* | 224 | 149 | 328 | 148 |
| 2032 Build (S. Harbor/Tower Parcel) | 553 | 150 | 182 | 102 | 122 | 134 | 396 | 376 ***(11%)* | 185 | 141 | 290 | 89 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 307 | - | 0 | | - | | 436 | 245 | - | - | 258 | 0 |
| 2026 No Build | 518 | 279 | 285 | 150 **(5%)* | 343 ***(15%)* | 318 | 373 | 347 ***(1%)* | 208 | 300 **(7%)* | 532 ***(3%)* | 266 |
| 2026 Build (South Harbor) | 542 | 236 | 260 | 150 **(5%)* | 354 ***(18%)* | 317 | 406 | 384 ***(13%)* | 225 | 437 | 537 ***(1%)* | 299 |
| 2026 Build (S. Harbor/Tower Parcel) | 554 **(2%)* | 314 | 305 | 150 **(9%)* | 407 ***(24%)* | 376 | 399 | 386 ***(15%)* | 225 | 466 | 542 ***(1%)* | 299 |
| 2032 No Build | 630 *^(8%)* **(9%)* | 462 *^(1%)* ***(1%)* | 432 | 150 **(4%)* | 319 ***(16%)* | 286 | 540 **(5%)* | 756 ***(5%)* | 278 | 300 **(5%)* | 610 ***(6%)* | 270 |
| 2032 Build (South Harbor) | 709 *^(31%)* **(30%)* | 610 *^(2%)* ***(1%)* | 508 | 150 **(5%)* | 371 ***(19%)* | 333 | 604 | 685 ***(25%)* | 225 | 442 | 724 ***(2%)* | 300 **(1%)* |
| 2032 Build (S. Harbor/Tower Parcel) | 705 *^(23%)* **(23%)* | 604 *^(2%)* ***(2%)* | 519 | 150 **(10%)* | 399 ***(24%)* | 359 | 532 **(2%)* | 633 ***(26%)* | 225 | 456 **(1%)* | 698 ***(2%)* | 300 **(1%)* |

*Notes:*
**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*
***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*
*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

## 6.1.7 CARROLLTON BOULEVARD AT CHANNELL WAY/DEEP BOTTOM DRIVE

This two-way stopped controlled intersection consisted of the following geometry for the existing scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane (unmarked)
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - One exclusive through lane
  - One shared through/right-turn lane
- Deep Bottom Drive (eastbound)
  - One shared left/through/right-turn lane

- Channell Way (westbound)
    - One shared left/through/right-turn lane

Future improvements were identified for this intersection to better accommodate the Pitt and Lippe traffic. As such, the following geometry conditions were analyzed as part of the future Build scenarios:

- Carrollton Boulevard (northbound)
    - One exclusive left-turn lane
    - Two exclusive through lanes
    - One exclusive right-turn lane (unmarked)
- Carrollton Boulevard (southbound)
    - One exclusive left-turn lane
    - One exclusive through lane
    - One shared through/right-turn lane
- Deep Bottom Drive (eastbound)
    - One shared left/through/right-turn lane
- Channell Way (westbound)
    - One shared left/through lane
    - One exclusive right-turn lane (proposed)

Results of the capacity and queuing analysis for this unsignalized intersection are shown in **Table 22** and **Table 23**, respectively. Under Existing conditions, the AM and PM peak hour operate at an overall LOS A with minimal delays. However, during the PM peak hour, the westbound approach is noted to currently operate at LOS E.

Under the future 2026 and 2032 No Build and Build conditions, this intersection is expected to operate at an overall LOS A with minimal delays on the major street. However, the minor approaches are anticipated to experience failing operations due to the increased traffic volumes along Carrollton Boulevard and the decrease in frequency and length of gaps associated with oncoming traffic.

Overall, the 2026 and 2032 Build conditions show that the addition of the site traffic to this intersection results in minimal impact on the intersection operations during the AM and PM peak hours compared to the corresponding No Build conditions. However, it is expected that any site traffic that cannot complete their turning movement (i.e., left-turn) from the minor street approaches will instead reroute to other intersections (i.e., Brewers Neck Boulevard, Smiths Neck Road, or Whippingham Parkway), rather than wait through excessive delays. Therefore, it is anticipated that actual delays experienced at this intersection will be less than what is report in **Table 22** and **Table 23**.

During the Existing AM and PM peak hours, queues were not shown to exceed the available storage or impact adjacent intersections. Under the 2032 No Build and Build scenarios, the northbound through movement is expected to experience queues that originate from the downstream signalized intersection of Brewers Neck Boulevard. As such, it is expected that these queues will further result in upstream blocking and blocking of the adjacent storage lanes. Queues for the Build conditions are still projected to be comparable to those anticipated under No Build conditions without significant increases.

Additionally, the proposed turn lane enhancements at this intersection help minimize the length of queues and instances of blocking compared to the No Build conditions.

Similar to the other unsignalized intersections along Carrolton Boulevard, vehicles will be challenged to make left-turn movements during the peak periods due to a lack of gaps in approaching traffic volumes as well as anticipated periods of significant congestion. Ultimately, it is anticipated that other routing options will be utilized for vehicles accessing Carrollton Boulevard through the Pitt and Lippe parcels.

***Table 22: Carrollton Boulevard at Channell Way/Deep Bottom Drive Intersection Level of Service***

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | A (1.0) | B (10.9) | | | C (21.8) | | | A (9.2) | A (0.0) | A (0.0) | A (9.6) | A (0.0) | |
| | | | | | | | | A (0.1) | | | A (0.2) | | |
| 2026 No Build | A (1.5) | B (11.3) | | | D (34.6) | | | A (9.7) | A (0.0) | A (0.0) | B (10.3) | A (0.0) | A (0.0) |
| | | | | | | | | A (0.1) | | | A (0.2) | | |
| 2026 Build (South Harbor) | A (1.8) | B (11.3) | | | D (33.9) | A (0.0) | | A (9.9) | A (0.0) | A (0.0) | B (10.6) | A (0.0) | A (0.0) |
| | | | | | D (33.9) | | | A (0.1) | | | A (0.2) | | |
| 2026 Build (S. Harbor/Tower Parcel) | A (1.6) | B (11.4) | | | D (33.1) | A (0.0) | | A (9.9) | A (0.0) | A (0.0) | B (10.6) | A (0.0) | A (0.0) |
| | | | | | D (33.1) | | | A (0.1) | | | A (0.2) | | |
| 2032 No Build | A (2.5) | B (11.6) | | | **F (59.5)** | | | B (10.3) | A (0.0) | A (0.0) | B (11.0) | A (0.0) | A (0.0) |
| | | | | | | | | A (0.1) | | | A (0.2) | | |
| 2032 Build (South Harbor) | A (2.8) | B (11.6) | | | **F (54.4)** | A (0.0) | | B (10.4) | A (0.0) | A (0.0) | B (11.3) | A (0.0) | A (0.0) |
| | | | | | **F (54.4)** | | | A (0.1) | | | A (0.2) | | |
| 2032 Build (S. Harbor/Tower Parcel) | A (3.3) | B (11.6) | | | **F (60.5)** | A (0.0) | | B (10.4) | A (0.0) | A (0.0) | B (11.3) | A (0.0) | A (0.0) |
| | | | | | **F (60.5)** | | | A (0.1) | | | A (0.3) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | A (1.2) | D (26.3) | | | **E (36.6)** | | | B (10.0) | A (0.0) | A (0.0) | B (10.5) | A (0.0) | |
| | | | | | | | | A (0.1) | | | A (0.5) | | |
| 2026 No Build | A (2.5) | **E (48.8)** | | | **F (92.4)** | | | B (11.1) | A (0.0) | A (0.0) | B (11.7) | A (0.0) | A (0.0) |
| | | | | | | | | A (0.1) | | | A (0.5) | | |
| 2026 Build (South Harbor) | A (3.4) | **F (54.4)** | | | **F (101.6)** | A (0.0) | | B (11.3) | A (0.0) | A (0.0) | B (12.1) | A (0.0) | A (0.0) |
| | | | | | **F (103.3)** | | | A (0.1) | | | A (0.6) | | |
| 2026 Build (S. Harbor/Tower Parcel) | A (3.2) | **F (53.4)** | | | **F (103.3)** | A (0.0) | | B (11.3) | A (0.0) | A (0.0) | B (12.1) | A (0.0) | A (0.0) |
| | | | | | **F (103.3)** | | | A (0.1) | | | A (0.6) | | |
| 2032 No Build | A (6.5) | **F (81.1)** | | | **F (271.7)** | | | B (12.0) | A (0.0) | A (0.0) | B (12.8) | A (0.0) | A (0.0) |
| | | | | | | | | A (0.1) | | | A (0.6) | | |
| 2032 Build (South Harbor) | A (7.4) | **F (94.4)** | | | **F (247.7)** | A (0.0) | | B (12.3) | A (0.0) | A (0.0) | B (13.4) | A (0.0) | A (0.0) |
| | | | | | **F (247.7)** | | | A (0.1) | | | A (0.7) | | |
| 2032 Build (S. Harbor/Tower Parcel) | A (8.7) | **F (100.9)** | | | **F (271.3)** | A (0.0) | | B (12.3) | A (0.0) | A (0.0) | B (13.6) | A (0.0) | A (0.0) |
| | | | | | **F (248.6)** | | | A (0.1) | | | A (0.7) | | |

### *Table 23: Carrollton Boulevard at Channell Way/Deep Bottom Drive Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | TH/RT |
| Effective Storage Length (Existing/Build) | 777 | | | 479 | | 479/ 250 | 140 | 648 | 60 | 175 | 1,134 | 1,134 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 50 | | | 70 | | | < 25 | 0 | 0 | 31 | 0 | < 25 |
| 2026 No Build | 55 | | | 104 | | | < 25 | 0 | 0 | 33 | 0 | 0 |
| 2026 Build (South Harbor) | 54 | | | 67 | | 78 | < 25 | 0 | 0 | 37 | 0 | <25 |
| 2026 Build (S. Harbor/Tower Parcel) | 57 | | | 80 | | 94 | 25 | 0 | 0 | 41 | 0 | 0 |
| 2032 No Build | 58 | | | 141 | | | < 25 | 0 | 0 | 31 | 0 | 0 |
| 2032 Build (South Harbor) | 60 | | | 82 | | 87 | 26 | 0 | 0 | 45 | 0 | 0 |
| 2032 Build (S. Harbor/Tower Parcel) | 58 | | | 96 | | 96 | 26 | 0 | <25 | 48 | 0 | 0 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 35 | | | 67 | | | 26 | 0 | < 25 | 63 | 0 | 0 |
| 2026 No Build | 41 | | | 106 | | | 29 | 0 | < 25 | 81 | 0 | 0 |
| 2026 Build (South Harbor) | 54 | | | 87 | | 78 | 29 | 0 | <25 | 93 | 0 | <25 |
| 2026 Build (S. Harbor/Tower Parcel) | 55 | | | 129 | | 96 | 30 | <25 | <25 | 84 | 0 | <25 |
| 2032 No Build | 52 | | | 159 | | | 35 | 40 | < 25 | 91 | 0 | < 25 |
| 2032 Build (South Harbor) | 75 | | | 93 | | 76 | 40 | <25 | <25 | 117 | 95 | 0 |
| 2032 Build (S. Harbor/Tower Parcel) | 62 | | | 131 | | 110 | 38 | <25 | <25 | 104 | 0 | 0 |

*Notes:*

**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*

***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*

*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

### 6.1.8 CARROLLTON BOULEVARD AT ASHBY WAY/OMERA DRIVE

This two-way stop controlled intersection consisted of the following geometry for the existing and future scenarios:

- Carrollton Boulevard (northbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Carrollton Boulevard (southbound)
  - One exclusive left-turn lane
  - Two exclusive through lanes
  - One exclusive right-turn lane
- Ashby Way (eastbound)
  - One exclusive left-turn lane
  - One shared through/right-turn lane
- Omera Drive (westbound)
  - One shared left/through/right-turn lane

Results of the capacity and queuing analysis for this unsignalized intersection are shown in **Table 24** and **Table 25**, respectively. Under Existing conditions, the AM and PM peak hour operate at an overall LOS B with minor delays.

Under the future 2026 and 2032 No Build conditions, the increase in traffic volume associated with the background traffic and approved developments is anticipated to degrade operations along the minor street. The minor street approaches are anticipated to experience LOS E conditions due to the increased traffic volumes along Carrollton Boulevard and decrease in gaps of oncoming traffic.

Under the 2026 and 2032 Build conditions, the addition of the site traffic has minimal impact on the intersection operations during the AM and PM peak hours compared to the corresponding No Build conditions.

During the Existing AM and PM peak hours, moderate queues are experienced; however, none of the queues exceed the available storage. Under the future scenarios, all of the queues are anticipated to be contained within the available storage length. The northbound through movement queue is anticipated to result in blocking of the adjacent storage lane under the future PM peak scenarios. This blocking will have a minimal impact on the operations of the intersection and the queues experienced under the Build conditions are comparable to the No Build conditions.

Overall, the proposed site traffic is anticipated to have minimal impact on this intersection's operations for 2026 and 2032 AM and PM peak hour periods.

### *Table 24: Carrollton Boulevard at Ashby Way/Omera Drive Intersection Level of Service*

| Scenario | Overall LOS | Level of Service per Movement by Approach (Delay in sec/veh) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| **AM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | B (16.8) | D (40.7) | C (32.1) | | C (31.3) | | | B (11.7) | B (15.7) | B (12.1) | A (9.9) | B (14.3) | B (10.8) |
| | | D (38.1) | | | | | | B (15.6) | | | B (14.0) | | |
| 2026 No Build | B (17.4) | **E (69.5)** | **E (61.1)** | | **E (63.4)** | | | B (10.6) | B (15.7) | B (11.4) | A (5.6) | A (8.8) | B (10.0) |
| | | **E (67.0)** | | | | | | B (15.6) | | | A (8.6) | | |
| 2026 Build (South Harbor) | B (17.5) | **E (69.5)** | **E (61.1)** | | **E (63.4)** | | | B (10.7) | B (16.0) | B (11.4) | A (5.7) | A (9.0) | B (10.0) |
| | | **E (67.0)** | | | | | | B (15.9) | | | A (8.9) | | |
| 2026 Build (S. Harbor/Tower Parcel) | B (17.8) | **E (69.5)** | **E (61.1)** | | **E (63.4)** | | | B (10.7) | B (16.0) | B (11.4) | A (5.9) | A (9.8) | B (10.0) |
| | | **E (67.0)** | | | | | | B (15.9) | | | A (9.6) | | |
| 2032 No Build | C (20.5) | **E (76.1)** | **E (68.4)** | | **E (77.6)** | | | B (12.1) | B (18.2) | B (12.6) | A (6.7) | B (11.3) | B (10.6) |
| | | **E (73.8)** | | | | | | B (18.1) | | | B (11.0) | | |
| 2032 Build (South Harbor) | C (20.9) | **E (76.1)** | **E (68.4)** | | **E (77.6)** | | | B (12.3) | B (18.6) | B (12.6) | A (6.9) | B (11.6) | B (10.6) |
| | | **E (73.8)** | | | | | | B (18.5) | | | C (11.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | C (20.9) | **E (76.1)** | **E (68.4)** | | **E (77.6)** | | | B (12.3) | B (18.7) | B (12.6) | A (6.9) | B (11.6) | B (10.6) |
| | | **E (73.8)** | | | | | | B (18.5) | | | B (11.3) | | |
| **PM Peak Hour** | | | | | | | | | | | | | |
| 2017 Existing | B (17.0) | D (35.0) | C (33.2) | | C (32.5) | | | B (11.4) | B (15.7) | B (11.9) | B (10.3) | B (16.1) | B (11.3) |
| | | C (34.3) | | | | | | B (15.5) | | | B (15.6) | | |
| 2026 No Build | B (18.4) | **E (77.3)** | **E (73.4)** | | **E (76.5)** | | | B (11.2) | B (16.5) | B (11.6) | A (6.1) | B (11.4) | B (10.1) |
| | | **E (75.7)** | | | | | | B (16.2) | | | B (10.9) | | |
| 2026 Build (South Harbor) | B (18.0) | **E (77.3)** | **E (73.4)** | | **E (76.5)** | | | B (11.5) | B (16.8) | B (11.6) | A (6.1) | B (10.7) | B (10.1) |
| | | **E (75.7)** | | | | | | B (16.5) | | | B (10.4) | | |
| 2026 Build (S. Harbor/Tower Parcel) | C (27.6) | **E (77.3)** | **E (73.4)** | | **E (76.5)** | | | B (11.5) | B (16.8) | B (11.6) | C (20.1) | C (30.2) | B (10.1) |
| | | **E (75.7)** | | | | | | B (16.5) | | | C (28.8) | | |
| 2032 No Build | B (19.4) | **E (77.7)** | **E (73.3)** | | **E (73.1)** | | | B (13.8) | B (19.7) | B (13.2) | A (7.8) | B (11.0) | B (12.0) |
| | | **E (76.0)** | | | | | | B (19.4) | | | B (10.8) | | |
| 2032 Build (South Harbor) | B (19.7) | **E (77.7)** | **E (73.3)** | | **E (73.1)** | | | B (14.3) | C (20.1) | B (13.2) | A (8.9) | B (11.5) | B (12.0) |
| | | **E (76.0)** | | | | | | B (19.8) | | | B (11.3) | | |
| 2032 Build (S. Harbor/Tower Parcel) | B (19.7) | **E (77.7)** | **E (73.3)** | | **E (73.1)** | | | B (14.4) | C (20.2) | B (13.2) | A (8.9) | A (11.5) | B (12.0) |
| | | **E (76.0)** | | | | | | B (19.9) | | | B (11.3) | | |

### *Table 25: Carrollton Boulevard at Ashby Way/Omera Drive Intersection Maximum Queuing*

| Scenario | Maximum Queue Length by Movement (feet) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT |
| Effective Storage Length (Existing/Build) | 135 | 709 | | 775 | | | 275 | 1,480 | 350 | 300 | 1,077 | 630 |
| **AM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 80 | 41 | | 101 | | | 38 | 209 | 27 | 69 | 167 | 28 |
| 2026 No Build | 111 | 64 | | 182 | | | 32 | 241 | <25 | 64 | 170 | 32 |
| 2026 Build (South Harbor) | 104 | 53 | | 186 | | | 34 | 263 | <25 | 76 | 142 | 31 |
| 2026 Build (S. Harbor/Tower Parcel) | 122 *(1%) | 66 | | 173 | | | 39 | 252 | <25 | 58 | 195 | 42 |
| 2032 No Build | 126 *(1%) | 96 | | 210 | | | 36 | 266 | <25 | 110 | 186 | <25 |
| 2032 Build (South Harbor) | 128 *(1%) | 124 | | 210 | | | 32 | 284 | 26 | 96 | 184 | 26 |
| 2032 Build (S. Harbor/Tower Parcel) | 118 *(1%) | 79 | | 218 | | | 36 | 280 | 26 | 99 | 201 | 30 |
| **PM Peak Hour** | | | | | | | | | | | | |
| 2017 Existing | 58 | 39 | | 105 | | | 42 | 195 | < 25 | 65 | 211 | 33 |
| 2026 No Build | 74 | 57 | | 197 | | | 73 | 280 **(1%) | <25 | 119 | 233 | 29 |
| 2026 Build (South Harbor) | 82 | 47 | | 237 | | | 73 | 290 | <25 | 100 | 232 | 28 |
| 2026 Build (S. Harbor/Tower Parcel) | 85 | 55 | | 235 | | | 119 | 292 | <25 | 136 | 230 | 30 |
| 2032 No Build | 104 | 65 | | 297 | | | 169 | 381 **(2%) | <25 | 161 | 285 | 33 |
| 2032 Build (South Harbor) | 101 | 75 | | 283 | | | 144 | 381 **(2%) | <25 | 186 | 324 | 38 |
| 2032 Build (S. Harbor/Tower Parcel) | 92 | 68 | | 280 | | | 159 | 356 **(2%) | 56 | 185 | 342 **(1%) | 38 |

*Notes:*

**(X%) - Maximum queue extends full length of storage bay for X% of the analysis period*

***(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period*

*^(Z%) - Maximum queue extends back to upstream intersection for Z% of the analysis period*

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# 7 CONCLUSIONS AND RECOMMENDATIONS

This TIA update examined the potential impacts associated with the proposed South Harbor development parcels, as well as the Eagle Harbor, LLC (Tract 11) parcel located along Carrollton Boulevard and Channell Way in Isle of Wight County, Virginia. Additional development located at the Crossings (i.e., referred to as the "Tower Parcel") was also evaluated for potential traffic impacts. It is anticipated that the construction of the proposed developments will be completed, operational, and at or near full occupancy/build-out by 2026. For the purposes of this TIA Update, the parcels are assumed to not be connected and will not have cross parcel access.

In addition to evaluating the changes to internal traffic circulation/travel patterns associated with the South Harbor development as a result of removing the previously proposed bridge connection, the TIA Update also considers traffic impacts related to the Tower Parcel residential development, and the influence of the Spadea Way connection on future traffic operations.

The following access points are proposed/assumed for Tract 11 and the Pitt parcel portions of the South Harbor development:

- Carrollton Boulevard (U.S. Route 17) via the Site Driveway Access:
  1. Westbound approach of Smiths Neck Road at the Carrollton Boulevard/Smiths Neck Road signalized intersection
  2. Westbound approach of Northgate Drive at the Carrollton Boulevard/Northgate Drive unsignalized intersection

The following access points are proposed/assumed for the Lippe parcel component of the South Harbor development:

- Carrollton Boulevard (U.S. Route 17) via the Channell Way Access:
  2. Westbound approach of Channell Way at the Channell Way/Whippingham Parkway unsignalized intersection (Channell Way will provide direct access to/from Carrollton Boulevard)
- Carrollton Boulevard (U.S. Route 17) via the Spadea Way Access:
  1. Westbound approach of Spadea Way at the Carrollton Boulevard and Spadea Way/Brewers Neck Boulevard signalized intersection (Spadea Way will provide direct access to/from Carrollton Boulevard)

The total amount of traffic generated by these developments is expected to consist of approximately 3,422 daily trips, of which 258 and 297 trips will occur during the AM and PM peak hours, respectively. In addition to the traffic generation associated with the proposed parcels, an annual growth rate of 2% was applied to account for future traffic volume projections per standard practice and guidance as a part of this study. Based on the results of the traffic analysis, the future impacts associated with the proposed development are anticipated to be minimal overall, with minor deteriorations in operations anticipated at the signalized and unsignalized intersections when comparing 2026 and 2032 Build conditions to 2026 and 2032 No-Build and in some cases even Existing operational conditions.

The following recommendations were identified/verified as part of the TIA Update and are summarized below as well as shown graphically in **Figure 20**: It is noted that the anticipated phase of implementation for each of these improvements is provided for reference.

**Carrollton Boulevard (U.S. Route 17)**

- VDOT should continue to monitor and periodically optimize traffic signal phasing and timing plans to accommodate peak hour/off-peak traffic volumes along the Carrollton Boulevard corridor
- VDOT should update signal timing optimization following initial occupancy and full build-out of the development to account for the change in traffic volumes/demand
    - Signal coordination improvements/enhancements should continue to facilitate and emphasize the progression of traffic along Carrollton Boulevard

**Carrollton Boulevard (U.S. Route 17) at Smiths Neck Road**

- The Developer will modify the existing traffic signal (i.e., install a third signal head on the mast arm serving the westbound approach of Smiths Neck Road) to accommodate the proposed exclusive left-turn lane, through lane, and exclusive right-turn lane. (Phase 1)
    - Implement right-turn overlap phase as a part of traffic signal operations/phasing. (Phase 1)
- The Developer will modify the existing traffic signal (i.e., modify signal heads on the mast arm serving the eastbound approach of Smiths Neck Road) to accommodate the proposed dual exclusive left-turn lanes and a shared through/right-turn lane. (Phase 1)
    - Remove/replace the existing lane control signage on the mast arm to reflect dual left-turn movement. (Phase 1)
- VDOT should continue to periodically optimize traffic signal phasing and timing plans to accommodate peak hour/off peak traffic volumes along the Carrollton Boulevard corridor
- VDOT should update signal timing optimization following initial occupancy and full build-out of the development to account for the change in traffic volumes/demand
    - Signal coordination improvements/enhancements should continue to facilitate and emphasize the progression of traffic along Carrollton Boulevard

*Northbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive northbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
    - Final design and construction of this improvement shall be coordinated directly with VDOT

*Southbound Carrollton Boulevard (Phase 1)*

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
    - Final design and construction of this improvement shall be coordinated directly with VDOT

*Eastbound Smiths Neck Road (Phase 1)*

- The Developer will reconfigure the eastbound approach to consist of the following laneage:
    - Two exclusive left-turn lanes
    - One exclusive shared through/right-turn lane
- The Developer will remove/replace the existing lane control signage on the mast arm to reflect the dual left-turn movement
- Eastbound and westbound left-turns will run concurrently

*Westbound Smiths Neck Road*

- Approach/Outbound laneage (Phase 1)
  - The Developer will construct an exclusive right-turn lane extending from the 7-Eleven entrance driveway to the intersection with Carrollton Boulevard
  - The Developer will restripe the westbound approach to delineate the following laneage (Phase 1):
    - One exclusive left-turn lane
    - One exclusive through lane
    - One exclusive right-turn lane
- Receiving/Inbound Laneage (Phase 1)
  - The Developer will construct a 4-foot raised concrete median between the 7-Eleven/Bojangles intersection and the Carrollton Boulevard intersection.
  - The Developer will construct/install two inbound lanes to consist of the following:
    - Inside travel lane to serve as an exclusive left-turn lane (drop lane)
    - Outside travel lane will be designated as a shared through/right-turn lane
    - Improve/modify channelized/right-in only driveway (e.g., driveway entrance width and associated driveway radii) serving the Bojangles/Shoppes at Eagle Harbor

**Smiths Neck Road at 7-Eleven/Bojangles (Phase 1)**

- The Developer will construct/configure the intersection as three-way STOP controlled:
  - The Bojangles, 7-Eleven, and the northbound Driveway 1/Connection from the Pitt property being STOP controlled
  - The southbound Driveway 1/Connection to the Pitt property and thus the southbound left-turn movement to the 7-Eleven entrance driveway will be free-flow operations
- The Developer will install supplemental signage and pavement markings to consist of the following:
  - "DO NOT BLOCK INTERSECTION" signage
  - Intersection pavement markings delineating the area not to block (i.e., the box)
  - Supplement with signage reflecting a potential fine for those observed/caught impeding intersection operations

**Carrollton Boulevard (U.S. Route 17) at Northgate Drive**

*Northbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive northbound right-turn lane to consist of 200 feet of storage and a 200-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

*Southbound Carrollton Boulevard (Phase 3)*

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 200 feet of storage and a 200-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

Northgate Drive Interim Improvements (Phase 3)

*Eastbound Northgate Drive (Phase 3)*

- No geometric changes
- The Developer will implement site access/movement restrictions via signage during peak periods (i.e., install signage reflecting no left or through movements Monday – Friday 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). Location of signage shall be coordinated with VDOT.

*Westbound Northgate Drive (Phase 3)*

- No geometric changes
- The Developer will implement site access/movement restrictions via signage during peak periods (i.e., install signage reflecting no left or through movements Monday – Friday 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). Location of signage shall be coordinated with VDOT.

Northgate Drive Permanent Partial Access Improvements (Phase 5)

The Developer will contribute a cash proffer to the County for use in applying for revenue sharing or other alternative funding grant programs that would be administered by VDOT or the County. It is anticipated that the alternative funding grant would be used to implement the proposed improvements/modifications of the Carrollton Boulevard/Northgate Drive intersection that will result in channelized left-turn lanes along northbound/southbound Carrollton Boulevard and fully restrict side street left-turn and through movements (i.e., right-turn only).

*Eastbound Northgate Drive (Phase 5)*

- Side street improvements are expected to also consist of reconfiguring (i.e., restriping and updating signage) the eastbound Northgate Drive approach as right-turn only at the time the related intersection improvement project is being constructed.

*Westbound Northgate Drive (Phase 5)*

- Side street improvements are expected to also consist of reconfiguring (i.e., restriping and updating signage) the westbound Northgate Drive approach as right-turn only at the time the related intersection improvement project is being constructed.

**Channell Way (Phase 2)**

- The Developer will improve the existing 2-lane typical section of Channell Way to consist of the following:
    - Pavement striping to reflect/delineate two (2) 11-foot travel lanes
    - 2-foot graded shoulder in each direction
- The Developer will implement the proposed improvements from the agreed upon eastern limits of the Lippe parcel in the east to the Carrollton Boulevard intersection in the west
- The Developer will coordinate with VDOT on implementation of resurfacing/repaving the defined segment of roadway (i.e., identify when/if VDOT has surfacing activities planned and implement Developer resurfacing improvements prior to/in lieu of those efforts)
    - Coordinate with VDOT to identify/confirm documented pavement section deficiencies and address/mitigate as applicable

**Carrollton Boulevard (U.S. Route 17) at Channell Way/Deep Bottom Drive**

*Northbound Carrollton Boulevard*

- No geometric changes

*Southbound Carrollton Boulevard (Phase 4)*

- Southbound exclusive left-turn lane
    - The final design and configuration of the southbound left-turn lane at this intersection will be defined/dictated by the design and construction of the second northbound right-turn lane, a raised median, and the stormwater infrastructure being constructed/installed (i.e., second northbound left-turn lane at Brewers Neck Boulevard) as a part of the VDOT Bartlett Intersection improvement project.

*Eastbound Deep Bottom Drive*

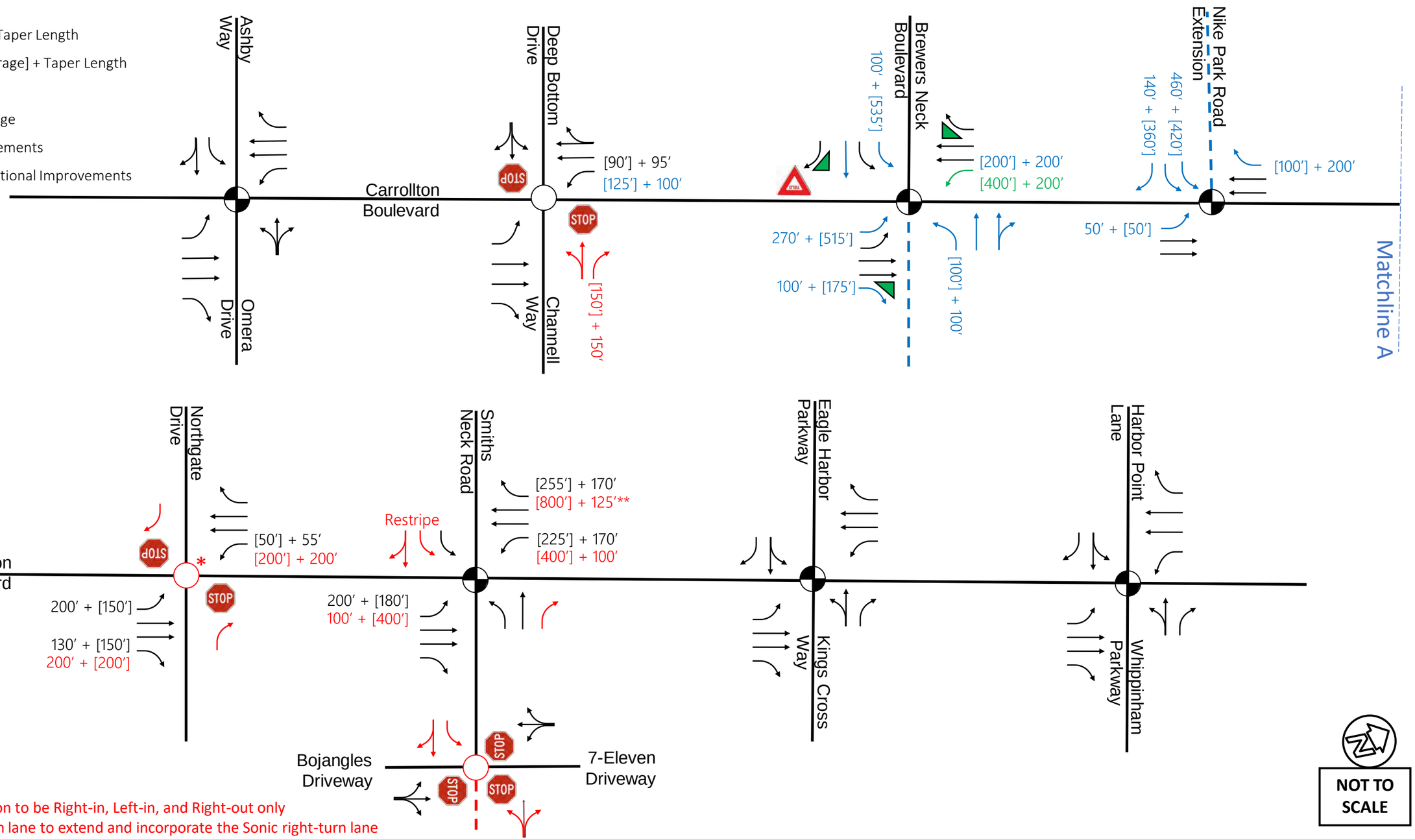
- No geometric changes

*Westbound Channell Way (Phase 4)*

- The Developer will improve the westbound approach to consist of the following laneage:
    - One shared through/left-turn lane
    - One exclusive right-turn lane consisting of 150 feet of storage and a 150-foot taper
        - Final design and construction of these improvement shall be coordinated directly with VDOT

## Legend

- Signalized Intersection
- Unsignalized Intersection
- New Roadway
- [XX'] + XX' — Existing [Storage] + Taper Length
- [XX'] + XX' — Recommended [Storage] + Taper Length
- Existing Laneage
- Site Proposed Laneage
- "By Others" Improvements
- Recommended Additional Improvements




* Modify Existing Intersection to be Right-in, Left-in, and Right-out only

** Modify Existing right-turn lane to extend and incorporate the Sonic right-turn lane

NOT TO SCALE

| | | | |
|---|---|---|---|
| Kimley»Horn | South Harbor TIA Update<br>Isle of Wight County, VA | Recommended Improvements | Figure 21 |

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# Technical Appendices
# for
# South Harbor – Age Restricted Residential Development
# Isle of Wight, Virginia

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**116426005**
**February 2022**

# Appendix A
# Assumptions Document

The following documentation outlines our proposed approach to preparing a traffic impact analysis (TIA) update for the South Harbor – Residential Development (Age Restricted), located in Isle of Wight County, Virginia. The TIA update will include the analysis of future traffic operations based on there being no bridge connection (i.e., between the Phase 5 and Phase 3 areas as previously assumed and shown in **Attachment A** – Overall Residential Development Plan) and the redistribution of site traffic via a proposed connection at Spadea Way that will provide access to the Carrollton Boulevard/Brewers Neck Boulevard intersection. The TIA update will also consider under separate analysis scenarios, the traffic impacts associated with the development of 51 single family residential dwelling units a part of a required rezoning of the Tower Parcel (per **Attachment B** – Tower Site Conceptual Layout).

## Study Area

The study area for the TIA update and the associated proposed development site consists of the following signalized and unsignalized intersections:

- Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane *(signalized)*
- Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross *(signalized)*
- Carrollton Boulevard at Smiths Neck Road *(signalized)*
- Carrollton Boulevard at Northgate Lane *(unsignalized)*
- Carrollton Boulevard at Brewers Neck Boulevard (U.S. Route 258) *(signalized)*
- Carrollton Boulevard at Channel Way/Deep Bottom Drive *(unsignalized)*
- Carrollton Boulevard at Ashby Way/Omera Drive *(signalized)*

In addition, the proposed/planned intersection of Nike Park Extension at Carrollton Boulevard, which is anticipated to be located approximately 1,300 feet to the north of the Brewers Neck Boulevard intersection and approximately 1,900 feet to the south of the Northgate Lane intersection, will be included as a study area intersection in the future 2026 and 2032 conditions analyses. No changes to the study area intersections/roadways are proposed in an effort to provide/maintain consistency with the previously approved Pitt & Lippe TIA Assumptions document (**Attachment C**).

## Data Collection

No new traffic count data collection is proposed with the TIA update.

## Analysis Years

1) Existing Conditions Traffic Operations Analysis
    a. Base year existing conditions (i.e., 2017) to remain consistent with original Pitt & Lippe TIA.
2) Future Year Scenario Traffic Operations Analysis
    a. No-Build Analysis (Intersection / Arterial, Weekday AM and PM peaks)
    b. South Harbor Build (Intersection / Arterial, Weekday AM and PM peaks) – reassignment of traffic volumes based on “no bridge” connection

c. The Crossings w/ Tower Parcel Build (Intersection/Arterial, Weekday AM and PM peaks)
d. Future Year Analysis Scenarios to remain the same as those per the approved Pitt & Lippe TIA Assumptions:
    i. 2026 – Opening Year
    ii. 2032 – Opening Year + 6

## Trip Generation, Trip Distribution, Traffic Assignment Projections

1) Kimley-Horn will prepare updated trip distribution percentages for South Harbor (i.e., to account for No Bridge Connection)
    a. Conduct re-assignment of South Harbor traffic volumes to the Spadea Way at Carrollton Boulevard/Brewers Neck Boulevard intersection and respective study area intersections
2) Kimley-Horn will prepare trip generation estimates for The Crossings (Tower Parcel – residential development)
    a. The conceptual site plan currently reflects 51 single family residential dwelling units (**Attachment B**)
3) Kimley-Horn will prepare future traffic volume projections:
    a. No-Build (Background growth **plus** approved but unbuilt developments
    b. South Harbor Build (Background growth **plus** approved but unbuilt developments **and** South Harbor traffic re-distribution/re-assignment
    c. The Crossings w/ the Tower Parcel Build (Background growth **plus** approved but unbuilt developments **and** South Harbor traffic re-distribution/assignment, **plus** proposed additional Tower Parcel residential development traffic

## Future Traffic

A future background growth rate 2.0% per year (applied exponentially) will be used for adjusting background traffic to the future analysis years. This growth rate is consistent with the approved growth rate referenced in the associated assumptions document (**Attachment C**) and used to prepare the Pitt & Lippe TIA.

This TIA update also assumes no changes to trip generation estimates associated with previously included approved but unbuilt developments within the study area with the exception of the multi-family development component associated with The Crossings. It is our understanding the multi-family component originally included approximately 300 units. However, it is our understanding that the revised site plan/development plan only includes 210 multi-family units. No other changes to approved but unbuilt trip generation estimates are proposed.

## Site Access

Site access for the South Harbor development with no bridge connection will consist of the following locations along Carrollton Boulevard.

- Carrollton Boulevard at Smiths Neck Road – ties into existing signalized intersection

- Carrollton Boulevard at Northgate Lane – ties into an existing full access, unsignalized intersection
- Carrollton Boulevard at Spadea Way – ties into existing signalized intersection of Carrollton Boulevard/Brewers Neck Boulevard signalized intersection
- Carrollton Boulevard at Channel Way – ties into an existing full access, unsignalized intersection

## Site Distributions

Site traffic distributions were determined from existing travel patterns, access to/from the external adjacent street network, and employment/activity center destinations in the surrounding area. Proposed trip distributions are to remain consistent with those referenced in the Pitt & Lippe TIA assumptions document. However, adjustments will be made to the assignment of development related traffic to study area intersections based on no bridge connection, and the use of Spadea Way for a component of the South Harbor development as well as traffic associated with the proposed Tower Parcel residential development.

General/region distribution of traffic will be consistent with the Pitt & Lippe Age Restricted development TIA assumptions. These are listed below for reference:

- To/from the north on Carrollton Boulevard (toward James River Bridge) – 50%
- To/from the south on Carrollton Boulevard (toward Suffolk) – 35%
- To/from the west on Brewers Neck Boulevard – 10%
- To/from the west on Smiths Neck Road – 5%

## Traffic Impact Analysis (TIA) Report Update

A TIA report update to include the proposed Tower Parcel residential development with an accompanying appendices (including all analysis files) will be prepared that summarizes the analysis methodology and results. The report and associated analysis files will be provided in electronic format as a part of the DRAFT and FINAL traffic analysis submittal.

1) South Harbor TIA Report Update:
    a. DRAFT Report
    b. Comment Resolution/Resubmittal
    c. FINAL Report

**Attachments**

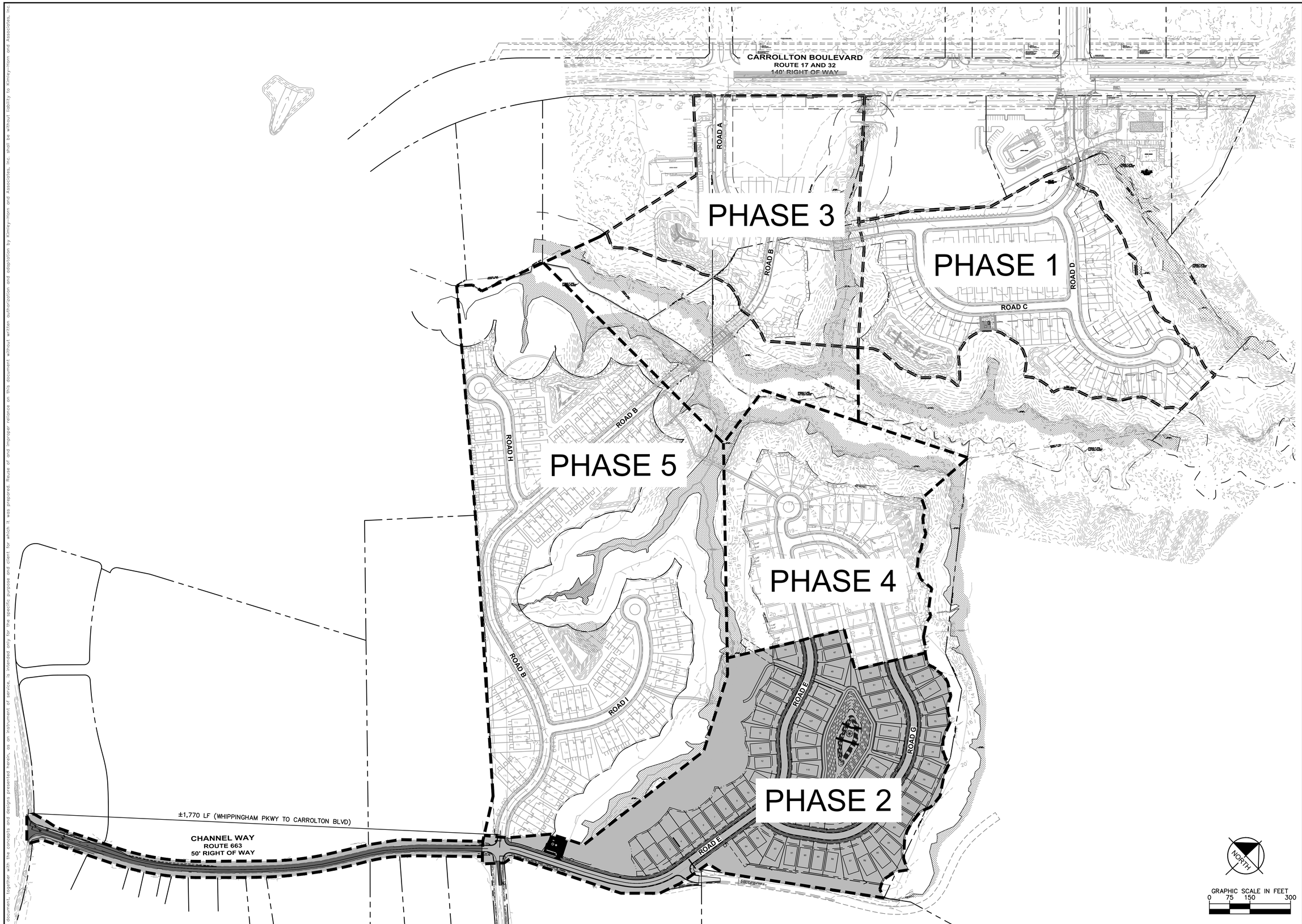
Attachment A – Overall Residential Development Plan

Attachment B – Proposed Tower Parcel Residential Development

Attachment C – Previously Approved Pitt & Lippe TIA Assumptions

# Attachment A:

# South Harbor Overall Residential Development Plan

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| No. | REVISIONS | DATE | BY |
|---|---|---|---|
| | | | |

Kimley»Horn

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COMMONWEALTH OF VIRGINIA
EDWARD W. MILLER
Lic. No. 033592
10/29/2021
PROFESSIONAL ENGINEER

| | |
|---|---|
| KHA PROJECT | 116426005 |
| DATE | 10/29/2021 |
| SCALE | AS SHOWN |
| DESIGNED BY | EWM |
| DRAWN BY | TMG |
| CHECKED BY | HNT |

# OVERALL RESIDENTIAL DEVELOPMENT PLAN

# SOUTH HARBOR PHASE 2

PREPARED FOR
EH2, LLC.

ISLE OF WIGHT VIRGINIA

SHEET NUMBER
CA003

# Attachment B:

# Tower Parcel Residential Development Conceptual Site Plan

CONCEPTUAL SITE LAYOUT PLAN OF 55' x 100' LOTS OF

# TOWER SITE

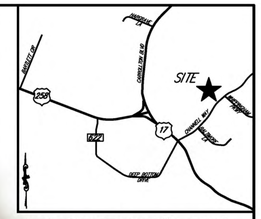
ISLE OF WIGHT, VIRGINIA

**Site Data**

| | |
|---|---|
| Site Area: | ± 12.24 AC |
| TPIN: | 34-01-070B |
| Existing Zoning: | RAC |
| Existing Use: | Radio Tower |
| Proposed Zoning: | PD-MX |
| Proposed Use: | Single Family Residential |
| Proposed Lots: | 51 |
| Open Space: | ± 19 % |

Proposed Setbacks:
Front: 20'
Side: 5'
Rear: 15'

Owner: N/F Booth-Cobb Media, LLC




LOCATION MAP, SCALE 1" = 2,000'

DATE: 10/05/2021

THIS DRAWING IS CONCEPTUAL AND HAS BEEN PREPARED WITH A SITE SURVEY PREPARED BY OTHERS, THEREFORE, PROPERTY LINES, WETLAND BOUNDARIES, AND OTHER SITE SPECIFIC DATA ARE APPROXIMATE. CONCEPT DRAWINGS ARE GENERAL IN NATURE AND ARE INTENDED ONLY TO ILLUSTRATE THE DEVELOPMENT POTENTIAL FOR A PROPERTY; THEY SHOULD NOT BE RELIED UPON AS THE SOLE BASIS FOR ANY FINANCIAL OR LEGALLY BINDING TRANSACTION.

50 0 50 100

1 INCH = 50 FT

ORBIS LANDSCAPE ARCHITECTURE
ORBIS-LA.COM

# Attachment C:

# Previously Approved Pitt & Lippe Age Restricted Development TIA Assumptions

The following documentation outlines our proposed traffic impact analysis (TIA) assumptions for the Pitt & Lippe – Residential Development (Age Restricted), located in Isle of Wight County to the south/east of Carrollton Boulevard (U.S. Route 17). As part of this analysis, existing traffic data will be collected and future traffic volumes developed to identify if any roadway improvements at the access points/study area intersections are needed as part of the proposed development.

## Study Area

The study area for the TIA and the associated proposed development site consists of the following signalized and unsignalized intersections:

- Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane *(signalized)*
- Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross *(signalized)*
- Carrollton Boulevard at Smiths Neck Road *(signalized)*
- Carrollton Boulevard at Northgate Lane *(unsignalized)*
- Carrollton Boulevard at Brewers Neck Boulevard (U.S. Route 258) *(signalized)*
- Carrollton Boulevard at Channel Way/Deep Bottom Drive *(unsignalized)*
- Carrollton Boulevard at Ashby Way/Omera Drive *(signalized)*

In addition, the proposed/planned intersection of Nike Park Extension at Carrollton Boulevard, which is anticipated to be located approximately 1,300 feet to the north of the Brewers Neck Boulevard intersection and approximately 1,900 feet to the south of the Northgate Lane intersection, will be included as a study area intersection in the future 2026 and 2032 conditions analyses.

## Data Collection

Turning movement counts (TMC) were collected at the study area intersections on Thursday, October 5, 2017 while school was in session. The TMCs include vehicular, truck, and pedestrian volumes. Four-hour TMCs were conducted during the AM and PM peak periods (6:30 AM to 8:30 AM and 4:00 PM to 6:00 PM) at all study area intersections. For intersections where a traffic signal warrant may be reviewed, 12-hours of counts were collected (7:00 AM to 7:00 PM) instead.

Three (3) average weekday daily traffic counts (AWDT) were collected for a 72-hour period on the following roadway segments to collect volume, classification, and speed data where possible:

- Carrollton Boulevard between the Eagle Harbor Parkway/Kings Cross intersection and Whippingham Parkway/Harbor Point Lane intersection *(volume, classification, and speed collected at this location)*
- Carrollton Boulevard between Brewers Neck Boulevard and a location to the south of Smiths Neck Road *(volume, classification, and speed collected at this location)*
- Carrollton Boulevard between the Channel Way/Deep Bottom Road intersection and the Omera Drive/Ashby Way intersection *(volume, classification, and speed collected at this location)*

Additional traffic volume data may also be utilized from previous studies conducted in this area, if applicable (i.e., Brewers Neck Corridor Study, Eagle Harbor Tract 8 TIA, Eagle Harbor Tract 10

Operational Analysis, The Crossings, etc.). Current traffic signal timing and phasing data was requested and provided by VDOT at the signalized study area intersections.

## Analysis Years

The proposed development is anticipated to be completed in 2026. Therefore, the following analysis scenarios for the AM and PM peak hours will be studied as part of this TIA.

- Scenario 1 – Existing (2017) traffic conditions
- Scenario 2 – Build – Out Year (2026) No-Build conditions – Build-out year traffic conditions (i.e., existing traffic volumes *with* application of approved annualized growth rate)
- Scenario 3 – Build – Out Year (2026) Build conditions – Build-out year traffic conditions (i.e., existing traffic volumes *with* application of approved annualized growth rate) *plus* the Pitt & Lippe residential development traffic volumes
- Scenario 4 – Build – Out Year +6 years (2032) No-Build conditions – Build-out year traffic conditions (i.e., existing traffic volumes *with* application of approved annualized growth rate)
- Scenario 5 – Build – Out Year +6 years (2032) Build conditions – Build-out year traffic conditions (i.e., existing traffic volumes *with* application of approved annualized growth rate) *plus* the Pitt & Lippe residential development traffic volumes

## Future Traffic

Per conversations with the Isle of Wight County, it is proposed that a growth rate of 2.0% per year (applied exponentially) be used for adjusting background traffic to the future analysis years. **Table 1** reflects historical traffic volume trends over the previous five (5) years (i.e., 2012 to 2016). These data reflect a natural growth rate of approximately 1.5% is for the study area corridor.

***Table 1: Study Area Roadways Historic AADT***

| Roadway | Location | 2012 | 2013 | 2014 | 2015 | 2016 | Average |
|---|---|---|---|---|---|---|---|
| Carrollton Blvd | Suffolk City Limits to U.S. Route 258 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 0.00% |
| *Growth Rate to 2016* | | *0.0%* | *0.0%* | *0.0%* | *0.0%* | - | |
| Carrollton Blvd | U.S. Route 258 to Ragged Island | 29,000 | 28,000 | 28,000 | 29,000 | 29,000 | 0.74% |
| *Growth Rate to 2016* | | *0.0%* | *1.2%* | *1.8%* | *0.0%* | - | |
| Brewers Neck Blvd | Benns Church Blvd to Carrollton Blvd | 24,000 | 24,000 | 24,000 | 25,000 | 26,000 | 3.2% |
| *Growth Rate to 2016* | | *2.0%* | *2.7%* | *4.1%* | *4.0%* | - | |
| *Overall Average* | | | | | | | 1.3% |

*Source: VDOT Traffic Engineering Division*

In addition to the natural/historical trend of growth of 1.5%, there are other approved developments that are not yet constructed within the study area. In conversations with Isle of

Wight County staff it was determined, that to account for these approved but unbuilt developments an additional 0.5% should be added to the historical growth rate. This results in a growth rate of 2.0% that will be applied exponentially to calculate background traffic volumes for future analysis years (i.e., 2026 and 2032).

The future traffic volumes will also account for any traffic diversions identified as a result of the proposed Nike Park Road Extension, based on the planned opening date of that project. It is expected that the County and/or VDOT will provide and share any relevant traffic data associated with the Nike Park Road Extension or Bartlett Intersection Improvement projects.

Kimley-Horn will also coordinate with Isle of Wight County staff to identify and confirm any of the relevant transportation improvements proffered by the approved developments that should be included in the future year network.

## Proposed Land Use

A conceptual master plan of the Pitt & Lippe Age Restricted residential development is included with these assumptions as **Attachment A**. Kimley-Horn will use *ITE Trip Generation 10th Edition* (2017) as a basis to calculate trip generation estimates for the proposed development. Land uses for the proposed development are intended to include Senior Adult Housing (Attached and Detached – ITE LU Codes 251 and 252).

In addition, there are two outparcels identified in the master plan located to the south/east of Carrollton Boulevard between Northgate Drive and the southern site access driveway serving the Shoppes at Eagle Harbor. These outparcels will have 1.7 and 2.0 acres of developable land. The exact land uses for these outparcels are not known at this time. However, for the purposes of this TIA they were assumed to be general office building (LU Code: 710) and medical-dental office building (LU Code: 720). Building square footage was estimated by applying a 0.2 floor-to-area ratio (FAR) to the outparcel size. No pass-by or internal capture rate reductions will be included as part of this analysis. Initial trip generation calculations for the proposed development are shown in **Table 2**.

***Table 2: Proposed Trip Generation***

| ITE Code | ITE Description | Density | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | In | Out | Total | In | Out |
| 251 | Senior Adult Housing – Detached | 165 | DU | 874 | 60 | 20 | 40 | 71 | 43 | 27 |
| 252 | Senior Adult Housing - Attached | 175 | DU | 678 | 35 | 12 | 23 | 44 | 24 | 20 |
| Total Residential | | | | 1,552 | 95 | 32 | 63 | 115 | 68 | 47 |
| 710 | General Office Building (0.2 FAR) | 17,400 | Sq. Ft. | 195 | 43 | 37 | 6 | 22 | 3 | 17 |
| 720 | Medical-Dental Office Building (0.2 FAR) | 14,800 | Sq. Ft | 481 | 41 | 32 | 8 | 52 | 15 | 38 |
| Out Parcels | | | | 676 | 84 | 69 | 14 | 74 | 18 | 55 |
| Total | | | | 2,228 | 178 | 101 | 77 | 189 | 86 | 101 |

*Source: ITE Trip Generation Manual, 10th Edition, (2017)*

However, in conversations with Isle of Wight County and VDOT, it was discussed and preliminarily agreed to that the ITE Trip Generation rates presented may be low, compared to what is likely anticipated for the proposed Age Restricted Residential land use. Based on consensus among the group, Kimley-Horn reviewed two independent studies that documented the trip generation characteristics of a 55+ (Age Restricted) Communities in comparison to both traditional single family and 55+/Unrestricted Residential Communities. Data from these reports indicated that Age Restricted/Senior Housing Communities generate approximately 2/3 of the amount of daily traffic when compared to a typical single-family development. The data also suggested that based on income and vehicle ownership as well as non-residential traffic activity, that a factor of 1.5 (i.e., 50%) should be applied to peak hour trip generation rates to better account for the non-household travel. The results of these proposed adjustments to Senior Adult Housing – Detached and Attached trip generation rates in comparison to Single Family Detached Housing are shown in **Table 3**. Reference documents and adjustment calculations are provided as an attachment to this assumptions document. Study data references and documentation can be found in **Attachments B 1** through **3**.

***Table 3: Adjusted Trip Generation for the Pitt & Lippe Age Restricted Development***

| 210 - Single Family Detached Housing | | | 251 – Senior Adult Housing Detached | | | 252 – Senior Adult Housing Attached | | |
|---|---|---|---|---|---|---|---|---|
| Original Trip Rates | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| 9.44 | 0.74 | 0.99 | 4.27 | 0.24 | 0.30 | 3.70 | 0.20 | 0.26 |
| Adjusted Trip Rates | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| | | | 7.12 | 0.4 | 0.5 | 6.17 | 0.4 | 0.5 |

These proposed adjusted trip generation rates will be applied to the Pitt & Lippe development intensities as described previously, to result in the overall trip generation potential as shown in **Table 4**.

***Table 4: Revised Trip Generation***

| ITE Code | ITE Description | Density | Unit | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total | In | Out | Total | In | Out |
| 251 | Senior Adult Housing – Detached | 165 | DU | 1,174 | 66 | 22 | 44 | 83 | 51 | 30 |
| 252 | Senior Adult Housing - Attached | 175 | DU | 1,079 | 70 | 24 | 46 | 88 | 47 | 40 |
| Total Residential | | | | 2,254 | 136 | 46 | 90 | 170 | 98 | 71 |
| 710 | General Office Building (0.2 FAR) | 17,400 | Sq. Ft. | 195 | 43 | 37 | 6 | 22 | 3 | 17 |
| 720 | Medical-Dental Office Building (0.2 FAR) | 14,800 | Sq. Ft | 481 | 41 | 32 | 8 | 52 | 15 | 38 |
| Out Parcels | | | | 676 | 84 | 69 | 14 | 74 | 18 | 55 |
| Total | | | | 2,929 | 220 | 114 | 104 | 244 | 116 | 125 |

*Source: Kimley-Horn*

## Site Access

As shown in the attached conceptual master plan, access to/from the Pitt & Lippe Age Restricted Residential development is proposed to occur at the following locations:

- Carrollton Boulevard at Smiths Neck Road – ties into existing signalized intersection
- Carrollton Boulevard at Northgate Lane – ties into an existing full access, unsignalized intersection
- Carrollton Boulevard at Channel Way – ties into an existing full access, unsignalized intersection

It is anticipated that a bridge will be constructed that will provide connectivity between the two subject parcels. Additionally, all of the proposed access occurs at existing roadways and/or median breaks along Carrollton Boulevard. Access management spacing requirements (Appendix F for the VDOT Road Design Manual) will also be considered for these intersections and any recommended treatments.

## Site Distributions

Site traffic distributions were determined from existing travel patterns, access to/from the external adjacent street network, and employment/activity center destinations in the surrounding area. Proposed distributions determined for the Pitt & Lippe Age Redistricted development are listed below and illustrated in **Attachment C** of these TIA assumptions.

- To/from the north on Carrollton Boulevard – 50%
- To/from the south on Carrollton Boulevard (toward Suffolk) – 35%
- To/from the west on Brewers Neck Boulevard – 10%
- To/from the west on Smiths Neck Road – 5%

## Warrant Analysis Volumes

To assign the hourly site traffic for the future traffic signal warrant analysis at Northgate Lane, hourly variations will be used to estimate this volume. Data from available ITE and other comparable sources will be used to develop these hourly variations for use for the proposed development.

## Traffic Operations Analysis

Proposed inputs and analysis methodologies will be consistent with VDOT's Traffic Operations and Safety Analysis Manual (TOSAM). Operational analyses for the study area intersections will be conducted using traffic analysis tools (e.g., *Synchro 10.1 Professional*, SimTraffic 10.1, SIDRA) and Highway Capacity Manual (HCM) methodologies. Models are proposed to be calibrated using traffic data collected (i.e., volumes and speeds) as part of this analysis to the corresponding outputs:

- Simulated Volumes:
    - All movements at study area intersections

- Simulated Speeds:
    - Carrollton Boulevard, between Northgate Lane and Brewers Neck Boulevard
    - Brewers Neck Boulevard, between New Towne Haven Lane and Carrollton Boulevard

The future conditions analyses will confirm the need and define the geometric configurations necessary for the proposed roadway and intersection capacity improvements. Measures of effectiveness that will be reported for each scenario will consist of delay per vehicle, level of service (LOS), and maximum queue lengths. These measures of effectiveness will be presented in tables and figures. Vehicle delay and LOS will be summarized by movement, approach, and overall intersection, while maximum queue lengths will be summarized for each movement.

As part of the future traffic operational analysis, consideration was given to a portion of the background traffic being diverted away from Smiths Neck Road with the addition of Nike Park Extension. Based on model simulation conducted as part of the Isle of Wight County *Brewer's Neck Corridor Study* (2014), it was shown that approximately 30% of traffic on Smiths Neck Road would divert onto the new Nike Park Extension Road. For the purposes of this TIA, 40% of the background traffic on Smiths Neck Road will be shifted onto Nike Park Extension for the 2026 and 2032 analysis scenarios.

## Signal Justification Report

Carrollton Boulevard (U.S. Route 17) is a designated a Mobility Enhancement Segment (MES) and per the VDOT Arterial Preservation Program (APP), MESs are defined as "arterials within Urban Areas that serve a critical function for commerce, commuting, and multimodal mobility". The developer desires that the proposed access at Northgate Lane ultimately becomes signalized. Therefore, before a traffic signal will be considered and/or approved for installation VDOT requires that a Signal Justification Repot (SJR) be prepared per the criteria set forth in IIM-TE-387.0. However, as it is stated in the IIM:

> *"If the locality has approved a proffer agreement that included a traffic signal as a condition of rezoning or other land use decision, and this proposed proffer was reviewed by VDOT prior to finalizing with no objections having been submitted to the locality, then this Memorandum does not apply."*

A proffer for the proposed installation of a traffic signal at this location currently exists and will be triggered when the MUTCD warrants are met, as shown in the attachments (proffer #4, associated with Tracts 3, 8, and 11 as part of the "Eagle Harbor Property" rezoning).

Therefore, no SJR will be developed as part of this TIA. However, alternative intersections concepts will still be considered at the study area intersection of Carrollton Boulevard at Northgate Lane using VJuST methodology.

## Reporting

A TIA report with an accompanying appendix (including all analysis files) will be prepared that summarizes the analysis methodology and results. The report and associated analysis files will be provided in electronic format as a part of the FINAL traffic analysis submittal.

**Attachments**

Attachment A – Conceptual Site Plan

Attachment B – Trip Generation Rate Adjustment Review Documentation

Attachment C – Proposed Regional Trip Distribution Figure

# Attachment A:

# Conceptual Site Plan

# The Pitt & Lippe

## Conceptual Master Plan

Isle of Wight, Virginia
September 25, 2018

### SITE DATA:

Property Address: Route 17, Isle of Wight
Current Zoning: RAC & GC

Proposed Zoning: PD-MX

| | |
|---|---|
| Total Site Area: | +/- 118 a.c. |
| RPA & Wetlands: | +/- 46 a.c. |
| Net Usable: | +/- 72 a.c. |

Units Provided:

| | |
|---|---|
| Single Family: | +/-165 |
| Townhomes (28'x76'): | +/-175 |
| Total Units Not to Exceed : | 340 |

### LEGEND:

- Single Family
- Townhomes
- Flex Use
- Commercial
- Open Space
- Wetlands
- Proposed Pond Locations*
- Pedestrian Connections/Sidewalks

**Note: The BMPs located hereon are conceptual only. During the site design and review process, the BMP locations will be further evaluated for potential pollutant removal efficiency and their locations modified as appropriate, and practicable, to achieve regulatory compliance.*

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O:\Projects\East West\Eagle Harbour II\Cadd\Prelim\Preliminary Eagle Harbour II v11 - Bubble Plan.dwg, Plotted By: Eric-PC, Plotted: Oct 12, 2018 - 3:34pm

# Attachment B:

# Trip Generation Rate Adjustment Review Documentation

# Active Adult (55+) Community Trip Generation Rates

**prepared for**

**Delaware Center For Transportation**

**and**

**The State of Delaware Department of Transportation**

**by**

**David P. Racca**

**Center for Applied Demography & Survey Research**

**College of Human Services, Education, and Public Policy**
**University of Delaware**
**Newark, DE 19716**

***January 2006***

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# Introduction

In response to the growing number of applications for the development of age restricted communities (55 years old and older) the Delaware Department of Transportation (DelDOT) through the Delaware Center for Transportation sponsored this study to examine trip generation characteristics and traffic impacts. Goals of the study include:

- Identify for the general Delaware population what the household structure and travel characteristics are for people 55 and older, and examine how household structure changes with age.
- Acquire available data to describe the household structures in age-restricted communities. Compare households in age-restricted communities with similar households outside of such communities.
- Research current literature and data on travel characteristics of those in age-restricted communities across the country.
- Identify any Delaware specific information that would be available to describe travel characteristics of age-restricted communities.
- Describe the number of age-restricted communities in Delaware and features that make them different from traditional housing developments. Examine the types of facilities offered to residents and how that might affect trip generation.

National trip generation estimates as available through the Institute Of Transportation Engineers, and local traffic studies were reviewed. Current and proposed 55+ communities in Delaware were identified. The Delaware Travel Monitoring System (DTMS) Survey data were examined to provide a detailed picture of the expected travel characteristics of 55+ communities as compared with the general population. National travel data as provided by the National Personal Travel Survey was used to provide further information.

This study produced a flexible model to assist planners in judging the impacts of age restricted communities.

# Age Restricted (55+) Communities

Baby boomers - Americans born between 1946 and 1964 - are aging. Many of them plan to continue working, but want to live among people their own age and let someone else maintain the property. The leading edge of the baby boomer generation are entering their mid 50's and are entering into retirement with fast and far reaching agendas. They are financially established and healthy, and will continue to redefine retirement.

Residential complexes for active adults (55+) are becoming more commonplace in Delaware and nationwide. The Delaware News Journal and New Castle County Department of Land Use indicate (News Journal 12/22/2004) that eleven active adult communities are currently under construction in New Castle County and eight more are planned. Several other age restricted communities are planned in other parts of the state. Active adult communities could make up as much as 2% or more of the housing in New Castle County, if all that are planned are built. In Delaware, 101,725 people are age 65 and older, a 26 percent increase from 1990. Delaware Population Consortium figures show this group at nearly 20% of the total population of Delaware and by the year 2020 they will represent close to 30% of the population. Survey data in the years between 1995 and 2003 have shown that 29% of Delaware households are eligible to live in 55 years and older age restricted communities.

As active adult communities are proposed, there is some concern about the impacts they will have on already stretched transportation resources. There is some question as to what the traffic impact of new communities will be. Some National studies show such communities generate about one-fifth to one third as much traffic during peak hours as regular communities the same size, as most residents are considered to be retired. But 25% of those 55 and older are still working and this number is expected to grow to 34% by 2010. What has been considered as peak morning and evening travel periods have been expanding over the years. This is partly because some commuters have chosen to leave earlier or later to avoid the center of the peak demand, but more so from the continued growth in travel demand particularly for "other" purposes. Trips that are non-work, non-shopping, and non-school have been growing at a much higher rate. Older people who are still active and healthy, who generally have more time and money at their disposal, and are less fettered by the care of a house and children, would be expected not to necessarily stay home. Some communities require only one household member to be 55 or older so it is also not clear how different household structures might be in the age restricted communities.

Older Americans enjoy a much higher mobility than in the past. This group has aged during a time where dependency on the private automobile has greatly increased and during a period where population and employment, and life in general, has spread to the suburbs demanding the use of a car for every aspect of their lives. Much of the current research on older Americans has focused on the 65+ age group. Between the years 1983 and 1995, average daily person trips for those 65 years and over have almost doubled, while trips of the population as a whole grew by about 39%. Even more dramatic, recently, between the years 1990 and 1995, the percent change in personal travel for those 65 and older increased by 37%, while travel by the overall population grew at about 14%. Average daily time spent driving went up from 24 minutes to 43 minutes, and vehicle trips per person rose from 1.8 to 2.9 for the elderly. Between the years 1969 and

1995 annual vehicle miles traveled for the age group 55 to 64 grew by 39% and for 65 years and older grew by 47%.[*]

**Senior Housing Types**

A paper by Stephen B. Corcoran outlines five types of senior housing.[**] This study would address the first two.

Senior Single Family Homes – Senior-only subdivisions typically include recreational facilities. Many of the residents are retired

Senior Apartments – Traditional apartment complexes with minimum age requirement of 55. Some amenities include recreation, security, special design. Residents are independent and may still be working.

Independent Living – Cottages or apartments where older adults live independently, but with some maintenance or housekeeping. Medical can be available.

Assisted Care - Older adults having difficulty managing in an independent living arrangement, but who do not need a nursing home.

Congregate Care Facilities- a range of housing types and programs to meet needs.

The focus of this research is on age restricted communities and on Senior Single Family Homes and Apartments where residents are not in an assisted living situation. Age restricted communities that were identified in Delaware during the course of the project are listed in Appendix A.

[*] 1995 National Personal Transportation Survey Summary of Trends, FHWA and Bureau of Transportation Statistics.

[**] "Senior Housing Trip Generation and Parking Demand Characteristics",Stephen B. Corcoran, ITE 66th Annual Meeting

# Review of Available Trip Generation and Traffic Impact Data

**Summary**

Available trip generation data were reviewed as a first step in this project. For easy reference, this data is summarized in Figures 1 and 2 below. For a more detailed discussion of each, refer to the rest of the chapter. This represents what was currently available as provided by DelDOT. The daily trips per household estimate available from ITE for the Senior Housing (land use type 251) is an average of several studies that ranged as high as 5.7 trips per household. From the one measurement in Delaware, Hershey Run, and from Corcoran's study the daily rate is expected to be more in the range of 4 to 5 trips per household. From the daily rates of the general population as in figure 2, an initial look at the information would estimate age restricted housing to be about half that expected for the ITE figure for similar development with no age restrictions. Peak hour trips for 55+ detached housing would seem to be in the range of 0.25 to 0.3 trips per household and about a third of what would be expected from the general population. For attached housing and apartments the differences are not expected to be as great as in the single family housing category.

**Figure 1 Summary of Trips per Household data for Age Restricted Communities (55+)**

55+ Weekday DailyTrips per Household , Detached Housing

| | |
|---|---|
| Institute of Transportation Engineers, Detached Housing (251) | 3.7 |
| Karens Study of Heshey Run 55+ community in Delaware | 4.6 |
| Institute of Tranportation Engineers, Attached Housing | 3.5 |
| Corcoran Study, 55+ Housing, All Housing Types Estimate | 4.5 to 5.6 |

55+ Weekday AM – PM Peak Hour , (Adjacent Street Peak)

| | **AM - PM (trips per HH)** |
|---|---|
| Institute of Transportation Engineers, Detached | 0.2 – 0.26 |
| Karins Study of Hershey Run, Detached | 0.22 – 0.29 |
| Monmouth and Ocean County, NJ, Detached | 0.28 – 0.26 |
| Traffic Planning and Design Study, Detached | 0.32 – 0.35 |
| Whitpain Farms, PA | 0.32 – 0.35 |
| Hershey's Mill, PA | 0.33 – 0.35 |
| Monmouth and Ocean County, NJ, Attached | 0.17 – 0.33 |
| Monmouth and Ocean County, NJ, Town Homes | 0.25 – 0.32 |
| Monmouth and Ocean County, NJ, Apartments/condo | 0.2 – 0.26 |
| Corcoran Study | ½ to ¼ of general population peak travel |

**Figure 2 Summary of Trips per Household Data for General Population**

| **Other ITE Residential Rates** | **Daily** | **AM Peak** | **PM Peak** |
|---|---|---|---|
| ITE Single Family Homes (land use code 26) | 9.5 | 0.74 | 1.01 |
| Avg of 3 New Castle Cnty SF Developments | - | 0.86 | 0.95 |
| ITE Apartments (land use code 220) | 6.4 | 0.51 | 0.63 |
| ITE Condo/Townhouses (Land Use code 230) | 2.2 | 0.44 | 0.55 |

## Review of Trip Generation Data

Institute of Transportation Engineers Data

The most referenced and used data for trip generation comes from the Institute of Transportation Engineers Trip Generation Report that reference two categories that would correspond to 55+ restricted communities as summarized below.

***Institute of Transportation Engineers, Trip Generation, 7th Edition***
***Senior Adult Housing-Detached Category (Land Use 251)*** (quoted from the report)

Description "Senior Adult housing consists of detached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation and common recreational facilities. However, they generally lack centralized dining and on-site health facilities. Detached senior adult housing communities may or may not be gated. Residents in these communities are typically active (requiring little to no medical supervision). The percentage of retired residents varies by development.

Many factors affected the trip generation rates for detached senior adult housing. Factors such as average age of residents, development location and size, affluence of residents, employment, status and vehicular access should be taken into consideration when conducting an analysis. Some developments were located within close proximity to medical facilities, restaurants, shopping centers, banks and recreational activities."

**Figure 3 Trips Generation Data for**
**ITE Senior Adult Housing-Detached Category (Land Use 251)**
**Estimated Trips per Household**

| | | |
|---|---|---|
| Weekday | average 3.71 | range = 2.9 to 5.7 (7 studies) |
| Weekday AM peak adjacent street | average = 0.20 | range = 0.13 to 0.34 (10 studies) |
| Weekday PM peak adjacent street | average = 0.26 | range = 0.17 to 0.95 (11studies) |
| Weekday AM peak of generator | average = 0.31 | range = 0.3 to 0.4 ( 2 studies) |
| Weekday AM peak of generator | average = 0.35 | range = 0.33 to 0.95 (2 studies) |
| Sunday | average = 2.33, | range = 2.27 to 4.77 ( 2 studies) |
| Saturday | average = 2.77 | range = 2.70 – 5.53 ( 2 studies) |
| Saturday peak hour of generator | 0.27 (1 study) | |
| Sunday peak hour of generator | 0.21 (1 study) | |

***Institute of Transportation Engineers, Trip Generation, 7th Edition***
***Senior Adult Housing-Attached Category (Land Use 252)***

Description: Similar to category 251, except this category contains apartment like residential units, and "row" or attached type housing

**Figure 4 Trips Generation Data for ITE**
**Senior Adult Housing-Attached Category (Land Use 252)**
**Estimated Trips per Household**

| | | | |
|---|---|---|---|
| Weekday | average = 3.48 ( 1 observation) | | |
| Saturday | average = 2.41 | | |
| Sunday | average = 2.7 | | |
| Saturday peak hour of generator | average = 0.3 | | |
| Sunday peak hour of generator | average = 0.55 | | |
| Weekday am peak adjacent street | average = 0.08 | range = 0.02 to 0.27 | 7 studies |
| Weekday pm peak adjacent street | average = 0.11 | range = 0.03 to 0.31 | 7 studies |
| Weekday am peak hr of generator | average = 0.06 | range = 0.02 to 0.37 | 4 studies |
| Weekday pm peak hr of generator | average = 0.11 | range = 0.03 to 0.25 | 4 studies |

Karins and Associates April 00 to 02

Karins and Associates collected trip generation data for Hershey Run (192 units), a 55+ community in Delaware. Results were:

Average AM Peak Adjacent Street = 0.22 (ITE code 250 rate is 0.17)
Average PM Peak Adjacent Street = 0.29 (ITE code 250 rate is 0.27)
Weekday rate = 4.57 trips per unit
Average Saturday and Sunday daily rate = 3.8 trips per unit
Peak generator hour Saturday (4 pm) rate = 0.34
Peak generator hour Sunday (10am) rate = 0.35

Orth-Rodgers Associates Inc. September 18 ,1998
Abbington-Ney Associates 9/27/1988
Schoor Depalma 5/23/2000

Abbington-Ney conducted traffic counts, and Schoor Depalma and Orth-Rodgers cited several studies of 55+ communities mostly in Monmouth and Ocean Counties as summarized in the figures below.

**Figure 5 Trip Generation for 55+ Communities in Monmouth and Ocean Counties, New Jersey Housing Type = Detached**

| Development | Type | Number of Units | AM-PM peak |
|---|---|---|---|
| Leisure Knoll | | 1486 | 0.19 – 0.19 |
| Leisure Town | | 1552 | 0.23 - 0.17 |
| Surrey Downs | | 385 | 0.31 – 0.39 |
| Greenbriar Woodlands | | 1100 | 0.31 – 0.22 |
| Four Seasons at Lakewood | | 744 | 0.23 – 0.26 |
| Four Seasons At Wall | | 400 | 0.43 – 0.33 |
| Detached Average | | | 0.27 – 0.27 |

**Figure 6 Trip Generation for 55+ Communities in New Jersey Housing Type = (A)ttached, (Ap)artments, (T)ownhomes, (C) ondo**

| Development | Number of Units | Daily Trips/ Unit | AM-PM peak |
|---|---|---|---|
| Shadow Lake (T) | 720 | 5.22 | 0.37 – 0.43 |
| GreenBriar I (T) | 900 | 2.79 | 0.13 –0.21 |
| Leisure Village (A) | 2850 | 1.2 | 0.07 – 0.09 |
| Covered Bridge (A) | 1550 | 2.31 | 0.17 - 0.24 |
| Shady Oaks | 366 | 4.22 | |
| Rossmoor (A) | 1714 | | 0.14 – 0.20 |
| Daniel Towers | 100 | | 0.15 - 0.19 |
| Cedar Street Commons (AP) | 168 | | 0.17 – 0.24 |
| Greenbriar North (A) | 760 | | 0.22 – 0.33 |
| Campagna Condos ( C) | 136 | | 0.22 – 0.29 |

"Senior Housing Trip Generation and Parking Demand Characteristics"
Stephen B. Corcoran, ITE 66th Annual Meeting

Stephen Corcoran examined trip generation data for various types of senior housing. He concluded that daily trip generation rates for senior housing were 4.52 to 5.64 trips a day. Senior housing generates 2/3 the amount of traffic compared to a typical single-family development. Daily rates are similar to other multi-family categories including apartments (6.47), and condominiums/townhouses (5.86).
Trip generation rates during the peak hour of adjacent street traffic are significantly less because most employees arrive/depart during off-peak periods and residents avoid the peak-hour congestion. Peak hour rates are one half to one fourth that of other residential land-uses. Peak hours of site traffic for senior housing occur in the late morning or early afternoon.

Traffic Planning and Design Inc. Dec 1 1999

Traffic Planning and Design Inc completed trip generation counts at two active adult communities in Pennsylvania. The first site, Hershey's Mill is a gated development in Montgomery County that consists of 1413 dwelling units with an 18 hole golf course and community center. The second site, Whitpain Farms, also in Montgomery County, is a 171 dwelling unit community. TPD provided the following trip generation table.

**Figure 7 Trip Generation Rates of Active Adult Housing Communities**

| | **Whitpain Farms** | **Hershey's Mill** |
|---|---|---|
| Weekday | | 2.76 |
| Weekday am peak | 0.32 | 0.33 |
| Weekday pm peak | 0.35 | 0.35 |

# Modeling Trip Generation Using the DelDOT Trip Monitoring System and Nationwide Personal Transportation Survey

With the growing number of age restricted housing developments being proposed it is important to understand the potential traffic costs or benefits. As shown in the previous chapter, there are not many national and regional studies of age restricted housing travel. In Delaware, only one such development has had traffic counted. This project examines the issue through the use of the Delaware Department of Transportation (DelDOT) Trip Monitoring System (DTMS) survey data. The DTMS survey provides a wealth of data that can be used to examine the travel characteristics and estimate trip generation for persons 55 years and older and for the various household structures as they are found in Delaware. The DTMS survey began in 1995 and has continued to the present day. Each month, approximately 200 Delawareans over the age of 15 are surveyed each month and asked about their travel on the previous day. The data includes the location and purpose of trips made by various modes, household structure, and other demographic data about the respondents. Household trip generation estimates can be constructed from this individual based data for those qualifying for age restricted communities and for the general Delaware population.

Another useful travel survey is the Nationwide Personal Transportation Survey (NPTS) collected by the U.S. Census Bureau for the U.S. Department of Transportation. The survey was conducted in 1969, 1977, 1983, 1990, and 1995. Data from the 1995 NPTS was used in this study and includes 42,033 households and like the DTMS is a Computer-Assisted Telephone Interviewing survey. Each household in the sample was assigned a specific 24 hour travel day and a 14 day travel period for which detailed data on all travel were collected.

### Considerations When Modeling Trip Generation for Persons 55 and older

When beginning to study how age may effect trip generation the following were considered:

- Persons age 55 and older are less likely to be employed. Less employment may mean less trips. On the other hand, more free time may mean more non-work trips.
- Persons age 55 and older will have different travel characteristics than the general population. For example, they may take a larger percentage of their trips during off-peak hours.
- Persons age 55 and older are less likely to have children in the household.
- Persons age 55 and older generally reside in smaller households (persons per household).
- The availability of vehicles and the number of vehicles in the household is a strong factor in estimating trip generation.
- Income may be a factor that affects trip generation, and it is generally thought that higher income households make more trips.
- Age restricted housing is generally of a smaller type, with less square footage and less upkeep necessary. Various housing types may yield significantly different trip generation rates.

The factors referenced above would seem to generally result in a population that travels less, and the general hypothesis is that indeed persons that would qualify for age restricted housing would travel less than the general population and that when a new development is proposed, an age

restricted community would produce less of an impact than a comparable unrestricted community. Such factors were used to model trip generation in comparison with the general population.

Figure 8 below is an initial tabulation of average trips per day by individuals in various age groups and shows estimates for individuals that have or don't have children present in the household. A pattern of decreased travel with age and increased travel with the presence of a child in the household is clearly seen.

**Figure 8 Trips per Day (weekday) for Various Age Groups, With Children in the Household and Without. DelDOT DTMS 1998 to 2003**

| Age Group | Entire Population | With Children | Without Children |
|---|---|---|---|
| 18 to 21 | 2.6 | 2.9 | 2.5 |
| 22 to 29 | 2.5 | 2.6 | 2.4 |
| 30 to 39 | 2.6 | 2.8 | 2.3 |
| 40 to 49 | 2.5 | 2.8 | 2.3 |
| 50 to 54 | 2.5 | 3.1 | 2.4 |
| 55 to 59 | 2.3 | 2.9 | 2.2 |
| 60 to 64 | 2.1 | 2.6 | 2.1 |
| 65 to 69 | 2.0 | 2.6 | 2.0 |
| 70 to 74 | 1.7 | 2.2 | 1.7 |
| 70 + | 1.5 | 2.9 | 1.4 |
| All | 2.4 | 2.8 | 2.2 |

Typically trip generation is viewed at the household or housing unit level. While the DTMS samples individuals, not households, the demographics of the household can be obtained and can be used to estimate household travel characteristics. Figure 9 below represents a first look at age and children factors in households in relation to trips taken per day. From this and other views it appears that 55 and older persons do make fewer trips and that there are fewer trips when there are no children present. Almost a third (29%) of the households in Delaware would qualify to live in 55 and older restricted communities. The household combinations shown in Figure 9 account for 97% of the households in Delaware.

**Figure 9 Household Trip Estimates and Percent of Delaware Households For Various Household Configurations. Initial Rough Estimates.**
DelDOT DTMS 1998 to 2003
(adult = 18 to 54 years old, 55+ = 55 and older)

| Household Makeup | Percent of DE Households | Household Daily Trip Estimate |
|---|---|---|
| 1 adult | 7.7 | 2.3 |
| 1 55+ | 8.6 | 1.3 |
| 1 adult or 55+ with children | 3.3 | 2.9 |
| 2 adult | 19.5 | 4.6 |
| 1 adult and 1 55+ | 3.9 | 4.4 |
| 2 55+ | 12.6 | 3.9 |
| 2 over 17 years, with children | 23.1 | 5.8 |
| 3 adult | 5.1 | 7.5 |
| 2 adult and 1 – 55+ | 1.4 | 6.8 |
| 2 –55+ and 1 adult | 1.6 | 5.6 |
| 3 – 55+ | 0.3 | 5.9 |
| 3 over 17 years, with children | 5.2 | 8.8 |
| 4 adults | 2.0 | 9.1 |
| 3 adults and 1- 55+ | 0.7 | 8.2 |
| 2 adults and 2 – 55+ | 0.7 | 9.0 |
| 1 adult and 3 – 55+ | 0.1 | 8.1 |
| 4 – 55+ | 0.1 | 4.8 |
| 4 or more over 17 w children | 2.2 | 11.3 |
| 5 or more adults no child | 0.8 | |

The household trip estimate shown in the figure above only took into account daily trip averages over various age groups as shown in the DTMS. Of course, factors such as employment status, the availability of a car, and others affect the number of trips a person will take each day. The DTMS provides information about the travel characteristics of individuals and the approach taken was to develop a trip generation model for individuals rather than households. The factors chosen for the model are shown in figure 10 below.

**Figure 10 Factors Used To Model Trip Generation of Individuals.**

Age Category
Number of vehicles in the household
Employment
Income
Housing Type
Owner versus Renter of home
Presence of children in the household

From a model of individual trip generation, a prediction of trip generation for various household configurations can be generated. This approach not only predicts trip generation for those 55 years and older but also for the entire population and allows different populations within Delaware to be compared.

## Development of the Models For Trip Generation

*DelDOT Trip Monitoring System (DTMS) Model of Trip Generation*

The Delaware Trip Monitoring System (DTMS) measures trip activity for a random set of individuals throughout the State of Delaware. For this effort, 17,604 respondents were included in the study. The data were drawn from surveys conducted 1995-2003.

The data includes information on the respondent, the respondent's household, and the trip activity. The modeling deals with individuals rather than households as is common for many trip studies that use household diaries. The focus is on individual behavior as opposed to household behavior. At the root, individuals make trips, not households. However, an individual's behavior is influenced by features of the household. If there is another adult in the household, the possibility for trip sharing/splitting exists in contrast with a single person household. Children in the household also have an impact on the number of trips required of an individual. One of the key variables affecting trip generation is the number of vehicles. The absence of a vehicle or even a single vehicle when it's shared among adults reduces the trip possibilities. Labor market activity has an immediate impact since work trips are going to be required. Higher incomes to some extent open the possibilities for more trips; more dining out, for example, or trips to the ball park.

The typical analysis at the household level uses essentially the same variables described above. Here in addition, the data is expanded to include the type of housing unit in which the respondent lives, tenure status (owner/renter), and age of the respondent since that is a principal area of concern.

The model is constructed using a series of dummy variables that take on a value of one if the person or the household the person lives in has the characteristic, and zero otherwise. For example, the age variable is represented by three variables, namely one for those in the age group of 18-39, a second for those in ages 40-54, and finally one for the target group ages 55 and older. Only two of the three variables are included since the omitted group forms the base from which the other two are measured, and is included in the estimated constant term. If the coefficient for age55ov is -0.5 then people 55 and older take on the average 0.5 trips per day less than those in the base group age18-39. In the model, we expect the coefficient on the age variables to be negative and declining.

The number of adults in the household is represented by three dummy variables namely one adult, two adults, and three or more adults. The omitted group is one adult. It is likely that the number of trips for the individual will fall as the number of adults increases. The coefficients for variables representing more adults should be negative and significant.

The presence of children in the household (17 and under) is represented by a single variable taking on the value of one if there are children present, and zero otherwise. The trip rate should increase with the presence of children, so we would expect the coefficient to be positive and significant.

Trips are influenced by the presence of a vehicle or vehicles. In this instance this attribute is represented by five dummy variables, namely zero vehicles, one vehicle, two vehicles, three vehicles or more and a catch all category for those that did not report the number of available vehicles. The omitted variable is that representing zero vehicles. As the number of vehicles increases, the coefficients are most likely to be positive since the possibility of making a trip is facilitated by vehicle availability.

Employment is coded as a single variable. It is coded one if the person is employed (part-time or full-time) and zero otherwise. This is a particularly important variable in the model because labor force participation decreases with age, particularly after age 64, and work trips are an important component of the total trip rate. The coefficient should be positive and significant.

Income is a more complex concept to represent than the others. For those respondents that provided a definitive answer, five dummy variables were constructed: 1) $0-$24,999 2) $25,000-$49,999 3) $50,000-$74,999 4) $75,000-$99,999 and 5) $100,000 and above.
Category one became the omitted variable. In addition, two additional variables were constructed to represent "don't know" and "refused". Overall it is expected that the trip rate will increase with income but that increase may not be linear.

Since the 55 and older communities may have a particular structure in terms of the type of housing being provided, a series of five dummy variables were constructed based on housing type. The omitted variable was "apartment." Variables were constructed for single family detached, single family attached, mobile home, hotel, and type unknown. The direction and significance of the coefficients is not suggested by any past research. These are intended primarily as control variables.

The last variables are related to housing tenure. It is possible that home ownership may be an issue in these stratified communities. Adding a tenure variable (owner or renter) will allow the eventual predicted values to include consideration for different settings. The omitted variable is renter. The other two variables include one for owner and another for tenure unknown. It was suspected that the coefficient on owner will be positive. However, housing tenure is also correlated with other variables like income, number of vehicles, and type of housing.

The descriptive statistics for the model are found below. The overall number of observations (N) of 8,881 reflects the fact that years 2000 through 2003 were used for estimation since some of the variables were not collected in prior years. The original sample was also weighted to reflect the State's current distribution by age, gender, and county. This was done separately for each of the years.

In Figure 11 below, we see that just about 34% of the respondents had children in the household. This is very close to the current state distribution. Looking at the age variables we see a category for "Age other". These are people who were either uncooperative or were under the age of 18. If you add the three age variables together they account for 58.5 % of the respondents. The balance (41.5%) of the respondents are in the omitted variable Age1839. Approximately 61% of the respondents are employed and 70% own their home. The income variables are also worth reviewing. Almost 49% of the income data is missing, falling into the "don't know" or "refused" categories. However, the distribution of income excluding these responses is closely correlated with other estimates of the State's income distribution.

**Figure 11 Descriptive Statistics For Variables In The Trip Generation Model**

| Variable | Mean | Std. Deviation |
|---|---|---|
| Total Trips | 2.3 | 1.5 |
| Kids | .34 | .47 |
| Age4054 | .29 | .45 |
| Age55over | .24 | .43 |
| Ageoth | .055 | .23 |
| Adult2 | .60 | .49 |
| Adult3 | .21 | .41 |
| Veh1 | .26 | .43 |
| Veh2 | .47 | .5 |
| Veh3 | .25 | .43 |
| Vehdk | .005 | .07 |
| Emp | .61 | .49 |
| Inc50 | .19 | .39 |
| Inc75 | .13 | .34 |
| Inc100 | .08 | .27 |
| Incup | .06 | .23 |
| Incdk | .23 | .42 |
| Incrf | .26 | .44 |
| Sfamdet | .62 | .48 |
| Sfamatt | .155 | .36 |
| Mobile . | 08 | .28 |
| Hotel | .0001 | .009 |
| Typehuk | .0015 | .04 |
| Owner | .70 | .46 |
| Tenureuk | .01 | .11 |

The model was estimated using linear regression with total trips as the dependent variable. The dependent variable was approximately normal although the data are skewed slightly to the right, which represents the 1% that took more than 8 trips in a given day.

The regression itself was significant with an F-statistic of 33.6 although the Adjusted R Square is only 8.1%. This suggests that there is a lot of random variation governing a typical day of trips, or that there are variables other than those typically included in transportation modeling that are not included. Variables such as the weather, time of year, and fuel prices might be of interest. Approximately 1.8% of the observations were considered outliers with residuals greater than 3 standard deviations. All had more than 7 trips on the target day. The colinearity statistics were within the reasonable range.

The basic model is found in the Figure below.

**Figure 12 Model Based On DTMS, Coefficients and Statistics**

| Variable | Coefficient | Std.Error | Sig. of t-statistic |
|---|---|---|---|
| Constant | 1.974 | .127 | .000 |
| Kids | .243 | .036 | .000 |
| Age40-54 | -.103 | .040 | .009 |
| Age55ov | -.269 | .050 | .000 |
| Ageoth | .208 | .081 | .010 |
| Adult2 | .149 | .050 | .003 |
| Adult3 | -.029 | .063 | .648 |
| Veh1 | .138 | .112 | .217 |
| Veh2 | .235 | .116 | .042 |
| Veh3 | .466 | .120 | .000 |
| Vehdk | .198 | .261 | .447 |
| Emp | .166 | .039 | .000 |
| Inc50 | -.109 | .080 | .174 |
| Inc75 | -.055 | .087 | .525 |
| Inc100 | -.015 | .094 | .876 |
| Incup | .469 | .100 | .000 |
| Incdk | -.547 | .080 | .000 |
| Incrf | -.316 | .079 | .000 |
| Sfamdet | -.087 | .068 | .203 |
| Sfamatt | .018 | .064 | .780 |
| Mobile | -.191 | .076 | .012 |
| Hotel | -.970 | 1.7 | .572 |
| Typehuk | -.954 | .421 | .023 |
| Owner | .210 | .053 | .000 |
| Tenureuk | .808 | .160 | .000 |

The presence of children (Kids) has the predicted positive coefficient relative to households without children (.243) and the coefficient is significant.

The age of the respondent variables also has coefficients with the predicted direction, as people get older they take fewer trips. Relative to the omitted group (those in the 18-39 age group) both the age4054 and age55ov coefficients are negative and significant. The coefficient also gets more negative as age increases.

The number of adults in the household produces a more complex result. First the addition of the second adult does not produce the expected negative coefficient, as was expected with the idea that with two adults some household trips might be shared. However the presence of the third adult does show the expected negative sign but it is not significantly different from the omitted group.

The number of vehicles variable does produce the expected positive and increasing coefficients, the more vehicles, the more trips. One interesting finding is that having one vehicle is marginally different from having none. This may seem counterintuitive except that the person without a

vehicle is likely to be using more transit or riding as a passenger. The availability of the first vehicle is simply a substitute.

The impact of employment on the trip rate is positive and significant as expected. It is perhaps surprising that the coefficient is not larger. Respondents who are not working apparently are quite capable of substituting other types of trips to make up for the 61% who do make work trips.

Increasing income does have a positive impact on the trip rate, however the impact is greatest for those with incomes over $100,000. All of the coefficients below $100,000 were essentially the same as the omitted group (under $25,000). The respondents in the don't know and refused categories are different from the others. Both take significantly fewer trips than the known income categories. This may be worth exploring further.

The only category within the set of housing type variables that had a significant result was for mobile homes. Respondents who live in mobile homes tend to take fewer trips even after adjusting for all other variables in the model.

Finally, the tenure variable (home ownership) has a positive and significant coefficient relative to the omitted group (renters). Perhaps this is the impact of home maintenance.

*Nationwide Personal Transportation Survey Model Of Trip Generation*

To further investigate factors associated with trip generation, a model was built using the Nationwide Personal Transportation Survey (NPTS) collected by the U.S. Census Bureau for the U.S. Department of Transportation. The survey was conducted in 1969, 1977, 1983, 1990, and 1995. Data from the 1995 NPTS was used in this study and includes 42,033 households and like the DTMS is a Computer-Assisted Telephone Interviewing survey. Each household in the sample was assigned a specific 24-hour travel day and a 14 day travel period for which detailed data on all travel were collected. The basic model is found in the figure below.
As with the DTMS, increasing age is associated with less trips, and more vehicles in a household, the presence of children in the household, and higher household income are associated with more trip taking.

The NPTS model and data most notably show more trips per day for all individuals. The constant term is about 50% higher in the NPTS model. Over the years the methodology of the DTMS has been scrutinized to understand why consistently Delawareans are shown to make less trips than the national average. One idea was that perhaps the survey reported a larger portion of respondents saying they made no trips on the survey day, that perhaps respondents needed to be asked again about trips they may have made. Or perhaps, respondents were forgetful about incidental trips they were making as part of trip chains. Measures that were put into place to discover types of trips that were previously unreported during the survey showed only minor increases in the number of trips reported. The populations surveyed in the NPTS, that include very high density large metropolitan areas as well as the most rural and sparse areas around the country, are expected to be different from what is seen in Delaware, though it is not clear how that would result in a greater average trips per day per individual. A big difference in the NPTS and the DTMS surveys is that the NPTS surveys 7 days a week and the DTMS only surveys Monday thru Friday. As might be expected, if people in general make a larger number of trips on Saturday and Sunday, then they would on a weekday, this could account for the difference, though the data shows roughly the same amount or less travel on weekend days than on a typical weekday. One thing that can be shown is that work trips account for about twice the percentage

of daily trips than as shown in the national data, so the difference could probably be found by examining non-work trips.

There may be various reasons why the absolute number of trips reported is greater in the NPTS data, though the focus in analyzing the NPTS data and for the project in general was primarily in the relative differences in trip generation between the general population and the age 55 and older group. Relative comparisons between trip generation of various individuals and groups show a great similarity in estimates from the NPTS and DTMS models.

**Figure 13 Model Based On NPTS, Coefficients and Statistics**

| Variable | Coefficient | Std.Error | Sig. of t-statistic |
|---|---|---|---|
| Constant | 3.279 | .059 | .000 |
| Kids | .440 | .026 | .000 |
| Age4054 | -.015 | .028 | .589 |
| Age55ov | -.351 | .035 | .000 |
| Adult2 | -.475 | .039 | .000 |
| Adult3 | -.949 | .046 | .000 |
| Veh1 | 1.037 | .053 | .000 |
| Veh2 | 1.272 | .056 | .000 |
| Veh3 | 1.433 | .061 | .000 |
| Emp | .488 | .028 | .000 |
| Inc50 | .184 | .029 | .000 |
| Inc75 | .170 | .032 | .000 |
| Inc100 | .271 | .050 | .000 |
| Incup | .368 | .058 | .000 |
| Incdk | -.100 | .047 | .034 |
| Incrf | -.262 | .043 | .000 |
| Sfamdet | .030 | .045 | .505 |
| Sfamatt | -.099 | .052 | .055 |
| Mobile | -.441 | .071 | .000 |
| Hotel | .117 | .418 | .780 |
| Typehuk | .559 | .483 | .248 |
| Owner | -.002 | .037 | .947 |
| Tenureuk | -.104 | .31 | .738 |

The next section shows the application of the trip generation models created.

# Trip Generation Model Application

The models created using the DTMS prove to be a powerful tool to examine and compare trip generation rates of various populations. Figure 14 below, shows predicted rates for individuals in Delaware with various age and household characteristics. Numbers shown in the figure use Delaware population averages for income, number of vehicles, employment, and housing type. These other factors could be specified to provide other individual and household trip generation rate estimates, for instance, if an estimate was needed for a single family detached development targeting a specific income group. The household types represented are 96% of the households in Delaware. The trip generation rates for 55+ individuals are less than the state average for individuals, and the 55+ household trip rates are less than the state average household rates.

**Figure 14 Application of the Model Based on the DTMS,**
**Daily trip generation rate estimates for each household type tabulated with the percentage of each type in Delaware.**
**(WC = with children in household, NC =no children, Over 17 =over 17 years of age, YA = younger adult,**
**HH Est. = Estimated Household trip generation for this household type)**

| Individual Age – HH Type | Individual | HH Est. | % of the HH in DE |
|---|---|---|---|
| 55+ living alone | 1.7 | 1.7 | 8.6 |
| 55+ living with 55+, NC | 2.0 | 4.0 | 12.6 |
| 55+ living with YA, NC | 2.2 | 4.3 | 3.9 |
| Single adult < 55, NC | 2.2 | 2.2 | 7.7 |
| Over 17 with over 17, WC | 2.7 | 5.4 | 23.1 |
| Two adult < 55, NC | 2.3 | 4.6 | 19.5 |
| One > 17, WC | 2.4 | 2.4 | 3.3 |
| 3 or more > 17 WC | 2.5 | 7.4+* | 5.2 |
| 3 or more > 17 , no 55+, NC | 2.2 | 6.6+* | 7.1 |
| 3 or more > 17, one 55+, NC | 2.2 | 6.7+* | 2.7 |
| 3 or more > 17, two/more 55+ , NC | 2.0 | 6.1+* | 2.1 |
| Delaware Population Overall | 2.3 | 4.7 | |

* Calculated for 3 adults in household, multiply by number of adults for other estimates

A similar tabulation as Figure 14 can be produced using the trip generation model as developed from the National Personal Transportation Survey. Using coefficients from the national model and the distribution of factors as seen in Delaware the table in Figure 15 was created.

**Figure 15 Application of the Model Based on the NPTS.**
**Daily trip generation rate estimates for each household type tabulated with the percentage of each type in Delaware.**
**(WC = with children in household, NC =no children, Over 17 =over 17 years of age, YA = younger adult**
**HH Est. = Estimated Household trip generation for this household type)**

| Individual Age – HH Type | Individual | HH Est. | % of the HH in DE |
|---|---|---|---|
| 55+ living alone | 3.9 | 3.9 | 8.6 |
| 55+ living with 55+, NC | 3.7 | 7.4 | 12.6 |
| 55+ living with YA, NC | 3.8 | 7.6 | 3.9 |
| Single adult < 55, NC | 4.7 | 4.7 | 7.7 |
| Two of 17, WC | 4.9 | 9.7 | 23.1 |
| Two adult < 55, NC | 4.4 | 8.7 | 19.5 |
| One > 17, WC | 5.1 | 5.1 | 3.3 |
| 3 or more > 17 WC | 4.3 | 13.0+ | 5.2 |
| 3 or more > 17 , no 55+, NC | 3.9 | 11.7 | 7.1 |
| 3 or more > 17, one 55+, NC | 3.9 | 11.7+ | 2.7 |
| 3 or more > 17, two/more 55+ , NC | 3.6 | 10.8+ | 2.1 |
| Delaware Population Overall | 4.3 | 8.6 | |

* Calculated for 3 adults in household, multilply by number of adults for other estimates

The number of daily trips estimated by the NPTS model is always higher. NPTS survey data shows almost twice as many trips per person for the national population than the DTMS indicates for Delaware. One reason for this is that the surveys are different in that the NPTS survey looks at every day of the week. The DTMS measures weekday travel, Monday thru Friday. Also the NPTS includes an individuals work trips during the day and also tabulates travel by those 16 years and younger. Travel by children is included in DTMS estimates if it is with a driving age member of the household but otherwise it is not. So, for a member of the household younger than 16, school bus trips, a bicycle trip to school, and car pool trips with someone who is not a member of the household are examples of travel that is not captured in the DTMS survey but is estimated by the NPTS. Why the NPTS data shows more trips is of interest, but this research focused on the relative differences between rates of 55 years and older populations and the general population within each data set.

To compare the estimates from the two models, the percentage difference between the estimate for individual daily trip generation for a particular population subgroup and the entire population was tabulated for the NPTS and the DTMS models, as shown in Figure 16.

Looking at Figure 16, there is a generally good agreement as to the direction and sign of trip rate differences that might be expected. In the DTMS model, there is a more pronounced decrease in trips associated with apartment living, and also a larger decrease in trip rate for 55+ individuals living alone. An adult living alone in the DTMS model is estimated with a lower trip rate than the overall population where in the NPTS model an adult living alone travels more than the population average. Other than these differences the two models show similar results.

**Figure 16 Comparison of DTMS and NPTS Models of Trip Generation Estimates. Comparison of the percentage difference from the population average estimates.**

| | Estimated Individual Rates | | % Difference From Population Average | |
|---|---|---|---|---|
| | DE | NPTS | DE | NPTS |
| Population Average | 2.3 | 4.3 | - | - |
| 55+ alone | 1.7 | 3.9 | -26.1 | -10.0 |
| 2 55+ nc | 2.0 | 3.7 | -13.5 | -14.6 |
| 1 55+ and younger adult nc | 2.2 | 3.8 | -10.9 | -12.3 |
| 1 adult living alone | 2.2 | 4.7 | -5.7 | 8.3 |
| 2 over 17 with kids | 2.7 | 4.9 | 16.5 | 12.7 |
| 2 adult nc | 2.3 | 4.4 | 0.9 | 0.9 |
| one over 17 with kids | 2.4 | 5.1 | 3.5 | 17.4 |
| 3 adults , nc no 55+ | 2.2 | 3.9 | -3.9 | -10.0 |
| 3 or more over 17 with kids | 2.5 | 4.3 | 7.0 | 0.0 |
| 3 or more over 17, 2 55+ nc | 2.0 | 3.6 | -11.7 | -16.7 |
| 3 or more over 17, 1 55+ nc | 2.2 | 3.9 | -3.0 | -10.0 |
| 55+ alone apt | 1.5 | 3.8 | -32.6 | -12.0 |
| 55+ and younger adult apt, | 1.8 | 3.8 | -20.9 | -12.7 |
| 55+ and 55+ apt | 1.7 | 3.4 | -27.4 | -22.0 |
| 55+ alone detached | 1.8 | 4.1 | -21.3 | -6.0 |
| 55+ and younger detached | 2.2 | 4.1 | -3.5 | -5.1 |
| 55+ and 55+ detached | 2.0 | 3.8 | -11.3 | -12.3 |
| population detached | 2.4 | 4.4 | 4.3 | 2.3 |
| 1 55+ to 64 alone | 1.8 | 4.1 | -20.4 | -5.6 |
| 1 55+ to 64 , add. adult nc, | 2.1 | 3.9 | -8.3 | -10.9 |
| 1 65 and older alone nc | 1.6 | 3.8 | -29.1 | -12.0 |
| 1 65+ and 1 65+ nc | 1.99 | 3.7 | -13.5 | -14.6 |
| 1 65+ and younger adult nc | 2.1 | 3.8 | -10.9 | -12.3 |
| apartment population | 2.0 | 4.2 | -13.9 | -3.5 |

The models produce estimates for trip generation of individuals with various characteristics for various types of households. An estimate of trip generation for a household is more commonly used when considering new development. Developers of 55+ communities point out that such housing has less of an impact because residents take less trips and take their trips more during the day. A comparison at the household level can be made by examining estimates for those households that qualify for age restricted developments as shown in Figure 17, below.

**Figure 17 DTMS Model Estimate of Household Trip Generation By Those Qualifying For Age Restricted Housing. From trip generation data based on the DTMS 2000 to 2003. Trips per day. Weekday travel.**
**(Mix is how households on average are distributed in Delaware.)**

| Individual/HH | Indiv rate | HH rate | Mix |
|---|---|---|---|
| 55+ person living alone | 1.7 | 1.7 | 34% |
| 55+ person living with 55+ | 2.0 | 4.0 | 50% |
| 55+ person living with a younger adult | 2.2 | 4.3 | 16% |

**Weighted Trips per Household Estimate for 55+ = 3.3**
**Estimated Average Trips per Household in Delaware = 4.7**

The figure above shows that the estimated average trips per household per day for 55+ households is about 3.3 where the estimated average trip rate per household per day is about 4.7 for all of Delaware. Using the trip generation model that was based on the National Personal Transportation Survey, a similar table and estimate can be made for households qualifying for age restricted housing as shown in Figure 18. For the DTMS model, those households that qualify for age restricted communities are expected to be 69% of the rate of the general population. Using the model based on NPTS data, households qualifying for age restricted communities in Delaware would be expected to be 71% of the rate of the households of the population overall, which is a very similar result.

**Figure 18 NPTS Model Estimate of Household Trip Generation By Those Qualifying For Age Restricted Housing. From trip generation data based on the DTMS 2000 to 2003. Trips per day**
**(Mix is how households on average are distributed in Delaware.)**

| Individual/HH | Indiv rate | HH rate | DE Mix |
|---|---|---|---|
| 55+ person living alone | 3.9 | 3.9 | 34% |
| 55+ person living with 55+ | 3.7 | 7.4 | 50% |
| 55+ person living with a younger adult | 3.8 | 7.6 | 16% |

**Weighted Trips per Household Estimate for 55+ = 6.22**
**Estimated Average Trips per Household in Delaware = 8.62**

### Age Distribution Within Age Restricted Communities

Figures above are for percentage of each household type as they exist in the overall Delaware population. But what if a larger or smaller percentage of persons in the age restricted communities was retirement age (65) or older? For those 55 years or older in Delaware, about 45% are between the ages of 55 and 64, and 55% are 65 years or older. The question is whether age restricted communities attract a different age distribution than exists in the general population. One rough estimate of the age distribution of 55+ communities was obtained by taking three age restricted communities in Delaware and determining what percentage of the housing had owners declaring the tax reduction for those 65 years in older.

**Figure 19 Three Age Restricted Developments in New Castle County, Delaware and Retirement Age Status.**

| Development | Est. Occupied HU | # declaring 65+ | Tax Break |
|---|---|---|---|
| Spring Mill, Middletown | 241 | 58 | (24%) |
| Little Falls Village I, Hockessin | 91 | 10 | (11%) |
| Adaire Village | 40 | 11 | (27%) |
| | Unweighted Avg about 21% for 65+ households | | |

The percentages in the figure above then would indicate that perhaps active adult populations could consist of a mix of 20% 65years and older persons, rather than 55% as seen in the entire population of those 55years and older. In that sense the term "Active Adult" for these communities may be appropriate in that there is a relatively higher percentage of 55 to 64 year olds that may be more active than exist in the overall 55 and over population. Each development would of course have a different draw from the population based on its character and features though. For instance, "retirement" communities near the beach that are smaller modular units might have more 65 and older persons than those not in a resort community. A larger proportion of 55 to 64 year olds, relative to retirement age and above, in an age restricted community would be expected to yield more trips as a larger percentage of this age group is working and are more mobile.

Figure 20 investigates this idea by looking at those 55 years and over as two separate populations and presenting estimated individual and household daily trip rates. Trip rates do differ between the two groups but not by much. A household estimate for the 55 to 64 year old group is 3.7 trips per day ,where the household estimate for the 65 and over group is 3.4 trips per day, a little less than half a trip difference. If one assumed an age restricted community where 55 to 64 year olds made up 80% of the housing, the weighted average for the community would be 3.6 trips per household per day. If the 55 to 64 year olds made up 20% of the community, then the community average is estimated at 3.4 trips per household per day. There is not that much difference. Using the model based on the national data, the result is similar; only about a half trip difference per household between an 80% mix or a 20% mix of 55 to 64 year olds.

**Figure 20 Trip Generation Rate Estimates for Another View of 55+ Qualifying Households. Estimates from the DTMS model and data.**
**Trips per day. Weekday travel.**
**(P% = percentages as exist in Delaware population**
**Ind Rate = Individual daily trip generation rate estimate**
**HHRate = Household daily trip generation rate estimate)**

| Household Type | P% | Ind Rate | HHRate |
|---|---|---|---|
| 55 – 64 living alone | 23 | 1.8 | 1.8 |
| 55 –64 living with another adult < 65 | 77 | 2.1 | 4.2 |
| | weighted HH average = 3.67 | | |
| 65 and over living alone | 26 | 1.6 | 1.6 |
| 65 and over with 65+ | 66 | 2.0 | 4.0 |
| 65 and over living with a younger adult | 8 | 2.1 | 4.2 |
| | weighted HH average = 3.37 | | |

**Employment**

Employment is a factor of interest to investigate. Perhaps persons 55 years and older that are employed travel more than those who are retired. Figure 21 below shows employment status as reported in the DTMS survey.

**Figure 21, Employment Status – Percentages of Those 16 Years and Older DTMS Data, Year 2000 to 2003**
**(HM = Homemaker, %P = percentage of population 16 years and older)**

| | Emp | UnEmp | Student | Retired | HM | Self Emp | %P |
|---|---|---|---|---|---|---|---|
| **55 to 64** | 39.1 | 3.8 | 0.1 | 44.8 | 6.6 | 5.5 | 12 |
| **65 and older** | 8.2 | 0.8 | 0 | 88.3 | 1.4 | 1.1 | 12.5 |
| **55 and older** | 23.4 | 2.3 | 0.1 | 66.9 | 4 | 3.3 | 25 |
| **16 to 54** | 74.8 | 4.3 | 11.3 | 0.8 | 5.5 | 3.2 | 75 |
| **16 and older** | 61.2 | 3.8 | 8.3 | 17.1 | 5.1 | 3.1 | 100 |

Figure 22 below shows the travel differences between 55 years and older employed versus unemployed and there is estimated to be a one trip per day difference. Of course, only in a very special unheard of circumstance would a community be populated with 100% employed 55+ households. What would be more likely is to see a 25% employment percentage among households, as seen in the general population. On the other hand, some communities may attract almost exclusively retirees in which case a household estimate (depending on housing type as discussed later ) may be more around 3 trips per day.

**Figure 22, Comparison of Daily Trip Generation Estimates With Respect to Employment Status For Those Qualifying for Age Restricted Housing, DTMS Data Years 2000 to 2003**
**(Ind Rate = Individual estimate, %P = percentage of population 16 years and older)**

| **Unemployed** | **Ind Rate** | **Household Rate** | **%P** |
|---|---|---|---|
| 55 + living alone | 1.6 | 1.6 | 6 |
| 55 + living with another 55+ | 1.9 | 3.8 | 9 |
| 55 + living with a younger adult | 2.0 | 4.0 | 2 |
| | | weighted HH average = 3.1 | |

| **Employed** | **Ind Rate** | **Household Rate** | **%P** |
|---|---|---|---|
| 55 + living alone | 2.0 | 2.0 | 1 |
| 55 + living with another 55+ | 2.3 | 4.6 | 2 |
| 55 + living with a younger adult | 2.3 | 4.6 | 2 |
| | | weighted HH average = 4.1 | |

There is expected to be relatively small differences between total household trips per day with regards solely to employment. 100% retired is estimated to be 3.1 trips per day per household. 80% retired is estimated at 3.3 and 70% is estimated at 3.4. The real impact of employment status in an age restricted community is when during the day the trips occur, not how many trips per day are taken. Retired persons travel less during peak travel periods of the day as discussed later in this section.

## Income

Trip generation estimates are generally higher for higher income groups in a population. For example:

Average individual trips per day in Delaware is 2.3
Average individual trips per day in Delaware, household income >= $100,000 is 2.9
Person 55 or older no children with household income less < $75,000 is 2.0
Person 55 or older no children with household income = > $75,000 is 2.4

Income is correlated with other factors though, including higher employment, more vehicles in the household, home ownership, presence of children in the household.

## Apartment Living and Detached Housing

When examining trip generation for groups living in single family detached homes versus apartments for the 55+ age groups, it is clear that one is dealing with considerably different populations. For apartment dwellers, vehicles per household are lower, employment rates are much lower, trips taken are lower, persons per household is less, and the percentage of trips taken where the person is a passenger is much greater.

**Figure 23 Comparison Of Factors for 55+ Populations.**
**DTMS Year 2000 to 20003**
**(VEH=average vehicles per household EMP = Percentage employed PPH = Persons per Household, DRIVE = %trips as the driver, PASS = %trips as the passenger, INC = Average Income level where 5 = "$25k to 29k+", 6 ="$30k to 34k+ , 7 = "$35k to 40k+"And 8 = "$40k to 49K+" )**

| Individual Type | VEH | AGE | EMP | INC | PPH | DRIVE | PASS |
|---|---|---|---|---|---|---|---|
| 55+ | 1.7 | 66 | 23% | 7 | 1.86 | 75% | 22% |
| 55+ Apartment dwellers | 1.0 | 71 | 8% | 5 | 1.4 | 60 | 33 |
| 55+ Single Family Detached | 2.0 | 65 | 26% | 7 | 2.0 | 78 | 21 |
| 55 to 64 | 2.0 | 59 | 39% | 8 | 2.0 | 75 | 22 |
| 65 and over | 1.4 | 74 | 7% | 6 | 1.7 | 75 | 23 |
| 55+ single family attached | 1.4 | 66 | 30% | 6 | 1.9 | 74 | 20 |

For 55+ apartment households the trip generation estimate is 2.7. The estimate for 55+ households over all housing types was calculated as 3.22, about 20% more trips.

**Figure 24 Age Restricted Community Daily Trip Generation Rate Estimate For Apartments. DTMS model and data**

| Individual/HH | Indiv rate | HH rate | Mix |
|---|---|---|---|
| 55+ person living alone | 1.6 | 1.6 | 35% |
| 55+ person living with 55+ | 1.7 | 3.3 | 60% |
| 55+ person living with a younger adult | 1.8 | 3.6 | 5% |

HHrate weighted estimate = 2.7

Many of the new, age restricted communities are detached housing and often the trip generation impact of an age restricted community is compared with a typical single family detached development, so estimates for detached housing were examined.

Estimates for trip generation for 55+ households living in detached housing were developed from the DTMS data and are tabulated in Figure 25.

**Figure 25 Age Restricted Community Daily Trip Generation Rate Estimate for Detached Housing. DTMS model and data.**

| Individual/HH | Indiv rate | HH rate | Mix |
|---|---|---|---|
| 55+ person living alone | 1.8 | 1.8 | 21% |
| 55+ person living with 55+ | 2.0 | 4.1 | 58% |
| 55+ person living with a younger adult | 2.2 | 4.4 | 21% |

HH weight estimate overall = 3.7

Delaware Population Detached HH est = 5.1

**Figure 26 Age Restricted Community Daily Trip Generation Estimate for Detached Housing. Model based on NPTS data**

| Individual/HH | Indiv rate | HH rate | Mix |
|---|---|---|---|
| 55+ person living alone | 4.1 | 4.1 | 21% |
| 55+ person living with 55+ | 3.8 | 7.6 | 58% |
| 55+ person living with a younger adult | 4.1 | 8.2 | 21% |

HH weight estimate overall = 7.0

Delaware Population Detached HH est = 9.3

To generate the overall population trip generation estimate for detached housing it was necessary to first generate estimates for most housing types and then produce a weighted average based on the percentages of each type in the Delaware population as shown in the following two figures.

**Figure 27 Daily Trip Generation Rate Profile for Delaware Detached Housing. DTMS model and data.**
**(NC = no children WC=with children, adult = greater than 17 and less than 55, ind rate = individual rate, hhrate = household estimate, )**

| | pop% | ind rat | hhrate |
|---|---|---|---|
| 55+ alone | 5 | 1.8 | 1.8 |
| 55+ and adult | 5 | 2.2 | 4.4 |
| 55+ and 55+ | 14 | 2.0 | 4.1 |
| single adult nc | 6 | 2.3 | 2.3 |
| two over 17 wc | 26 | 2.7 | 5.5 |
| two adult nc | 17 | 2.4 | 4.9 |
| 3 adults or gtr no 55+ nc | 10 | 2.3 | 6.9+ |
| 3 or more over 17 wc | 9 | 2.6 | 7.7+ |
| 3 or more over 17 1-55+nc | 2 | 2.3 | 6.9+ |
| 1 over 17 wc | 2 | 2.4 | 2.4 |
| 3 or more over 17 2-55+ or more,nc | 3 | 2.1 | 6.2+ |
| | | Population weighted average | 5.1 |

**Figure 28 Daily Trip Generation Rate Profile for Delaware Detached Housing. NPTS model using DTMS data.**
**(NC = no children WC=with children, adult = greater than 17 and less than 55, ind rate = individual rate, hhrate = household estimate, )**

| Household Type | pop% | ind rat | hhrate |
|---|---|---|---|
| 55+ alone | 5 | 4.1 | 4.1 |
| 55+ and younger adult | 5 | 4.1 | 8.2 |
| 55+ and 55+ d | 14 | 3.8 | 7.6 |
| single adult nc | 6 | 4.8 | 4.8 |
| two over 17 wc | 26 | 5.0 | 9.9 |
| two adult no children | 17 | 4.5 | 9 |
| 3 adults or more no 55+ nc | 10 | 4.0 | 12.0 |
| 3 or more over 17 wc | 9 | 4.5 | 13.4 |
| 3 or more over 17 1-55+nc | 2 | 4.0 | 11.9 |
| 1 over 17 wc | 2 | 5.2 | 5.2 |
| 3 or more over 17 2-55+ or more,nc | 3 | 3.7 | 11.0 |
| | | Population weighted average | 9.3 |

**Trip Time of Day**

Developers of age restricted communities argue that these communities have relatively less impact on traffic for two primary reasons. First, older persons as a group tend to make less trips than younger persons, and second, older persons tend to make more trips during non-peak traffic times. The previously reviewed traffic count data and the trip generation model developed, speak well to the first point. To address the second point, the DTMS study was used to examine what time of day trips were being made. As shown in the figures below it appears that those 55 years

and older as a percentage of trips taken, make about 50% less trips during the morning peak as the general population. Less trips are taken during the evening peak as well, and more than half of the trips are taken during the day between the peaks.

**Figure 29 Percentage Of Trips Taken At Various Periods During The Day.**
**Entire Delaware Population Estimate from DTMS Years 2000 to 2003**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 2.9 |
| 3AM to 6:30 AM | | 12.6 |
| 6:30AM to 8:30 AM | 2 hours | **21.4** |
| 8:30AM to 4PM (7.5 hours) | | 37.8 |
| 4PM to 6PM | | **15** |
| 6PM to midnight | | 10.5 |

**Figure 30 Percentage Of Trips Taken At Various Periods During The Day.**
**For 55+ households, DTMS**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 3.9 |
| 3AM to 6:30 AM | | 10 |
| 6:30AM to 8:30 AM | 2 hours | **11.4** |
| 8:30AM to 4PM (7.5 hours) | | 55.7 |
| 4PM to 6PM | | **10.6** |
| 6PM to midnight | | 8.4 |

**Figure 32 Percentage Of Trips Taken At Various Periods During The Day.**
**Entire Delaware Population Estimate from DTMS Years 2000 to 2003**
**Single Family Detached**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 2.9 |
| 3AM to 6:30 AM | | 12 |
| 6:30AM to 8:30 AM | 2 hours | **20.7** |
| 8:30AM to 4PM (7.5 hours) | | 39.2 |
| 4PM to 6PM | | **14.7** |
| 6PM to midnight | | 10.6 |

**Figure 31 Percentage Of Trips Taken At Various Periods During The Day**
**Households 55+ Single Family Detached**
**from DTMS Years 2000 to 2003**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 3.9 |
| 3AM to 6:30 AM | | 10 |
| 6:30AM to 8:30 AM | 2 hours | **11.4** |
| 8:30AM to 4PM (7.5 hours) | | 54.8 |
| 4PM to 6PM | | **10.7** |
| 6PM to midnight | | 9.1 |

As Figure 33 and Figure 34 below show, the distribution of work trips through the day are very similar between the entire Delaware population and the 55 year and older group.

**Figure 33 Percentage Of Work Trips Taken At Various Periods During The Day For Entire Delaware Population. From DTMS Years 2000-2003**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 1 |
| 3AM to 6:30 AM | | 16 |
| 6:30AM to 8:30 AM | 2 hours | **35.1** |
| 8:30AM to 4PM (7.5 hours) | | 19.5 |
| 4PM to 6PM | | **19.3** |
| 6PM to midnight | | 8.2 |

**Figure 34 Percentage Of Work Trips Taken At Various Periods During The Day. Workers 55 years old and over. From DTMS Years 2000-2003**.

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 1.7 |
| 3AM to 6:30 AM | | 17.1 |
| 6:30AM to 8:30 AM | 2 hours | **32.8** |
| 8:30AM to 4PM (7.5 hours) | | 21.7 |
| 4PM to 6PM | | **18.7** |
| 6PM to midnight | | 8.0 |

The similarity in trip distribution for the whole population of workers and 55 years and older workers in the NPTS national data is also evident as shown in the two figures below. However, National figures show a larger percentage of trips between the peak travel times.

**Figure 35 Percentage Of Work Trips Taken At Various Periods During The Day, From NPTS 1995, individuals trip start, weekday, > 15yrs**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 1.6 |
| 3AM to 6:30 AM | | 10.9 |
| 6:30AM to 8:30 AM | 2 hours | **30.7** |
| 8:30AM to 4PM (7.5 hours) | | 27.0 |
| 4PM to 6PM | | **17.2** |
| 6PM to midnight | | 12.7 |

**Figure 36 Percentage Of Work Trips By 55 Years And Older Workers At Various Periods During The Day, National data from NPTS 1995, individuals trip start**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 1.3 |
| 3AM to 6:30 AM | | 11.6 |
| 6:30AM to 8:30 AM | 2 hours | **28.5** |
| 8:30AM to 4PM (7.5 hours) | | 32.5 |
| 4PM to 6PM | | **16.7** |
| 6PM to midnight | | 9.4 |

Examining the national data for distribution of trips during the day, it is shown that the 55 and older group do make less trips during the peak hours but the difference is not as great as with the Delaware data as seen in Figures 37 and 38 below. A larger percentage of trips are taken between the morning and evening peaks in the national data than shown in Delaware data. Another noteworthy difference is that the DTMS indicates that about 40% of trips are for work, where nationally work trips at about 14%.

**Figure 37 Percentage of trips taken at various periods during the day. National population estimate from NPTS 1995**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 0.8 |
| 3AM to 6:30 AM | | 2.6 |
| 6:30AM to 8:30 AM | 2 hours | **11.7** |
| 8:30AM to 4PM (7.5 hours) | | 48.2 |
| 4PM to 6PM | | **16.3** |
| 6PM to midnight | | 20.3 |

**Figure 38 Percentage of trips taken at various periods during the day. National 55 years and over population estimate from NPTS 1995, weekday**

| TIME OF DAY | | %Trips |
|---|---|---|
| Midnight to 3AM | | 0.3 |
| 3AM to 6:30 AM | | 1.8 |
| 6:30AM to 8:30 AM | 2 hours | **7.9** |
| 8:30AM to 4PM (7.5 hours) | | 61.9 |
| 4PM to 6PM | | **13.9** |
| 6PM to midnight | | 14.2 |

### Non-Household Trips

The approach taken in this project involved a study of individuals, their characteristics and the characteristics of households, and the trips they take as indicated by surveys. Travel for those that are 16 years and older is surveyed in the DTMS. If those in the household under 16 years of age are traveling with a member of their household, these household trips are accounted for with DTMS models. Travel by those under 16 that is not with a household member is not surveyed, and school bus trips, a commute to school or an activity by a driver outside of the household, or a bicycle or walk trip to school are examples of household travel that is not surveyed. From NPTS data this travel by those under 16 years of age that is not with an accompanying household member can be estimated. Roughly 6% of daily travel of an average single family household is by those less that 16 years of age either alone, or with a non-household member. Figures for this type of travel were also tabulated for morning and evening peak times, and household travel numbers shown in the rest of this report have been adjusted to account for this.

There is another element of trip generation that would show up on a traffic count that is not addressed in the household travel models produced in this project. When a traffic counter is placed at the access points of neighborhoods, trips taken by those in the household will be counted but there will be other trips as well, trips made by others not living in the neighborhood that are "induced" by the residents. Examples of these types of trips are shown in Figure 39.

**Figure 39 Examples of Non-Household Trips**

Mail Delivery
Utilities (Gas, Electric, Telephone, Cable TV, Water, etc)
Construction, Home Improvement
Lawn Services
Parcel Delivery
Real Estate Sales
Laundry Service
Food Delivery
Medical Services
Security
Other Commercial Services
Visitors
Child care drop offs
Garbage pickup

The demographic data discussed so far provides a good foundation to compare trip generation of age restricted communities with traditional communities in regards to those **in the household**, but the types of travel shown in the figure above, to be referred to as "non-household travel" here, have not been addressed. The question is, "Would there be any difference between age restricted communities and unrestricted communities in regards to non-household travel?" and also, "What is the relative magnitude of non-household travel?"

Discussions with transportation professionals and an examination of existing research did not identify any source of information on non-household trips. There were no references found that would even suggest the relative magnitude of non-household travel with respect to travel by members of the household. Typically trips are measured by traffic counters, or are modeled based on household characteristics as trip productions. Commercial development, job centers and the like are modeled in terms of the number of trips they attract. In this case the residential

development can be seen as an attractor for trips like those shown in Figure 39 above, and no discussion or estimates of this type of travel were found.

One facet of non-household travel would be that much of it is not based so much on household individuals' behavior but more on the residence itself. Trips associated with utilities, lawn services, construction, and the like, are services to the residence and would not seem to be different depending on the individuals that make up the household. Do older persons require more professional services coming to their house? Do they have food delivered more or less than younger households? Do they have more or less visitors? Answers to these questions are unknown and may vary considerably depending on the type of housing development.

Estimating the magnitude of non-household travel would seem to be difficult without direct survey of drivers at the entrances to residential communities. Commercial vehicles are easy to identify from the road but whether someone in a car going into the community is a resident or not would be unknown.

One method of estimating the magnitude of non-household travel would be to compare a traffic count measure with the modeled household trip estimate. The household travel plus the non-household travel should equal the traffic count measure. The estimate for an age restricted detached housing community in Delaware as modeled is about 3.7 trips per household per day. A traffic count for the Hershey Run age restricted community in Delaware was about 4.6 trips per household per day. That would then suggest from this one case that the non-household value would be about 25% of the daily trips, or close to one trip per day per household. This sounds reasonable, using this estimate on average there is about one round trip every two days from a non-household source to each household.

### Peak Period Traffic Generation Rates

Traffic peaks, rather than daily traffic estimates, are of most concern when examining traffic impacts in an area. Traffic count studies most often tabulate the trip rate during the morning and evening peak hours. The distributions of trips during the day as shown in previous figures provide a means of estimating peak period rates as presented in figure 40. The estimates of the DTMS and NPTS trip generation models show that 55+ households are expected to take a bit more than a third as many trips during the morning peak as the general population takes, and about half of the trips in the evening peak.

**Figure 40 Peak Hour Weekday Trip Generation Rates estimated from DTMS and NPTS models. Data source is DelDOT Household Survey Years 2000 to 2003.**
**(MPH = Morning Peak Hour Trips per Household Generation Rate Estimate)**
**(EPH = Evening Peak Hour Trips per Household Generation Rate Estimate)**
**(adjusted for children trips individually or with a non-household member)**

| Source | Total daily Trips/HH | % Daily trips 6:30-8:30am | % Daily trips 4pm-6pm | MPH | EPH |
|---|---|---|---|---|---|
| DTMS Population | 5.0 | 21.4 | 15 | 0.54 | 0.36 |
| DTMS 55+ | 3.2 | 11.4 | 10.6 | 0.18 | 0.17 |
| DTMS Single Fam | 5.4 | 20.7 | 14.7 | 0.57 | 0.38 |
| DTMS 55+ Single Fam | 3.7 | 11.4 | 10.7 | 0.21 | 0.20 |
| NPTS Population | 8.62 | 11.7 | 16.3 | 0.55 | 0.72 |
| NPTS 55+ | 6.22 | 7.9 | 13.9 | 0.25 | 0.43 |
| NPTS SF | 9.2 | 11.7 | 16.3 | 0.55 | 0.78 |
| NPTS SF 55+ | 6.97 | 7.9 | 13.9 | 0.28 | 0.48 |

The figures shown above are trips taken by members of the household. There are expected to be additional trips per household that are non-household trips as discussed in the preceding section. They would not include commercial traffic, a portion of carpooling trips, visitors, a daycare provider going to a household, a maid, or any trip that was to or from the house not made by a member of the household. Peak hour trip generation numbers shown above would be expected to be lower than what a traffic count measure would indicate. Figure 41 below shows trip counts of three suburban single family detached developments in New Castle County. The measurements for three developments are only what were currently available for this study from the Delaware Department of Transportation but they do show a consistency with each other.

**Figure 41, Three Single Family Developments in New Castle County**
**Trips per Household During AM and PM Peak Hours.**

| Development | Leaving AM | Going In AM | Tot AM | Going In PM | Leaving PM | TotPM |
|---|---|---|---|---|---|---|
| Mount Hope | 0.72 | 0.17 | 0.89 | 0.50 | 0.31 | 0.81 |
| Chestnut Valley | 0.74 | 0.16 | 0.9 | 0.67 | 0.49 | 1.15 |
| Hockessin Greene | 0.67 | 0.11 | 0.78 | 0.61 | 0.29 | 0.9 |

Note:( ITE Single Family prediction is Daily = 9.55, AM Peak hour = 0.74, PM Peak hour = 0.63 )

The numbers above are interesting when considering household versus non-household trip generation. The peak morning hour for the data occurred between 6:30 and 7:30AM. These three developments consist entirely of residential development. What is seen is that about 20% of the total trips (in and out) are going into the development at this early hour. Of course some of these trips going into the development may be trips from household members accounted for in models and survey data, such as return home from a night work shift (only about 2% of workers return from work at this time), a return from an early morning shopping trip, or a return from an early drop off at school. At that peak hour though it would seem just as likely, or more so, that the traffic going in is non-household travel such as a vehicle coming to pick someone up, deliveries, a construction crew beginning work on a home improvement project, a school bus, or a day care provider. Any type of trip that would be one that went into the development and out again within the hour would register two trips on the counter. If all of the trips going into the development during the morning peak hour left during the peak hour then the range for this data would be 0.54 to 0.56 net trips which is in line with the 0.55 peak hour trips per household (by members of the household) estimated by DTMS and NPTS models for general single family structures. The estimate trip rate from models for the morning peak is about 2/3 of the total traffic count that would be expected. One third of the total trips are expected to be non-household trips. An adjustment to the modeled figure to account for non-household trips would then be to increase the modeled rate by 50%.

For a few communities, peak hour trips per household data for age restricted communities was obtained in this study as discussed in a previous section and shown in Figure 42 below. From this and other information found in this study, traffic counts of age restricted communities show an average of about 0.28 trips per household during the morning peak hour and 0.31 trips per household in the evening peak hour of adjacent traffic. Estimates for peak hour trips per household for age restricted single family households were 0.21 for the morning peak and 0.20 for the evening peak as estimated by the DTMS model. Just as with the daily rates for the population, the modeled estimate is expected to be about 2/3 of the value obtained from a traffic counter.

**Figure 42, Peak Hour Information for 55+ commities**

| | Daily | AM Peak Hour | PM Peak Hour |
|---|---|---|---|
| Hershey Run 55+ community | 4.57 | 0.22 | 0.29 |
| 55+ communities in PA | 2.76 | 0.33 | 0.35 |
| Monmouth/Ocean counties 55+ | na | 0.27 | 0.27 |

Models of household trip generation during the morning peak hour indicate that per household trip rates for 55+ single family are 0.21 and the estimate for the single family unrestricted household is 0.57. Available traffic count data indicates on average about 0.28 trips per household for single family age restricted housing and 0.85 trips per household for unrestricted households. **The models and the available traffic count data both indicate that for the morning peak hour, age restricted housing generates very close to one third of that for non-restricted housing.** Not surprisingly the employment rate of those 55 years and older in Delaware (23.4%) calculated from the survey data is a little over a third of the general population employment rate (61.2%).

The evening peak would be expected to be more complicated as it involves more diverse trip purposes and is less dominated by work trips. Work trips are more highly concentrated in the morning peak hours as can be seen in Figures 43 and 44 below. Delaware models for the evening peak hour for age restricted households show a similar rate as the morning peak at 0.20 trips per single family household. Traffic counts for the evening peak that are available for age restricted as well as unrestricted communities sometimes show a 10% to 20% increase in trips per household over the morning peak hour. Models based on national survey data show evening peak hour trips per household for the entire population as well as age restricted households significantly higher than the morning peak in some cases nearly double. Based on the data available and models for this region, a value of around 0.3 trips per single family household is an estimate of the rate for age restricted communities with 0.9 being around the rate for unrestricted communities. **Like the morning peak, the trip rate for age restricted communities during the evening peak is expected to be about one third the rate for unrestricted communities.**

**Figure 43, Percentage of Home to Work Trips in Delaware by time of day**

| TIME OF DAY | %Trips |
|---|---|
| Midnight to 3AM | 0.8 |
| 3AM to 6:30 AM | 16.4 |
| 6:30AM to 8:30 AM | **64.9** |
| 8:30AM to 4PM (7.5 hours) | 17.7 |
| 4PM to 6PM | **1.1** |
| 6PM to midnight | 1.2 |

**Figure 44, Percentage of Work to Home Trips in Delaware by time of day**

| TIME OF DAY | %Trips |
|---|---|
| Midnight to 3AM | 1.1 |
| 3AM to 6:30 AM | 17.4 |
| 6:30AM to 8:30 AM | **4.1** |
| 8:30AM to 4PM (7.5 hours) | 18.7 |
| 4PM to 6PM | **41.8** |
| 6PM to midnight | 16.9 |

### Daily Trip Rates

There was very little traffic count data available for the entire day to determine an appropriate adjustment to modeled rates. The DTMS model estimated a daily rate of 3.7 trips per household for age restricted single family housing which is the same for ITE's Land Use 251 for Senior detached housing. Traffic count measures at one 55+ single family community in Delaware was 4.6 trips per household per day and the DTMS model estimate did not include non-household trips, so the ITE value is expected to be low and 4.6 trips per day for age restricted single family household is expected to be about right and is about a 25% adjustment to the modeled estimate. A 25% adjustment to the DTMS modeled estimate for unrestricted single family housing (5.4 trips per household per day) would provide an estimate close to 7 trips per household per day for single family unrestricted communities. Viewed another way, the models indicate that the ratio of age restricted daily trip rate to unrestricted daily trip rate is about 2/3. If that ratio hold over all trips and the figure of 4.6 trips per household per day is used for age restricted households then that would suggest an estimate of about 7 trips per household per day for unrestricted single family housing.

### Estimates of Traffic Counts Using The Delaware Trip Generation Model

The effects of age, employment, income, housing type, household structure and other factors are shown well by the model, as are the relative magnitudes of age restricted trip generation to unrestricted trip generation. Modeled trip generation yield values that are always less than what would be expected by a traffic counter since the models only address household travel. From an examination of the data available, adjustments to the modeled figures could be suggested. An estimate of what a traffic counter would yield during a peak hour would be to multiply the modeled estimates by 1.5, a 50% increase to account for non-household travel. A daily trips per household figure would be to take the modeled estimate and multiply by 1.25, a 25% adjustment to account for non-household travel through the day.

As an example, apartment trip rates for age restricted communities could be examined using the models. The DTMS model estimates about 0.15 trips per household during morning and peak hours for age restricted apartments. Increasing this peak period model estimate by 50% would yield an adjusted estimate of 0.22 trips per household expected from a traffic counter. In line with this adjusted estimate, the traffic count for age restricted apartments in New Jersey counties was 0.2 trip per household during the morning peak hour and 0.26 during the evening peak hour.

# Summary and Conclusions

- Survey data in the years between 1995 and 2003 have shown that 29% of the Delaware households are eligible to live in 55 years and older age restricted communities. This represents a large and growing market for such communities.

- The models created in this project have the ability to predict the effects of age, income, vehicle availability, housing type, children in the household, employment, and home ownership on trip generation. With the various plans that are proposed for age restricted housing, and the relatively low amount of data available on trip generation for these facilities, the model has the ability to estimate the effects of a variety of factors that may come into play when examining the impacts of new housing developments.

- Delaware data and National Personal Travel Survey (NPTS) data both show a decrease of trips with age. From models built on the DelDOT Trip Monitoring System (DTMS) data, it was estimated that 55 years and older households take about 2/3 of the daily trips that average households in Delaware take. From models built on the NPTS using Delaware data, it was estimated that 55 years and older households also take about 2/3 of the daily trips that average households in Delaware take. These results correspond well with Corcoran's study that indicates that senior housing generates about 2/3 the amount of traffic as typical single family development. From the modeling work done in this study and the examination of other sources of information, this appears to be the best relative estimate of senior housing to the general population for total weekday travel.

- Analysis of available data and trip generation model estimates indicate that values of trips per peak hour of adjacent traffic (AM and PM) for age restricted housing are 1/3 that of similar unrestricted housing. This would seem to be largely due to the percentages of each population that are employed. Those 55 years and older take a larger percentage of trips during the off peak hours than the average person over 17 years of age. This difference is due to when non-work trips occur. When viewing the distribution of work trips throughout the day, 55+ workers show a very similar trip distribution as the working population as a whole.

- Trip generation models based on household travel surveys only estimate the trip rates of those in the household. There is apparently a considerable amount of non-household travel induced in neighborhoods. Non-household travel would include visitors, utilities, trash, lawn and other home services, mail and parcel delivery, and variety of other types of travel. Estimates of the magnitude of this non-household travel are 25% of the total daily trips. Using model estimates, an estimate of what a traffic counter would yield during a peak hour would be to multiply the modeled estimates by 1.5, a 50% increase to account for non-household travel. An estimate of what a traffic counter would yield for daily trips per household figure would be produced by multiplying the modeled estimate by 1.25, for a 25% adjustment to account for non-household travel through the day. These corrections to adjust modeled rates to correspond to what would be expected to be produced from traffic counts, are based on a comparison of modeled trip generation rates and traffic counts available.

- Based on data available and trip generation models created, average rates for single family detached housing during peak hours are estimated as follows:

| | AMpeakhour | PMpeakHour | Daily |
|---|---|---|---|
| Age Restricted (55+) | 0.28 | 0.3 | 4.6 |
| Not Restricted | 0.85 | 0.9 | 7.0 |

- Analysis was done using current population averages in Delaware. The question was though, whether or not there was something particularly different about the 55+ populations that live in restricted communities and those of similar age in the general population. One consideration was whether a younger mix was present in the age restricted communities and whether that would make a difference. Trip generation for households with persons age 55 to 64 were studied and it was found that estimates for age restricted communities would not be much different with a younger mix. Whether life styles of those living in age restricted communities were such that residents were more "active" in terms of taking more trips is not known but there was no evidence found of this.

- Housing type is a factor in the models. Individuals living in apartments are shown in general to make less trips, and persons living in detached housing make more than the average number of trips per day.

- Data estimates in this project were only focused on weekday travel. Weekend travel is expected to show differences.

- Figures for trip generation for age 55 and over households as modeled and presented in this report were generated for households with no children. To use these estimates to evaluate a particular residential development plan, one must consider factors in addition to age such as income and housing type that were included in the models. Also many age restricted communities allow for a certain percentage of units permitting residence of individuals under 18 years of age, so there would be a mix of restricted and unrestricted housing to be accounted for. While a development may be initially age restricted, over a period of time and unforeseen demographic or economic changes in a locale, residence rules may be altered. Modeling trip generation allows for the estimation of impacts under various scenarios and changing circumstances.

## References

Footnotes were provided for references in the report.

1) Delaware News Journal 12/22/2004

2) "Senior Housing Trip Generation and Parking Demand Characteristics"
Stephen B. Corcoran, ITE 66th Annual Meeting

3) 1995 National Personal Transportation Survey Summary of Trends, FHWA and Bureau of Transportation Statistics.

4) 1995 National Personal Transportation Survey Data, FHWA and Bureau of Transportation Statistics.

5) Institute of Transportation Engineers, Trip Generation, 7th Edition

6) Delaware Department of Transportation Trip Monitoring System data, survey years 2001 thru 2003. Dover, Delaware. As conducted and compiled by the Center for Applied Demography and Survey Research, University of Delaware.

Traffic Studies Provided By DelDOT

7) Traffic Planning and Design Inc. Dec 1 1999

8) Orth-Rodgers Associates Inc. September 18 ,1998

9) Abbington-Ney Associates 9/27/1988

10) Schoor Depalma 5/23/2000

11) Karins and Associates April 00 to 02

12) Karins and Associates collected trip generation data for Hershey Run

# Age Restricted Communities in Delaware

The following is a list of age-restricted communities in Delaware that were identified. This is not necessarily a complete list but is what could be found in a first pass by contacting government offices and realtors.

***New Castle County***

SpringMill, Middletown, McKee Group, http://mckeebuilders.com/springmill/
362 Ranch Homes from Mid $200,000
Clubhouse, pool, bocce, tennis courts, walking trails
$140 per month community fee includes all exterior maintenance on home and yard.
Eighty percent of the homes must have one person in the household be 55, but federal law permits a limited number of homeowners under the age of 55.

Spring Arbor, Middletown, Mckee Group
317 homes, ½ towns ½ singles

Spring Meadow, Smyrna, McKee Group
246 homes, ½ towns ½ singles

Little Falls Village, Hockessin, Benchmark Builders
107 detached , 2 bedroom, sold out
clubhouse, next to golf course,

Little Falls Village II
36 townhouses

Meridian Crossing
127 detached, 314 townhouses, 220 apartments

Village of Red Lion Creek, Pencader, rt40/rt1, Benchmark Builders
2 bedroom, 2 story, detached, $226 to $227
club house, exterior maintenance

Crossings At Christiana, Bear/Glasgow Benchmark Builders
140 detached, 2 bedroom, 2 story, , $218 to $250
club house, exterior maintenance

Village At Rocky Run, Rt. 202 near PA border, Benchmark Builders
2 bedroom, 2 story, detached, sold out
club house, exterior maintenance, near park

Hershey Run, Newport, Eastern States Development Company

Paper Mill Falls, Newark

Adaire Village, Paper Mill/Limestone Rd, Benchmark Builders
Upper 200's

***New Castle County (continued)***

White Chapel, Newark

Traditions of Red Lion

Cloutier Court, Weldin Prop.
15 townhoues

Churchman's Meadows
145 units

Village of Brandywine
184 detached

Traditions at Jester Crossing
54 detached

***Kent County***

Spring Meadow
246 lots

Village of Nobles Pond
1,021 lots

Champions Club
338 Lots

***Sussex County***

Central Park, Milford

Bay Crossing

Bridgeville Crossing

Laurel Senior Housing

Cadbury

The Peninsula

Sussex East Mobile home development

Sussex West, 30769 Lewes Georgetown Hwy, Lewes, DE, 2 and 3 bedroom, Manor House

# SENIOR HOUSING TRIP GENERATION AND PARKING DEMAND CHARACTERISTICS

**by**

**Stephen B. Corcoran, P.E. (M)[a]**

**presented at the**
**Institute of Transportation Engineers**
**66th Annual Meeting**

## INTRODUCTION

As the baby boomer generation ages, special housing projects have been developed for them in lieu of the traditional single-family home or apartment. Congregate care facilities, independent living apartments, assisted-care units, and senior apartments are being marketed, developed, and built to handle the needs of older adults.

The changing lifestyle of older adults affects their transportation needs and usage as well. Trip generation and parking demand within this age group vary significantly from traditional residential uses because residents no longer have to be at work, pick up their children, or do their shopping at specific times. Also many senior communities provide on-site services to meet their residents' needs. This paper will present the author's experiences with senior housing and its trip and parking characteristics along with data on projects in suburban Chicago, Illinois and around the United States.

## SENIOR HOUSING TYPES

Older adults have many special needs that change over time. Many seniors are clearly independent and need little assistance other than help with major chores or repairs. They are generally active and healthy. As time goes by, however, their needs change and grab bars become important, as well as, other features such as higher electrical outlets, emergency response systems, and lower reach cabinets. Good nutrition, socialization, and access to medical and supportive care also becomes more important. Several distinct types of housing have been developed to accommodate these needs:

**Senior Single Family Homes** are senior-only subdivisions which have been developed for retirees ages 55 and up in the southeast and southwest sections of the United States. These developments typically include recreational facilities. Many of the residents are retired.

**Senior Apartments** are traditional apartment complexes with a minimum age requirement of 55 years old. Some amenities include recreational facilities, security, and special design features. Residents are independent and may still be working.

**Independent Living Units** are cottages or apartments were older adults live independently but without the worries of maintenance or housekeeping. Medical care can be available at the facility or by visiting medical staff. A variety of amenities are provided for the residents depending on the size of the community.

[a] Senior Transportation Consultant, Metro Transportation Group, Inc, Hanover Park, Illinois

**Assisted-Care Units** are for older adults having difficulty managing in an independent living arrangement but who do not need nursing home care. Assisted-care is usually apartment living with additional staff to help with normal daily activities.

**Congregate Care Facilities** contain a full spectrum of housing types in one development with town homes or cottages, independent living units, assisted-care units, and nursing care. Congregate Care Facilities (CCF) allow the elderly to age in one place with nursing care available if they need it. This is particularly important for elderly couples wishing to stay together with one spouse needing special care. CCFs are in essence self-contained communities. **Table 1** lists the amenities that are typically available at a CCF.

**Table 1**

**Typical Congregate Care Facility On-Site Services and Facilities**

| Standard Services | Extra Services | Common Facilities |
|---|---|---|
| • Main Meal of the Day | • Breakfast and Lunch | • Lounge Area |
| • 24-Hour Nursing | • Extended Room Service | • Dining Room |
| • Daily Check-In | • Specialized Diets | • Library |
| • Weekly Laundry | • Guest Meals | • Chapel |
| • Utilities | • Catering | • Recreation Room |
| • Housecleaning | • Physician | • Country Store |
| • Organized Programs | • Podiatrist | • Pharmacy |
| • In Room Food Service | • Physical/Speech Therapy | • Arts and Crafts Room |
| • Bus Shuttle | • Insurance | • Workshop |
| • 24-Hour Security | • Chauffeur Service | • Cafe |
| • Complete Maintenance | • Garages | • Exercise Room |
| • Free Parking | • Telephone | • Beauty/Barber Shop |
| • Garbage Collection | • Cable TV | • Bank Branch Office |
| • Notary Public Service | • Photocopying | • Solarium |
| • Supportive Care Nurse | | • Whirlpool |
| • Chaplain | | • Outside Patio |
| | | • Garden Plots |

Source: Milwaukee, Wisconsin CCF Brochure

## LITERATURE REVIEW

A review was made of available data on senior trip generation and parking demands. Information was obtained from the Institute of Transportation Engineers Trip and Parking Generation Manuals, the author's files, data from other consultants, as well as, information from California, Arizona, and Florida Departments of Transportation. After reviewing the data, it became clear that the amount of data is small and that the definition of senior housing was not consistent among each source. The data did not distinguish between the five categories mentioned previously.

## FACTORS AFFECTING TRIP GENERATION AND PARKING

Several factors affect the trip generation and parking demand at any particular facility. These include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand. The trip generation rates for individual facilities varied. Insufficient information on all the survey locations made it difficult to statistically draw conclusions on individual impact of those factors.

However, experience has indicated that as the average age of residents increases, the number of trips and parking demand decreases. This is an obvious affect of the aging process. Nursing beds require more staff to service a patient needs than a more independent resident. When the proportion of nursing beds to residential units increases, the amount of traffic and parking generally increase. The economic well being of residents increases the likelihood that they own a car and thus drive and park. Lastly, bus shuttle/chauffeur service will provide an option to the auto for residents keeping traffic and parking rates lower.

## DAILY TRAFFIC GENERATION

Information on daily trip ends was obtained from surveys by the California Department of Transportation (Caltrans) and the Florida and Arizona Departments of Transportation. This data generally categorized the facilities as retirement communities but included CCFs, senior apartment complexes, and may have nursing beds. The author's data consisted of one CCF in Pennsylvania. **Table 2** summarizes the trip data and rates. The average trip rate daily varied between 2.78 and 8.91 trips per unit. The variation in rates supports the conclusion that the number of units/beds is not the only variable influencing trip production. The weighted average trip ends were 4.52 trips per unit which included one large development of 3,122 units. Without the 3,122 unit project, the weighted average rate was 5.64 trips per units.

The weighted daily trip generation rate, was 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. It's closer to other multi-family categories, including apartments (6.47 trips/unit) and condominiums or townhouses (5.86 trips/units). **Table 3** shows the weekly variation in volumes based on one facility. The weekday volumes were consistent. Weekend traffic volumes were slightly lower.

**Table 4** illustrates the hourly distribution of traffic throughout an average weekday, Saturday, and Sunday. The peak-hour volumes of the facility occurred at lunch time and mid-afternoon (2:00 to 4:00 PM). Caltrans data indicated that the peak-hour occurred between 11:00 AM and 4:00 PM, depending on the facility. These peak-hour times do not coincide with the peak-hour of adjacent street traffic because the residents do not have or want to travel during the rush hour. Also, the employee shifts are generally off peak. Most facilities are staffed 24 hours a day with a 7:00 AM-3:00 PM, 3:00 PM -11:00 PM, 11:00 PM-7:00 AM shift schedule. Some administrative staff follow a typical 9:00 AM to 5:00 PM shift.

## PEAK-HOUR TRIP GENERATION RATES

**Table 5** shows the trip generation rates for eight facilities during the morning and evening peak-hour of the adjacent street system. The weighted average trip rate was 0.222 trips per unit/bed in the morning peak and 0.247 trips per unit/bed in the evening peak. Trip rates ranged from 0.085 to 0.450 per unit. The directional splits were 65% inbound and 35% outbound in the morning and 40% inbound and 60% outbound in the evening. Compared to other residential land-uses, senior developments generate significantly less traffic on a per unit basis.

**Table 2**

**Daily Trip Generation Rates for Senior Housing**

| Source | Number of Dwelling Units | Daily Trips | Trip Rates |
|---|---|---|---|
| **Caltrans** | 3122 | 9630 | 3.09 |
| | 300 | 830 | 2.78 |
| | 108 | 310 | 2.87 |
| | 76 | 260 | 3.42 |
| | 460 | 2252 | 4.90 |
| **Florida** | 366 | 3262 | 8.91 |
| **DOT** | 560 | 1985 | 3.55 |
| | 187 | 1449 | 7.75 |
| | 120 | 901 | 7.51 |
| | 127 | 561 | 4.42 |
| **Arizona** | 125 | 972 | 7.78 |
| **DOT** | 176 | 855 | 4.86 |
| | 74 | 447 | 6.04 |
| | 60 | 285 | 4.75 |
| | 216 | 1386 | 6.42 |
| | 175 | 1058 | 6.05 |
| | 129 | 941 | 7.30 |
| | 112 | 922 | 8.23 |
| | 106 | 820 | 7.74 |
| | 89 | 538 | 6.05 |
| | 81 | 529 | 6.53 |
| | 60 | 494 | 8.23 |
| | 59 | 432 | 7.30 |
| **Penn. CCF** | 247 | 1163 | 4.71 |
| **Weighted Average** | **7135** | **32282** | **4.52** |
| **Without 3,122 units** | **4013** | **22652** | **5.64** |

**ITE Average Weekday Daily Rates**

| | |
|---|---|
| Single-Family (Code 210) | 9.55 |
| Apartment (Code 220) | 6.47 |
| Condo/townhouse (Code 230) | 5.86 |
| Congregate Care Facility (Code 251) | 2.15 |

**Table 3**

**Weekly Volume Distribution**

| Day of the Week | Percentage |
|---|---|
| **Monday** | 15% |
| **Tuesday** | 15% |
| **Wednesday** | 16% |
| **Thursday** | 17% |
| **Friday** | 15% |
| **Saturday** | 12% |
| **Sunday** | 10% |
| **Total** | 100% |

**Table 4**

**Hourly Traffic Distribution**

| Start Hour | Average Weekday | Saturday | Sunday |
|---|---|---|---|
| 12:00 AM | 1.46% | 1.45% | 2.76% |
| 1:00 AM | 0.07% | 0.12% | 0.26% |
| 2:00 AM | 0% | 0.00% | 0.26% |
| 3:00 AM | 0.12% | 0.00% | 0.00% |
| 4:00 AM | 0.46% | 0.00% | 0.66% |
| 5:00 AM | 0.41% | 0.60% | 0.39% |
| 6:00 AM | 1.94% | 2.05% | 1.71% |
| 7:00 AM | 5.74% | 5.06% | 3.94% |
| 8:00 AM | 6.70% | 5.06% | 4.99% |
| 9:00 AM | 6.19% | 5.78% | 6.17% |
| 10:00 AM | 7.20% | 9.40% | 7.74% |
| 11:00 AM | 9.33% | 9.04% | 8.53% |
| 12:00 PM | 7.05% | 8.07% | 8.01% |
| 1:00 PM | 7.44% | 6.27% | 4.86% |
| 2:00 PM | 9.76% | 7.59% | 8.40% |
| 3:00 PM | 9.54% | 10.24% | 9.84% |
| 4:00 PM | 8.39% | 9.40% | 9.32% |
| 5:00 PM | 5.26% | 6.14% | 6.96% |
| 6:00 PM | 3.14% | 3.25% | 3.54% |
| 7:00 PM | 2.90% | 2.89% | 4.20% |
| 8:00 PM | 2.59% | 2.05% | 2.49% |
| 9:00 PM | 1.10% | 1.57% | 1.31% |
| 10:00 PM | 1.24% | 1.33% | 1.05% |
| 11:00 PM | 1.96% | 2.65% | 2.62% |

**Table 5**

**Peak-Hour Trip Generation Rates**

| Facility | Location | Occupied Units: Dwelling Units | Occupied Units: Nursing Beds | Total | AM Peak Volume | AM Peak Rate | PM Peak Volume |
|---|---|---|---|---|---|---|---|
| Covenant Village | Northbrook, IL | 220 | 151 | 371 | 86 | .231 | 133 |
| Friendship Village | Lombard, IL | 620 | 100 | 720 | 86 | .120 | 180 |
| Presbyterian Home | Evanston, IL | 312 | 166 | 478 | 92 | .193 | 139 |
| Glenview Terrace | Glenview, IL | 243 | | 243 | | | 21 |
| Good Shephard Manor | Barrington, IL | 102 | | 102 | 18 | .180 | 17 |
| Mayslake | Oakbrook, IL | 630 | | 630 | 67 | .106 | 75 |
| Leisure Village | New Jersey | 200 | | 200 | 65 | .325 | 62 |
| Pennsylvania CCF | | 210 | 37 | 247 | 78 | .316 | 111 |
| | **Totals** | **2537** | **454** | **2991** | **492** | | **738** |
| | | **Weighted Average Trip Rate** | | | | **.164** | **.247** |
| | | | | **Inbound Percentage** | | **65%** | **40%** |
| | | | | **Outbound Percentage** | | **35%** | **60%** |
| **Comparison to other ITE Residential Rates** | | | | | | | |
| Single Family Homes (Land Use Code 26) | | | | | 0.74 | | 1.01 |
| Apartments (Land Use Code 220) | | | | | 0.51 | | 0.63 |
| Condominiums/Townhouses (Land Use Code 230) | | | | | 0.44 | | 0.55 |

## PARKING DEMAND SURVEYS

Parking demand characteristics were obtained from a number of surveys conducted in the Chicago metropolitan area The peak parking demand occurred during the mid-day between 11:00 AM to 3:00 PM corresponding, in part, with the largest employee shift on-site. **Table 6** summarizes those surveys. The peak day of the year is Mother's Day when many facilities run out of visitor parking, according to the on-site staff.

The peak parking demand rates varied between 0.214 and 0.579 vehicles per unit/bed with a weighted average rate of 0.404 vehicles per unit/bed. Employee, resident, and visitor parking is included. This rate is one third to one half the parking rate of other residential uses. Readers should note that the survey sites with the higher parking rates generally have more nursing beds which requires more employees than the residential units.

**Table 6**

**Peak Parking Demand Surveys**

| Development | Location | Dwelling Units | Nursing Beds | Total Units/Beds | Peak Parking Rate | Peak Parking Demand |
|---|---|---|---|---|---|---|
| Covenant Village | Northbrook, IL | 220 | 151 | 371 | 0.490 | 182 |
| Beacon Hill | Lombard. IL | 235 | 23 | 258 | 0.565 | 146 |
| Friendship Village | Schaumburg, IL | 620 | 100 | 720 | 0.390 | 281 |
| Presbyterian Home | Evanston, IL | 312 | 166 | 478 | 0.579 | 277 |
| Glenview Terrace | Glenview, IL | 243 | | 243 | 0.214 | 52 |
| Mayslake | Oakbrook, IL | 630 | | 630 | 0.408 | 257 |
| EJM Engineering Studies | | | | | | |
| Lilac Lodge | Waukegan, IL | 203 | | 203 | 0.315 | 64 |
| Deerfield Place | Deerfield. IL | 98 | | 98 | 0.230 | 23 |
| ITE Parking Manual, 2nd Ed | | | | | | |
| Retirement Community (Land Use Code 250) | | 500 | | 500 | 0.270 | 135 |
| | | 3061 | 440 | 3501 | | 1417 |
| | | **Weighted Average** | | | **0.404** | |
| ITE Parking Manual, 2nd Edition | | | | | | |
| Low/Mid-Rise Apartments (Land Use Code 221) | | | | | 1.21 | |
| High-Rise Apartments (Land Use Code 222) | | | | | 0.88 | |
| Residential Condominium (Land Use Code 230) | | | | | 1.11 | |

## Conclusions

Based on the analyses and studies for this paper, the following findings were made:

1. The overall category of senior housing should be broken down into at least five categories for trip generation and parking demand purposes. These categories could be:

- Senior Single-Family Housing
- Senior Apartments
- Independent Living Units
- Assisted-Care Units
- Congregate Care Facility

2. Several factors affect the trip generation and parking demand at any particular facility. Any new survey should include the number of dwelling units, nursing beds, average age of residents, resident's affluence, number of employees, and available bus shuttle/chauffeur service. More data needs to be collected in order to properly analyze their relationship to trip generation and parking demand.

3. Daily trip generation rates were found to be 4.52 to 5.64 trip ends a day for senior housing developments. Senior housing generates two-thirds the amount of traffic compared to a typical single-family development. It's daily rates are similar to other multi-family categories, including apartments (6.47 trips/unit) and condominiums/townhouses (5.86 trips/units).

4. Trip generation rates during the peak hour of adjacent street traffic are significantly less because most employees arrive/depart during off-peak periods and residents avoid the peak-hour congestion. The peak hour rates are one-half to one-fourth that of other residential land-uses.

5. The peak-hours of site traffic occurs in the late-morning or early afternoon.

6. The peak parking demand at most senior facilities occurred midday with an average peak demand of 0.40 vehicles per dwelling unit for residents, employees, and visitors. Mother's Day is the highest parking day of the year with many facilities short of spaces for that one day.

## References


1. Trip Generation Manual, 5th Edition; Institute of Transportation Engineers; January, 1991
2. Parking Generation Manual, 2nd Edition; Institute of Transportation Engineers; August, 1987
3. Parking Requirements for Retirement Centers Requirements and Demands; EJM Engineering; May, 1987
4. 6th Progress Report of Trip Ends Generation Research Counts; California Department of Transportation; 1965-1970
5. Florida Department of Transportation Trip Generation Data
6. Arizona Department of Transportation Trip Generation Data

## Trip Generation Comparison

Example Number of Units is 340 for Single Family and 165/175 (340) for proposed Senior Adult Detached/Attached Housing.

**ITE Land Use Code 210 - Single Family Detached Housing**

**Daily Trip Generation (210)**

Equation

EXP (0.92*LN (340) + 2.71) = 3,206

Average Rate

9.44 * 340 = 3,209

**AM Peak Hour (210)**

Equation

0.71*(340) + 4.80 = 246

Average Rate

0.74 * 340 = 252

**PM Peak Hour (210)**

Equation

EXP (0.96*LN (340) + 0.20) = 329

Average Rate

0.99 * 340 = 337

**ITE Land Use Code 251 – Senior Adult Housing Detached**

**Daily Trip Generation (251)**

Equation

EXP ((0.88*LN (165)) + 2.28) = 874 (*Calculation used for TIA*)

Average Rate

4.27 * 165 = 705

Adjustment Factor = 2/3 ~ 0.667 + 1 * 4.27 = 7.12 * 165 = **1,174**

**AM Peak Hour (251)**

Equation

EXP ((0.76*LN (165)) + 0.21) = 60 (*Calculation used for TIA*)

Average Rate

0.24 * 165 = 40

Adjustment Factor = 1.5 * 0.24 = 0.36 ~ 0.4 * 165 = **66**

**PM Peak Hour (251)**

Equation

EXP ((0.78*LN (165)) + 0.28) = 71 (*Calculation used for TIA*)

Average Rate

0.30 * 165 = 50

Adjustment Factor = 1.5 * 0.30 = 0.45 ~ 0.5 * 165 = **83**

**ITE Land Use Code 252 – Senior Adult Housing Attached**

**Daily Trip Generation (252)**

Equation

4.02 * (175) - 25.37 = 678 (*Calculation used for TIA*)

Rate

3.70 * 175 = 648

Adjustment Factor = 2/3 ~ 0.667 + 1 * 3.70 = 6.17 * 175 = **1,080**

**AM Peak Hour (252)**

Equation

0.20 * (175) – 0.18 = 35 (*Calculation used for TIA*)

Rate

0.20 * 175 = 35

Adjustment Factor = 1.5 * 0.20 = 0.3 ~ 0.4 * 175 = **70**

**PM Peak Hour (252)**

Equation

0.24 * (175) + 2.26 = 44 (*Calculation used for TIA*)

Rate

0.26 * 175 = 46

Adjustment Factor = 1.5 * 0.26 = 0.39 ~ 0.5 * 175 = **88**

**Summary Table:**

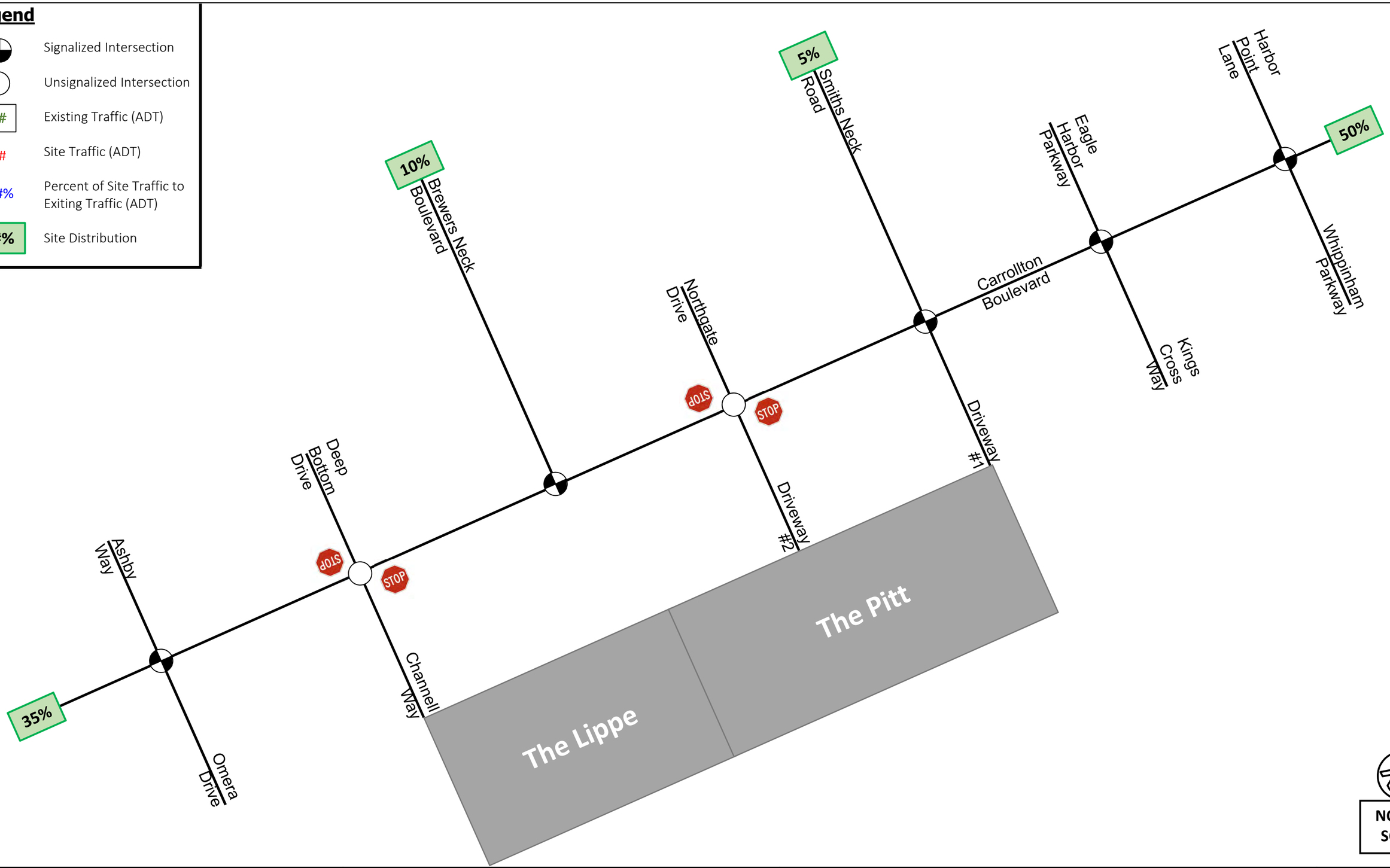
| **210 - Single Family Detached Housing** | | | **251 – Senior Adult Housing Detached** | | | **252 – Senior Adult Housing Attached** | | |
|---|---|---|---|---|---|---|---|---|
| **Original Rates** | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| 9.44 | 0.74 | 0.99 | 4.27 | 0.24 | 0.30 | 3.70 | 0.20 | 0.26 |
| **Adjusted Rates** | | | | | | | | |
| Daily | AM | PM | Daily | AM | PM | Daily | AM | PM |
| - | - | - | 7.12 | 0.4 | 0.5 | 6.17 | 0.4 | 0.5 |

# Attachment C:

# Proposed Regional Trip Distribution Figure

**Legend**

- Signalized Intersection
- Unsignalized Intersection
- ## — Existing Traffic (ADT)
- ## — Site Traffic (ADT)
- ##% — Percent of Site Traffic to Exiting Traffic (ADT)
- **##%** — Site Distribution




NOT TO SCALE

| | | | |
|---|---|---|---|
| Kimley»Horn | The Pitt & Lippe TIA<br>Isle of Wight County, VA | Regional Trip Distribution | Figure |

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

# Appendix B
# Traffic Count Data

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

File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 132 | 0 | 0 | 132 | 9 | 0 | 4 | 0 | 13 | 3 | 457 | 1 | 0 | 461 | 3 | 0 | 8 | 0 | 11 | 617 |
| 06:45 AM | 1 | 123 | 0 | 0 | 124 | 10 | 0 | 8 | 0 | 18 | 2 | 411 | 1 | 0 | 414 | 11 | 0 | 4 | 0 | 15 | 571 |
| Total | 1 | 255 | 0 | 0 | 256 | 19 | 0 | 12 | 0 | 31 | 5 | 868 | 2 | 0 | 875 | 14 | 0 | 12 | 0 | 26 | 1188 |
| 07:00 AM | 3 | 147 | 3 | 0 | 153 | 7 | 0 | 8 | 0 | 15 | 1 | 483 | 2 | 0 | 486 | 5 | 0 | 11 | 0 | 16 | 670 |
| 07:15 AM | 4 | 183 | 1 | 0 | 188 | 8 | 0 | 1 | 0 | 9 | 3 | 499 | 1 | 0 | 503 | 7 | 0 | 12 | 0 | 19 | 719 |
| 07:30 AM | 1 | 136 | 0 | 0 | 137 | 9 | 0 | 6 | 0 | 15 | 2 | 589 | 3 | 0 | 594 | 6 | 0 | 19 | 0 | 25 | 771 |
| 07:45 AM | 3 | 141 | 0 | 0 | 144 | 5 | 0 | 3 | 0 | 8 | 1 | 396 | 4 | 0 | 401 | 7 | 0 | 7 | 0 | 14 | 567 |
| Total | 11 | 607 | 4 | 0 | 622 | 29 | 0 | 18 | 0 | 47 | 7 | 1967 | 10 | 0 | 1984 | 25 | 0 | 49 | 0 | 74 | 2727 |
| 08:00 AM | 3 | 147 | 1 | 0 | 151 | 7 | 0 | 6 | 0 | 13 | 2 | 288 | 1 | 0 | 291 | 4 | 0 | 5 | 0 | 9 | 464 |
| 08:15 AM | 3 | 120 | 2 | 0 | 125 | 6 | 0 | 5 | 0 | 11 | 2 | 292 | 2 | 0 | 296 | 7 | 0 | 7 | 0 | 14 | 446 |
| Grand Total | 18 | 1129 | 7 | 0 | 1154 | 61 | 0 | 41 | 0 | 102 | 16 | 3415 | 15 | 0 | 3446 | 50 | 0 | 73 | 0 | 123 | 4825 |
| Apprch % | 1.6 | 97.8 | 0.6 | 0 | | 59.8 | 0 | 40.2 | 0 | | 0.5 | 99.1 | 0.4 | 0 | | 40.7 | 0 | 59.3 | 0 | | |
| Total % | 0.4 | 23.4 | 0.1 | 0 | 23.9 | 1.3 | 0 | 0.8 | 0 | 2.1 | 0.3 | 70.8 | 0.3 | 0 | 71.4 | 1 | 0 | 1.5 | 0 | 2.5 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 1 | 123 | 0 | 124 | **10** | 0 | **8** | **18** | 2 | 411 | 1 | 414 | **11** | 0 | 4 | 15 | 571 |
| 07:00 AM | 3 | 147 | **3** | 153 | 7 | 0 | 8 | 15 | 1 | 483 | 2 | 486 | 5 | 0 | 11 | 16 | 670 |
| 07:15 AM | **4** | **183** | 1 | **188** | 8 | 0 | 1 | 9 | **3** | 499 | 1 | 503 | 7 | 0 | 12 | 19 | 719 |
| 07:30 AM | 1 | 136 | 0 | 137 | 9 | 0 | 6 | 15 | 2 | **589** | **3** | **594** | 6 | 0 | **19** | **25** | **771** |
| Total Volume | 9 | 589 | 4 | 602 | 34 | 0 | 23 | 57 | 8 | 1982 | 7 | 1997 | 29 | 0 | 46 | 75 | 2731 |
| % App. Total | 1.5 | 97.8 | 0.7 | | 59.6 | 0 | 40.4 | | 0.4 | 99.2 | 0.4 | | 38.7 | 0 | 61.3 | | |
| PHF | .563 | .805 | .333 | .801 | .850 | .000 | .719 | .792 | .667 | .841 | .583 | .840 | .659 | .000 | .605 | .750 | .886 |

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

File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. AM
Site Code :
Start Date : 10/5/2017


Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| 06:45 AM | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 20 |
| Total | 0 | 18 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 33 |
| 07:00 AM | 0 | 9 | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 13 |
| 07:45 AM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total | 1 | 25 | 1 | 0 | 27 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:00 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 1 | 6 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 23 |
| 08:15 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 1 | 12 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 24 |
| Grand Total | 1 | 65 | 1 | 0 | 67 | 1 | 1 | 2 | 0 | 4 | 3 | 64 | 4 | 0 | 71 | 1 | 0 | 0 | 0 | 1 | 143 |
| Apprch % | 1.5 | 97 | 1.5 | 0 | | 25 | 25 | 50 | 0 | | 4.2 | 90.1 | 5.6 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0.7 | 45.5 | 0.7 | 0 | 46.9 | 0.7 | 0.7 | 1.4 | 0 | 2.8 | 2.1 | 44.8 | 2.8 | 0 | 49.7 | 0.7 | 0 | 0 | 0 | 0.7 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 13 |
| 07:45 AM | **1** | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | **1** | 10 | 0 | 0 | 0 | 0 | 19 |
| 08:00 AM | 0 | **13** | 0 | **13** | 0 | 0 | **1** | **1** | **1** | 6 | 1 | 8 | **1** | 0 | 0 | **1** | 23 |
| 08:15 AM | 0 | 9 | 0 | 9 | 0 | 0 | 1 | 1 | 1 | **12** | 1 | **14** | 0 | 0 | 0 | 0 | **24** |
| Total Volume | 1 | 34 | 0 | 35 | 0 | 0 | 2 | 2 | 2 | 36 | 3 | 41 | 1 | 0 | 0 | 1 | 79 |
| % App. Total | 2.9 | 97.1 | 0 | | 0 | 0 | 100 | | 4.9 | 87.8 | 7.3 | | 100 | 0 | 0 | | |
| PHF | .250 | .654 | .000 | .673 | .000 | .000 | .500 | .500 | .500 | .750 | .750 | .732 | .250 | .000 | .000 | .250 | .823 |

# Peggy Malone & Associates, Inc.
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File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 141 | 0 | 0 | 141 | 9 | 0 | 4 | 0 | 13 | 3 | 461 | 1 | 0 | 465 | 3 | 0 | 8 | 0 | 11 | 630 |
| 06:45 AM | 1 | 132 | 0 | 0 | 133 | 10 | 1 | 8 | 0 | 19 | 3 | 420 | 1 | 0 | 424 | 11 | 0 | 4 | 0 | 15 | 591 |
| Total | 1 | 273 | 0 | 0 | 274 | 19 | 1 | 12 | 0 | 32 | 6 | 881 | 2 | 0 | 889 | 14 | 0 | 12 | 0 | 26 | 1221 |
| 07:00 AM | 3 | 156 | 4 | 0 | 163 | 8 | 0 | 8 | 0 | 16 | 1 | 488 | 2 | 0 | 491 | 5 | 0 | 11 | 0 | 16 | 686 |
| 07:15 AM | 4 | 187 | 1 | 0 | 192 | 8 | 0 | 1 | 0 | 9 | 3 | 509 | 2 | 0 | 514 | 7 | 0 | 12 | 0 | 19 | 734 |
| 07:30 AM | 1 | 140 | 0 | 0 | 141 | 9 | 0 | 6 | 0 | 15 | 2 | 598 | 3 | 0 | 603 | 6 | 0 | 19 | 0 | 25 | 784 |
| 07:45 AM | 4 | 149 | 0 | 0 | 153 | 5 | 0 | 3 | 0 | 8 | 1 | 405 | 5 | 0 | 411 | 7 | 0 | 7 | 0 | 14 | 586 |
| Total | 12 | 632 | 5 | 0 | 649 | 30 | 0 | 18 | 0 | 48 | 7 | 2000 | 12 | 0 | 2019 | 25 | 0 | 49 | 0 | 74 | 2790 |
| 08:00 AM | 3 | 160 | 1 | 0 | 164 | 7 | 0 | 7 | 0 | 14 | 3 | 294 | 2 | 0 | 299 | 5 | 0 | 5 | 0 | 10 | 487 |
| 08:15 AM | 3 | 129 | 2 | 0 | 134 | 6 | 0 | 6 | 0 | 12 | 3 | 304 | 3 | 0 | 310 | 7 | 0 | 7 | 0 | 14 | 470 |
| Grand Total | 19 | 1194 | 8 | 0 | 1221 | 62 | 1 | 43 | 0 | 106 | 19 | 3479 | 19 | 0 | 3517 | 51 | 0 | 73 | 0 | 124 | 4968 |
| Apprch % | 1.6 | 97.8 | 0.7 | 0 | | 58.5 | 0.9 | 40.6 | 0 | | 0.5 | 98.9 | 0.5 | 0 | | 41.1 | 0 | 58.9 | 0 | | |
| Total % | 0.4 | 24 | 0.2 | 0 | 24.6 | 1.2 | 0 | 0.9 | 0 | 2.1 | 0.4 | 70 | 0.4 | 0 | 70.8 | 1 | 0 | 1.5 | 0 | 2.5 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 1 | 132 | 0 | 133 | **10** | **1** | **8** | **19** | **3** | 420 | 1 | 424 | **11** | 0 | 4 | 15 | 591 |
| 07:00 AM | 3 | 156 | **4** | 163 | 8 | 0 | 8 | 16 | 1 | 488 | 2 | 491 | 5 | 0 | 11 | 16 | 686 |
| 07:15 AM | **4** | **187** | 1 | **192** | 8 | 0 | 1 | 9 | 3 | 509 | 2 | 514 | 7 | 0 | 12 | 19 | 734 |
| 07:30 AM | 1 | 140 | 0 | 141 | 9 | 0 | 6 | 15 | 2 | **598** | **3** | **603** | 6 | 0 | **19** | **25** | **784** |
| Total Volume | 9 | 615 | 5 | 629 | 35 | 1 | 23 | 59 | 9 | 2015 | 8 | 2032 | 29 | 0 | 46 | 75 | 2795 |
| % App. Total | 1.4 | 97.8 | 0.8 | | 59.3 | 1.7 | 39 | | 0.4 | 99.2 | 0.4 | | 38.7 | 0 | 61.3 | | |
| PHF | .563 | .822 | .313 | .819 | .875 | .250 | .719 | .776 | .750 | .842 | .667 | .842 | .659 | .000 | .605 | .750 | .891 |

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

File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 16 | 565 | 6 | 0 | 587 | 0 | 1 | 3 | 0 | 4 | 9 | 195 | 9 | 0 | 213 | 0 | 0 | 3 | 0 | 3 | 807 |
| 04:15 PM | 16 | 502 | 2 | 0 | 520 | 4 | 0 | 8 | 0 | 12 | 7 | 237 | 6 | 0 | 250 | 3 | 0 | 3 | 0 | 6 | 788 |
| 04:30 PM | 16 | 551 | 12 | 0 | 579 | 1 | 0 | 1 | 0 | 2 | 10 | 234 | 5 | 0 | 249 | 9 | 0 | 2 | 0 | 11 | 841 |
| 04:45 PM | 13 | 526 | 3 | 0 | 542 | 2 | 0 | 4 | 0 | 6 | 5 | 238 | 4 | 0 | 247 | 4 | 0 | 1 | 0 | 5 | 800 |
| Total | 61 | 2144 | 23 | 0 | 2228 | 7 | 1 | 16 | 0 | 24 | 31 | 904 | 24 | 0 | 959 | 16 | 0 | 9 | 0 | 25 | 3236 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 8 | 464 | 4 | 0 | 476 | 1 | 0 | 7 | 2 | 10 | 10 | 243 | 4 | 0 | 257 | 1 | 0 | 3 | 0 | 4 | 747 |
| 05:15 PM | 11 | 469 | 8 | 0 | 488 | 5 | 0 | 8 | 0 | 13 | 7 | 234 | 11 | 0 | 252 | 6 | 0 | 3 | 0 | 9 | 762 |
| 05:30 PM | 13 | 491 | 4 | 0 | 508 | 0 | 0 | 4 | 0 | 4 | 8 | 233 | 12 | 0 | 253 | 4 | 0 | 4 | 0 | 8 | 773 |
| 05:45 PM | 9 | 363 | 9 | 0 | 381 | 4 | 0 | 11 | 3 | 18 | 5 | 195 | 5 | 0 | 205 | 6 | 0 | 5 | 0 | 11 | 615 |
| Total | 41 | 1787 | 25 | 0 | 1853 | 10 | 0 | 30 | 5 | 45 | 30 | 905 | 32 | 0 | 967 | 17 | 0 | 15 | 0 | 32 | 2897 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 102 | 3931 | 48 | 0 | 4081 | 17 | 1 | 46 | 5 | 69 | 61 | 1809 | 56 | 0 | 1926 | 33 | 0 | 24 | 0 | 57 | 6133 |
| Apprch % | 2.5 | 96.3 | 1.2 | 0 | | 24.6 | 1.4 | 66.7 | 7.2 | | 3.2 | 93.9 | 2.9 | 0 | | 57.9 | 0 | 42.1 | 0 | | |
| Total % | 1.7 | 64.1 | 0.8 | 0 | 66.5 | 0.3 | 0 | 0.8 | 0.1 | 1.1 | 1 | 29.5 | 0.9 | 0 | 31.4 | 0.5 | 0 | 0.4 | 0 | 0.9 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **16** | **565** | 6 | **587** | 0 | **1** | 3 | 4 | 9 | 195 | **9** | 213 | 0 | 0 | **3** | 3 | 807 |
| 04:15 PM | 16 | 502 | 2 | 520 | **4** | 0 | **8** | **12** | 7 | 237 | 6 | **250** | 3 | 0 | 3 | 6 | 788 |
| 04:30 PM | 16 | 551 | **12** | 579 | 1 | 0 | 1 | 2 | **10** | 234 | 5 | 249 | **9** | 0 | 2 | **11** | **841** |
| 04:45 PM | 13 | 526 | 3 | 542 | 2 | 0 | 4 | 6 | 5 | **238** | 4 | 247 | 4 | 0 | 1 | 5 | 800 |
| Total Volume | 61 | 2144 | 23 | 2228 | 7 | 1 | 16 | 24 | 31 | 904 | 24 | 959 | 16 | 0 | 9 | 25 | 3236 |
| % App. Total | 2.7 | 96.2 | 1 | | 29.2 | 4.2 | 66.7 | | 3.2 | 94.3 | 2.5 | | 64 | 0 | 36 | | |
| PHF | .953 | .949 | .479 | .949 | .438 | .250 | .500 | .500 | .775 | .950 | .667 | .959 | .444 | .000 | .750 | .568 | .962 |

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

File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. PM
Site Code :
Start Date : 10/5/2017


Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 1 | 6 | 2 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 17 |
| 04:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 2 | 0 | 2 | 2 | 24 | 3 | 0 | 29 | 1 | 0 | 0 | 0 | 1 | 54 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 33 |
| Grand Total | 0 | 41 | 0 | 0 | 41 | 1 | 0 | 2 | 0 | 3 | 3 | 35 | 3 | 0 | 41 | 1 | 0 | 1 | 0 | 2 | 87 |
| Apprch % | 0 | 100 | 0 | 0 | | 33.3 | 0 | 66.7 | 0 | | 7.3 | 85.4 | 7.3 | 0 | | 50 | 0 | 50 | 0 | | |
| Total % | 0 | 47.1 | 0 | 0 | 47.1 | 1.1 | 0 | 2.3 | 0 | 3.4 | 3.4 | 40.2 | 3.4 | 0 | 47.1 | 1.1 | 0 | 1.1 | 0 | 2.3 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **7** | 0 | **7** | 0 | 0 | 0 | 0 | **1** | **7** | 1 | **9** | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | **2** | **2** | 1 | 6 | **2** | 9 | **1** | 0 | 0 | **1** | **17** |
| 04:30 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 12 |
| Total Volume | 0 | 22 | 0 | 22 | 0 | 0 | 2 | 2 | 2 | 24 | 3 | 29 | 1 | 0 | 0 | 1 | 54 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 6.9 | 82.8 | 10.3 | | 100 | 0 | 0 | | |
| PHF | .000 | .786 | .000 | .786 | .000 | .000 | .250 | .250 | .500 | .857 | .375 | .806 | .250 | .000 | .000 | .250 | .794 |

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

File Name : 1-Carrollton Blvd. & Whippingham Pkwy._Harbor Point Ln. PM
Site Code :
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Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Whippingham Pkwy Westbound | | | | | Carrollton Blvd Northbound | | | | | Harbor Point Ln Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 16 | 572 | 6 | 0 | 594 | 0 | 1 | 3 | 0 | 4 | 10 | 202 | 10 | 0 | 222 | 0 | 0 | 3 | 0 | 3 | 823 |
| 04:15 PM | 16 | 507 | 2 | 0 | 525 | 4 | 0 | 10 | 0 | 14 | 8 | 243 | 8 | 0 | 259 | 4 | 0 | 3 | 0 | 7 | 805 |
| 04:30 PM | 16 | 555 | 12 | 0 | 583 | 1 | 0 | 1 | 0 | 2 | 10 | 239 | 5 | 0 | 254 | 9 | 0 | 2 | 0 | 11 | 850 |
| 04:45 PM | 13 | 532 | 3 | 0 | 548 | 2 | 0 | 4 | 0 | 6 | 5 | 244 | 4 | 0 | 253 | 4 | 0 | 1 | 0 | 5 | 812 |
| Total | 61 | 2166 | 23 | 0 | 2250 | 7 | 1 | 18 | 0 | 26 | 33 | 928 | 27 | 0 | 988 | 17 | 0 | 9 | 0 | 26 | 3290 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 8 | 467 | 4 | 0 | 479 | 1 | 0 | 7 | 2 | 10 | 11 | 247 | 4 | 0 | 262 | 1 | 0 | 3 | 0 | 4 | 755 |
| 05:15 PM | 11 | 473 | 8 | 0 | 492 | 5 | 0 | 8 | 0 | 13 | 7 | 239 | 11 | 0 | 257 | 6 | 0 | 3 | 0 | 9 | 771 |
| 05:30 PM | 13 | 500 | 4 | 0 | 517 | 1 | 0 | 4 | 0 | 5 | 8 | 233 | 12 | 0 | 253 | 4 | 0 | 4 | 0 | 8 | 783 |
| 05:45 PM | 9 | 366 | 9 | 0 | 384 | 4 | 0 | 11 | 3 | 18 | 5 | 197 | 5 | 0 | 207 | 6 | 0 | 6 | 0 | 12 | 621 |
| Total | 41 | 1806 | 25 | 0 | 1872 | 11 | 0 | 30 | 5 | 46 | 31 | 916 | 32 | 0 | 979 | 17 | 0 | 16 | 0 | 33 | 2930 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 102 | 3972 | 48 | 0 | 4122 | 18 | 1 | 48 | 5 | 72 | 64 | 1844 | 59 | 0 | 1967 | 34 | 0 | 25 | 0 | 59 | 6220 |
| Apprch % | 2.5 | 96.4 | 1.2 | 0 | | 25 | 1.4 | 66.7 | 6.9 | | 3.3 | 93.7 | 3 | 0 | | 57.6 | 0 | 42.4 | 0 | | |
| Total % | 1.6 | 63.9 | 0.8 | 0 | 66.3 | 0.3 | 0 | 0.8 | 0.1 | 1.2 | 1 | 29.6 | 0.9 | 0 | 31.6 | 0.5 | 0 | 0.4 | 0 | 0.9 | |

| | Carrollton Blvd Southbound | | | | Whippingham Pkwy Westbound | | | | Carrollton Blvd Northbound | | | | Harbor Point Ln Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **16** | **572** | 6 | **594** | 0 | **1** | 3 | 4 | **10** | 202 | **10** | 222 | 0 | 0 | **3** | 3 | 823 |
| 04:15 PM | 16 | 507 | 2 | 525 | **4** | 0 | **10** | **14** | 8 | 243 | 8 | **259** | 4 | 0 | 3 | 7 | 805 |
| 04:30 PM | 16 | 555 | **12** | 583 | 1 | 0 | 1 | 2 | 10 | 239 | 5 | 254 | **9** | 0 | 2 | **11** | **850** |
| 04:45 PM | 13 | 532 | 3 | 548 | 2 | 0 | 4 | 6 | 5 | **244** | 4 | 253 | 4 | 0 | 1 | 5 | 812 |
| Total Volume | 61 | 2166 | 23 | 2250 | 7 | 1 | 18 | 26 | 33 | 928 | 27 | 988 | 17 | 0 | 9 | 26 | 3290 |
| % App. Total | 2.7 | 96.3 | 1 | | 26.9 | 3.8 | 69.2 | | 3.3 | 93.9 | 2.7 | | 65.4 | 0 | 34.6 | | |
| PHF | .953 | .947 | .479 | .947 | .438 | .250 | .450 | .464 | .825 | .951 | .675 | .954 | .472 | .000 | .750 | .591 | .968 |

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

File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 5 | 126 | 1 | 0 | 132 | 6 | 0 | 6 | 0 | 12 | 1 | 441 | 6 | 0 | 448 | 6 | 0 | 28 | 0 | 34 | 626 |
| 06:45 AM | 6 | 136 | 0 | 0 | 142 | 7 | 1 | 3 | 0 | 11 | 1 | 383 | 4 | 0 | 388 | 19 | 0 | 20 | 0 | 39 | 580 |
| Total | 11 | 262 | 1 | 0 | 274 | 13 | 1 | 9 | 0 | 23 | 2 | 824 | 10 | 0 | 836 | 25 | 0 | 48 | 0 | 73 | 1206 |
| 07:00 AM | 5 | 160 | 0 | 1 | 166 | 3 | 0 | 3 | 0 | 6 | 0 | 468 | 9 | 0 | 477 | 17 | 0 | 29 | 0 | 46 | 695 |
| 07:15 AM | 9 | 175 | 0 | 0 | 184 | 5 | 0 | 2 | 0 | 7 | 0 | 448 | 11 | 0 | 459 | 9 | 0 | 40 | 0 | 49 | 699 |
| 07:30 AM | 4 | 151 | 2 | 0 | 157 | 7 | 2 | 2 | 0 | 11 | 1 | 550 | 5 | 0 | 556 | 19 | 0 | 33 | 0 | 52 | 776 |
| 07:45 AM | 5 | 149 | 0 | 0 | 154 | 3 | 0 | 5 | 0 | 8 | 0 | 377 | 11 | 0 | 388 | 11 | 1 | 27 | 0 | 39 | 589 |
| Total | 23 | 635 | 2 | 1 | 661 | 18 | 2 | 12 | 0 | 32 | 1 | 1843 | 36 | 0 | 1880 | 56 | 1 | 129 | 0 | 186 | 2759 |
| 08:00 AM | 12 | 140 | 2 | 0 | 154 | 2 | 0 | 3 | 0 | 5 | 2 | 275 | 6 | 0 | 283 | 16 | 0 | 14 | 0 | 30 | 472 |
| 08:15 AM | 7 | 123 | 1 | 0 | 131 | 3 | 0 | 4 | 0 | 7 | 2 | 270 | 9 | 0 | 281 | 12 | 0 | 19 | 0 | 31 | 450 |
| Grand Total | 53 | 1160 | 6 | 1 | 1220 | 36 | 3 | 28 | 0 | 67 | 7 | 3212 | 61 | 0 | 3280 | 109 | 1 | 210 | 0 | 320 | 4887 |
| Apprch % | 4.3 | 95.1 | 0.5 | 0.1 | | 53.7 | 4.5 | 41.8 | 0 | | 0.2 | 97.9 | 1.9 | 0 | | 34.1 | 0.3 | 65.6 | 0 | | |
| Total % | 1.1 | 23.7 | 0.1 | 0 | 25 | 0.7 | 0.1 | 0.6 | 0 | 1.4 | 0.1 | 65.7 | 1.2 | 0 | 67.1 | 2.2 | 0 | 4.3 | 0 | 6.5 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 5 | 160 | 0 | 165 | 3 | 0 | 3 | 6 | 0 | 468 | 9 | 477 | 17 | 0 | 29 | 46 | 694 |
| 07:15 AM | **9** | **175** | 0 | **184** | 5 | 0 | 2 | 7 | 0 | 448 | **11** | 459 | 9 | 0 | **40** | 49 | 699 |
| 07:30 AM | 4 | 151 | **2** | 157 | **7** | **2** | 2 | **11** | **1** | **550** | 5 | **556** | **19** | 0 | 33 | **52** | **776** |
| 07:45 AM | 5 | 149 | 0 | 154 | 3 | 0 | **5** | 8 | 0 | 377 | 11 | 388 | 11 | **1** | 27 | 39 | 589 |
| Total Volume | 23 | 635 | 2 | 660 | 18 | 2 | 12 | 32 | 1 | 1843 | 36 | 1880 | 56 | 1 | 129 | 186 | 2758 |
| % App. Total | 3.5 | 96.2 | 0.3 | | 56.2 | 6.2 | 37.5 | | 0.1 | 98 | 1.9 | | 30.1 | 0.5 | 69.4 | | |
| PHF | .639 | .907 | .250 | .897 | .643 | .250 | .600 | .727 | .250 | .838 | .818 | .845 | .737 | .250 | .806 | .894 | .889 |

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

File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing AM
Site Code :
Start Date : 10/5/2017


Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 17 |
| 06:45 AM | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 3 | 22 |
| Total | 1 | 17 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 1 | 14 | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 5 | 39 |
| 07:00 AM | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 15 |
| 07:30 AM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:45 AM | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 1 | 24 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 2 | 2 | 31 | 2 | 0 | 35 | 0 | 0 | 1 | 0 | 1 | 63 |
| 08:00 AM | 2 | 15 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:15 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 3 | 26 |
| Grand Total | 4 | 66 | 0 | 0 | 70 | 4 | 0 | 0 | 0 | 4 | 4 | 66 | 4 | 0 | 74 | 8 | 0 | 1 | 0 | 9 | 157 |
| Apprch % | 5.7 | 94.3 | 0 | 0 | | 100 | 0 | 0 | 0 | | 5.4 | 89.2 | 5.4 | 0 | | 88.9 | 0 | 11.1 | 0 | | |
| Total % | 2.5 | 42 | 0 | 0 | 44.6 | 2.5 | 0 | 0 | 0 | 2.5 | 2.5 | 42 | 2.5 | 0 | 47.1 | 5.1 | 0 | 0.6 | 0 | 5.7 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 3 | 0 | 3 | **1** | 0 | 0 | **1** | **1** | 8 | **2** | 11 | 0 | 0 | 0 | 0 | 15 |
| 07:45 AM | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 1 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 18 |
| 08:00 AM | **2** | **15** | 0 | **17** | 1 | 0 | 0 | 1 | 1 | 8 | 2 | 11 | 0 | 0 | 0 | 0 | **29** |
| 08:15 AM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **13** | 0 | **13** | **3** | 0 | 0 | **3** | 26 |
| Total Volume | 2 | 36 | 0 | 38 | 3 | 0 | 0 | 3 | 3 | 37 | 4 | 44 | 3 | 0 | 0 | 3 | 88 |
| % App. Total | 5.3 | 94.7 | 0 | | 100 | 0 | 0 | | 6.8 | 84.1 | 9.1 | | 100 | 0 | 0 | | |
| PHF | .250 | .600 | .000 | .559 | .750 | .000 | .000 | .750 | .750 | .712 | .500 | .846 | .250 | .000 | .000 | .250 | .759 |

# Peggy Malone & Associates, Inc.
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File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 6 | 133 | 1 | 0 | 140 | 6 | 0 | 6 | 0 | 12 | 2 | 447 | 6 | 0 | 455 | 8 | 0 | 28 | 0 | 36 | 643 |
| 06:45 AM | 6 | 146 | 0 | 0 | 152 | 8 | 1 | 3 | 0 | 12 | 1 | 391 | 4 | 0 | 396 | 22 | 0 | 20 | 0 | 42 | 602 |
| Total | 12 | 279 | 1 | 0 | 292 | 14 | 1 | 9 | 0 | 24 | 3 | 838 | 10 | 0 | 851 | 30 | 0 | 48 | 0 | 78 | 1245 |
| 07:00 AM | 6 | 169 | 0 | 1 | 176 | 3 | 0 | 3 | 0 | 6 | 0 | 473 | 9 | 0 | 482 | 17 | 0 | 29 | 0 | 46 | 710 |
| 07:15 AM | 9 | 179 | 0 | 0 | 188 | 5 | 0 | 2 | 0 | 7 | 0 | 458 | 11 | 0 | 469 | 9 | 0 | 41 | 0 | 50 | 714 |
| 07:30 AM | 4 | 154 | 2 | 0 | 160 | 8 | 2 | 2 | 0 | 12 | 2 | 558 | 7 | 0 | 567 | 19 | 0 | 33 | 0 | 52 | 791 |
| 07:45 AM | 5 | 157 | 0 | 0 | 162 | 4 | 0 | 5 | 0 | 9 | 1 | 385 | 11 | 0 | 397 | 11 | 1 | 27 | 0 | 39 | 607 |
| Total | 24 | 659 | 2 | 1 | 686 | 20 | 2 | 12 | 0 | 34 | 3 | 1874 | 38 | 0 | 1915 | 56 | 1 | 130 | 0 | 187 | 2822 |
| 08:00 AM | 14 | 155 | 2 | 0 | 171 | 3 | 0 | 3 | 0 | 6 | 3 | 283 | 8 | 0 | 294 | 16 | 0 | 14 | 0 | 30 | 501 |
| 08:15 AM | 7 | 133 | 1 | 0 | 141 | 3 | 0 | 4 | 0 | 7 | 2 | 283 | 9 | 0 | 294 | 15 | 0 | 19 | 0 | 34 | 476 |
| Grand Total | 57 | 1226 | 6 | 1 | 1290 | 40 | 3 | 28 | 0 | 71 | 11 | 3278 | 65 | 0 | 3354 | 117 | 1 | 211 | 0 | 329 | 5044 |
| Apprch % | 4.4 | 95 | 0.5 | 0.1 | | 56.3 | 4.2 | 39.4 | 0 | | 0.3 | 97.7 | 1.9 | 0 | | 35.6 | 0.3 | 64.1 | 0 | | |
| Total % | 1.1 | 24.3 | 0.1 | 0 | 25.6 | 0.8 | 0.1 | 0.6 | 0 | 1.4 | 0.2 | 65 | 1.3 | 0 | 66.5 | 2.3 | 0 | 4.2 | 0 | 6.5 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 6 | 169 | 0 | 175 | 3 | 0 | 3 | 6 | 0 | 473 | 9 | 482 | 17 | 0 | 29 | 46 | 709 |
| 07:15 AM | **9** | **179** | 0 | **188** | 5 | 0 | 2 | 7 | 0 | 458 | **11** | 469 | 9 | 0 | **41** | 50 | 714 |
| 07:30 AM | 4 | 154 | **2** | 160 | **8** | **2** | 2 | **12** | **2** | **558** | 7 | **567** | **19** | 0 | 33 | **52** | **791** |
| 07:45 AM | 5 | 157 | 0 | 162 | 4 | 0 | **5** | 9 | 1 | 385 | 11 | 397 | 11 | **1** | 27 | 39 | 607 |
| Total Volume | 24 | 659 | 2 | 685 | 20 | 2 | 12 | 34 | 3 | 1874 | 38 | 1915 | 56 | 1 | 130 | 187 | 2821 |
| % App. Total | 3.5 | 96.2 | 0.3 | | 58.8 | 5.9 | 35.3 | | 0.2 | 97.9 | 2 | | 29.9 | 0.5 | 69.5 | | |
| PHF | .667 | .920 | .250 | .911 | .625 | .250 | .600 | .708 | .375 | .840 | .864 | .844 | .737 | .250 | .793 | .899 | .892 |

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

File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 32 | 485 | 2 | 0 | 519 | 2 | 2 | 2 | 0 | 6 | 10 | 205 | 8 | 0 | 223 | 12 | 1 | 8 | 0 | 21 | 769 |
| 04:15 PM | 40 | 494 | 4 | 0 | 538 | 0 | 1 | 4 | 0 | 5 | 3 | 234 | 7 | 0 | 244 | 10 | 2 | 15 | 0 | 27 | 814 |
| 04:30 PM | 36 | 487 | 6 | 0 | 529 | 1 | 1 | 2 | 0 | 4 | 2 | 231 | 12 | 0 | 245 | 9 | 0 | 10 | 0 | 19 | 797 |
| 04:45 PM | 43 | 500 | 7 | 0 | 550 | 1 | 0 | 5 | 0 | 6 | 4 | 235 | 10 | 0 | 249 | 13 | 1 | 11 | 0 | 25 | 830 |
| Total | 151 | 1966 | 19 | 0 | 2136 | 4 | 4 | 13 | 0 | 21 | 19 | 905 | 37 | 0 | 961 | 44 | 4 | 44 | 0 | 92 | 3210 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 27 | 432 | 3 | 0 | 462 | 4 | 1 | 2 | 0 | 7 | 2 | 234 | 12 | 0 | 248 | 13 | 2 | 19 | 0 | 34 | 751 |
| 05:15 PM | 34 | 429 | 4 | 0 | 467 | 5 | 2 | 1 | 0 | 8 | 2 | 233 | 24 | 0 | 259 | 8 | 0 | 13 | 0 | 21 | 755 |
| 05:30 PM | 47 | 442 | 6 | 0 | 495 | 1 | 2 | 4 | 0 | 7 | 6 | 235 | 32 | 0 | 273 | 13 | 1 | 18 | 0 | 32 | 807 |
| 05:45 PM | 34 | 344 | 6 | 0 | 384 | 1 | 2 | 1 | 0 | 4 | 7 | 189 | 35 | 0 | 231 | 13 | 4 | 8 | 0 | 25 | 644 |
| Total | 142 | 1647 | 19 | 0 | 1808 | 11 | 7 | 8 | 0 | 26 | 17 | 891 | 103 | 0 | 1011 | 47 | 7 | 58 | 0 | 112 | 2957 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 293 | 3613 | 38 | 0 | 3944 | 15 | 11 | 21 | 0 | 47 | 36 | 1796 | 140 | 0 | 1972 | 91 | 11 | 102 | 0 | 204 | 6167 |
| Apprch % | 7.4 | 91.6 | 1 | 0 | | 31.9 | 23.4 | 44.7 | 0 | | 1.8 | 91.1 | 7.1 | 0 | | 44.6 | 5.4 | 50 | 0 | | |
| Total % | 4.8 | 58.6 | 0.6 | 0 | 64 | 0.2 | 0.2 | 0.3 | 0 | 0.8 | 0.6 | 29.1 | 2.3 | 0 | 32 | 1.5 | 0.2 | 1.7 | 0 | 3.3 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 32 | 485 | 2 | 519 | **2** | **2** | 2 | **6** | **10** | 205 | 8 | 223 | 12 | 1 | 8 | 21 | 769 |
| 04:15 PM | 40 | 494 | 4 | 538 | 0 | 1 | 4 | 5 | 3 | 234 | 7 | 244 | 10 | **2** | **15** | **27** | 814 |
| 04:30 PM | 36 | 487 | 6 | 529 | 1 | 1 | 2 | 4 | 2 | 231 | **12** | 245 | 9 | 0 | 10 | 19 | 797 |
| 04:45 PM | **43** | **500** | **7** | **550** | 1 | 0 | **5** | 6 | 4 | **235** | 10 | **249** | **13** | 1 | 11 | 25 | **830** |
| Total Volume | 151 | 1966 | 19 | 2136 | 4 | 4 | 13 | 21 | 19 | 905 | 37 | 961 | 44 | 4 | 44 | 92 | 3210 |
| % App. Total | 7.1 | 92 | 0.9 | | 19 | 19 | 61.9 | | 2 | 94.2 | 3.9 | | 47.8 | 4.3 | 47.8 | | |
| PHF | .878 | .983 | .679 | .971 | .500 | .500 | .650 | .875 | .475 | .963 | .771 | .965 | .846 | .500 | .733 | .852 | .967 |

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

File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing PM
Site Code :
Start Date : 10/5/2017
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Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | 1 | 9 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 23 |
| 04:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 2 | 12 |
| 04:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 1 | 25 | 0 | 0 | 26 | 2 | 0 | 0 | 0 | 2 | 3 | 27 | 2 | 0 | 32 | 4 | 0 | 0 | 0 | 4 | 64 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:30 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 20 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 31 |
| Grand Total | 1 | 45 | 0 | 0 | 46 | 3 | 0 | 0 | 0 | 3 | 3 | 37 | 2 | 0 | 42 | 4 | 0 | 0 | 0 | 4 | 95 |
| Apprch % | 2.2 | 97.8 | 0 | 0 | | 100 | 0 | 0 | 0 | | 7.1 | 88.1 | 4.8 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 1.1 | 47.4 | 0 | 0 | 48.4 | 3.2 | 0 | 0 | 0 | 3.2 | 3.2 | 38.9 | 2.1 | 0 | 44.2 | 4.2 | 0 | 0 | 0 | 4.2 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **9** | **2** | **11** | 0 | 0 | 0 | 0 | 16 |
| 04:15 PM | **1** | **9** | 0 | **10** | **2** | 0 | 0 | **2** | **2** | 7 | 0 | 9 | **2** | 0 | 0 | **2** | **23** |
| 04:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 12 |
| 04:45 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 1 | 25 | 0 | 26 | 2 | 0 | 0 | 2 | 3 | 27 | 2 | 32 | 4 | 0 | 0 | 4 | 64 |
| % App. Total | 3.8 | 96.2 | 0 | | 100 | 0 | 0 | | 9.4 | 84.4 | 6.2 | | 100 | 0 | 0 | | |
| PHF | .250 | .694 | .000 | .650 | .250 | .000 | .000 | .250 | .375 | .750 | .250 | .727 | .500 | .000 | .000 | .500 | .696 |

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

File Name : 2-Carrollton Blvd. & Eagle Harbor Pkwy._Kings Crossing PM
Site Code :
Start Date : 10/5/2017
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Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Kings Crossing Westbound | | | | | Carrollton Blvd Northbound | | | | | Eagle Harbor Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 32 | 490 | 2 | 0 | 524 | 2 | 2 | 2 | 0 | 6 | 10 | 214 | 10 | 0 | 234 | 12 | 1 | 8 | 0 | 21 | 785 |
| 04:15 PM | 41 | 503 | 4 | 0 | 548 | 2 | 1 | 4 | 0 | 7 | 5 | 241 | 7 | 0 | 253 | 12 | 2 | 15 | 0 | 29 | 837 |
| 04:30 PM | 36 | 492 | 6 | 0 | 534 | 1 | 1 | 2 | 0 | 4 | 2 | 236 | 12 | 0 | 250 | 11 | 0 | 10 | 0 | 21 | 809 |
| 04:45 PM | 43 | 506 | 7 | 0 | 556 | 1 | 0 | 5 | 0 | 6 | 5 | 241 | 10 | 0 | 256 | 13 | 1 | 11 | 0 | 25 | 843 |
| Total | 152 | 1991 | 19 | 0 | 2162 | 6 | 4 | 13 | 0 | 23 | 22 | 932 | 39 | 0 | 993 | 48 | 4 | 44 | 0 | 96 | 3274 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 27 | 435 | 3 | 0 | 465 | 5 | 1 | 2 | 0 | 8 | 2 | 237 | 12 | 0 | 251 | 13 | 2 | 19 | 0 | 34 | 758 |
| 05:15 PM | 34 | 432 | 4 | 0 | 470 | 5 | 2 | 1 | 0 | 8 | 2 | 238 | 24 | 0 | 264 | 8 | 0 | 13 | 0 | 21 | 763 |
| 05:30 PM | 47 | 453 | 6 | 0 | 506 | 1 | 2 | 4 | 0 | 7 | 6 | 235 | 32 | 0 | 273 | 13 | 1 | 18 | 0 | 32 | 818 |
| 05:45 PM | 34 | 347 | 6 | 0 | 387 | 1 | 2 | 1 | 0 | 4 | 7 | 191 | 35 | 0 | 233 | 13 | 4 | 8 | 0 | 25 | 649 |
| Total | 142 | 1667 | 19 | 0 | 1828 | 12 | 7 | 8 | 0 | 27 | 17 | 901 | 103 | 0 | 1021 | 47 | 7 | 58 | 0 | 112 | 2988 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 294 | 3658 | 38 | 0 | 3990 | 18 | 11 | 21 | 0 | 50 | 39 | 1833 | 142 | 0 | 2014 | 95 | 11 | 102 | 0 | 208 | 6262 |
| Apprch % | 7.4 | 91.7 | 1 | 0 | | 36 | 22 | 42 | 0 | | 1.9 | 91 | 7.1 | 0 | | 45.7 | 5.3 | 49 | 0 | | |
| Total % | 4.7 | 58.4 | 0.6 | 0 | 63.7 | 0.3 | 0.2 | 0.3 | 0 | 0.8 | 0.6 | 29.3 | 2.3 | 0 | 32.2 | 1.5 | 0.2 | 1.6 | 0 | 3.3 | |

| | Carrollton Blvd Southbound | | | | Kings Crossing Westbound | | | | Carrollton Blvd Northbound | | | | Eagle Harbor Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 32 | 490 | 2 | 524 | **2** | **2** | 2 | 6 | **10** | 214 | 10 | 234 | 12 | 1 | 8 | 21 | 785 |
| 04:15 PM | 41 | 503 | 4 | 548 | 2 | 1 | 4 | **7** | 5 | **241** | 7 | 253 | 12 | **2** | **15** | **29** | 837 |
| 04:30 PM | 36 | 492 | 6 | 534 | 1 | 1 | 2 | 4 | 2 | 236 | **12** | 250 | 11 | 0 | 10 | 21 | 809 |
| 04:45 PM | **43** | **506** | **7** | **556** | 1 | 0 | **5** | 6 | 5 | 241 | 10 | **256** | **13** | 1 | 11 | 25 | **843** |
| Total Volume | 152 | 1991 | 19 | 2162 | 6 | 4 | 13 | 23 | 22 | 932 | 39 | 993 | 48 | 4 | 44 | 96 | 3274 |
| % App. Total | 7 | 92.1 | 0.9 | | 26.1 | 17.4 | 56.5 | | 2.2 | 93.9 | 3.9 | | 50 | 4.2 | 45.8 | | |
| PHF | .884 | .984 | .679 | .972 | .750 | .500 | .650 | .821 | .550 | .967 | .813 | .970 | .923 | .500 | .733 | .828 | .971 |

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

File Name : 3-Carrollton Blvd. & Smiths Neck Rd. AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 30 | 106 | 5 | 0 | 141 | 5 | 1 | 9 | 0 | 15 | 15 | 235 | 5 | 0 | 255 | 25 | 18 | 104 | 0 | 147 | 558 |
| 06:45 AM | 29 | 123 | 9 | 0 | 161 | 15 | 1 | 7 | 0 | 23 | 10 | 236 | 4 | 0 | 250 | 31 | 20 | 134 | 0 | 185 | 619 |
| Total | 59 | 229 | 14 | 0 | 302 | 20 | 2 | 16 | 0 | 38 | 25 | 471 | 9 | 0 | 505 | 56 | 38 | 238 | 0 | 332 | 1177 |
| 07:00 AM | 45 | 129 | 8 | 0 | 182 | 8 | 1 | 10 | 0 | 19 | 17 | 257 | 11 | 0 | 285 | 27 | 11 | 173 | 0 | 211 | 697 |
| 07:15 AM | 49 | 131 | 8 | 0 | 188 | 5 | 1 | 13 | 0 | 19 | 12 | 279 | 13 | 0 | 304 | 30 | 8 | 156 | 0 | 194 | 705 |
| 07:30 AM | 42 | 130 | 3 | 0 | 175 | 5 | 4 | 5 | 0 | 14 | 25 | 347 | 10 | 0 | 382 | 40 | 14 | 165 | 0 | 219 | 790 |
| 07:45 AM | 35 | 122 | 9 | 0 | 166 | 9 | 2 | 13 | 0 | 24 | 16 | 235 | 12 | 0 | 263 | 29 | 16 | 113 | 0 | 158 | 611 |
| Total | 171 | 512 | 28 | 0 | 711 | 27 | 8 | 41 | 0 | 76 | 70 | 1118 | 46 | 0 | 1234 | 126 | 49 | 607 | 0 | 782 | 2803 |
| 08:00 AM | 26 | 116 | 12 | 0 | 154 | 5 | 8 | 15 | 0 | 28 | 22 | 158 | 23 | 0 | 203 | 29 | 6 | 104 | 0 | 139 | 524 |
| 08:15 AM | 28 | 116 | 8 | 0 | 152 | 3 | 7 | 14 | 0 | 24 | 15 | 187 | 15 | 0 | 217 | 39 | 15 | 88 | 0 | 142 | 535 |
| Grand Total | 284 | 973 | 62 | 0 | 1319 | 55 | 25 | 86 | 0 | 166 | 132 | 1934 | 93 | 0 | 2159 | 250 | 108 | 1037 | 0 | 1395 | 5039 |
| Apprch % | 21.5 | 73.8 | 4.7 | 0 | | 33.1 | 15.1 | 51.8 | 0 | | 6.1 | 89.6 | 4.3 | 0 | | 17.9 | 7.7 | 74.3 | 0 | | |
| Total % | 5.6 | 19.3 | 1.2 | 0 | 26.2 | 1.1 | 0.5 | 1.7 | 0 | 3.3 | 2.6 | 38.4 | 1.8 | 0 | 42.8 | 5 | 2.1 | 20.6 | 0 | 27.7 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 29 | 123 | **9** | 161 | **15** | 1 | 7 | **23** | 10 | 236 | 4 | 250 | 31 | **20** | 134 | 185 | 619 |
| 07:00 AM | 45 | 129 | 8 | 182 | 8 | 1 | 10 | 19 | 17 | 257 | 11 | 285 | 27 | 11 | **173** | 211 | 697 |
| 07:15 AM | **49** | **131** | 8 | **188** | 5 | 1 | **13** | 19 | 12 | 279 | **13** | 304 | 30 | 8 | 156 | 194 | 705 |
| 07:30 AM | 42 | 130 | 3 | 175 | 5 | **4** | 5 | 14 | **25** | **347** | 10 | **382** | **40** | 14 | 165 | **219** | **790** |
| Total Volume | 165 | 513 | 28 | 706 | 33 | 7 | 35 | 75 | 64 | 1119 | 38 | 1221 | 128 | 53 | 628 | 809 | 2811 |
| % App. Total | 23.4 | 72.7 | 4 | | 44 | 9.3 | 46.7 | | 5.2 | 91.6 | 3.1 | | 15.8 | 6.6 | 77.6 | | |
| PHF | .842 | .979 | .778 | .939 | .550 | .438 | .673 | .815 | .640 | .806 | .731 | .799 | .800 | .663 | .908 | .924 | .890 |

# Peggy Malone & Associates, Inc.
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File Name : 3-Carrollton Blvd. & Smiths Neck Rd. AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Truck

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 17 |
| 06:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 1 | 0 | 2 | 40 |
| 07:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 16 |
| 07:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 3 | 7 | 2 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 20 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 1 | 1 | 0 | 2 | 16 |
| 07:45 AM | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 18 |
| Total | 0 | 24 | 1 | 0 | 25 | 1 | 0 | 2 | 0 | 3 | 3 | 27 | 6 | 0 | 36 | 0 | 1 | 5 | 0 | 6 | 70 |
| 08:00 AM | 2 | 11 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 28 |
| 08:15 AM | 2 | 10 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 1 | 14 | 1 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 30 |
| Grand Total | 5 | 67 | 2 | 0 | 74 | 2 | 0 | 3 | 0 | 5 | 5 | 66 | 7 | 0 | 78 | 4 | 1 | 6 | 0 | 11 | 168 |
| Apprch % | 6.8 | 90.5 | 2.7 | 0 | | 40 | 0 | 60 | 0 | | 6.4 | 84.6 | 9 | 0 | | 36.4 | 9.1 | 54.5 | 0 | | |
| Total % | 3 | 39.9 | 1.2 | 0 | 44 | 1.2 | 0 | 1.8 | 0 | 3 | 3 | 39.3 | 4.2 | 0 | 46.4 | 2.4 | 0.6 | 3.6 | 0 | 6.5 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | **1** | 10 | 0 | **1** | **1** | **2** | 16 |
| 07:45 AM | 0 | 7 | 0 | 7 | **1** | 0 | **1** | **2** | 0 | 7 | 1 | 8 | 0 | 0 | 1 | 1 | 18 |
| 08:00 AM | **2** | **11** | **1** | **14** | 0 | 0 | 0 | 0 | **1** | 11 | 0 | 12 | **2** | 0 | 0 | 2 | 28 |
| 08:15 AM | 2 | 10 | 0 | 12 | 1 | 0 | 0 | 1 | 1 | **14** | 1 | **16** | 1 | 0 | 0 | 1 | **30** |
| Total Volume | 4 | 32 | 1 | 37 | 2 | 0 | 1 | 3 | 2 | 41 | 3 | 46 | 3 | 1 | 2 | 6 | 92 |
| % App. Total | 10.8 | 86.5 | 2.7 | | 66.7 | 0 | 33.3 | | 4.3 | 89.1 | 6.5 | | 50 | 16.7 | 33.3 | | |
| PHF | .500 | .727 | .250 | .661 | .500 | .000 | .250 | .375 | .500 | .732 | .750 | .719 | .375 | .250 | .500 | .750 | .767 |

# Peggy Malone & Associates, Inc.
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File Name : 3-Carrollton Blvd. & Smiths Neck Rd. AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Combined

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 31 | 114 | 5 | 0 | 150 | 5 | 1 | 9 | 0 | 15 | 15 | 241 | 5 | 0 | 261 | 26 | 18 | 105 | 0 | 149 | 575 |
| 06:45 AM | 29 | 137 | 9 | 0 | 175 | 15 | 1 | 8 | 0 | 24 | 10 | 244 | 4 | 0 | 258 | 31 | 20 | 134 | 0 | 185 | 642 |
| Total | 60 | 251 | 14 | 0 | 325 | 20 | 2 | 17 | 0 | 39 | 25 | 485 | 9 | 0 | 519 | 57 | 38 | 239 | 0 | 334 | 1217 |
| 07:00 AM | 45 | 137 | 9 | 0 | 191 | 8 | 1 | 10 | 0 | 19 | 17 | 261 | 13 | 0 | 291 | 27 | 11 | 174 | 0 | 212 | 713 |
| 07:15 AM | 49 | 136 | 8 | 0 | 193 | 5 | 1 | 14 | 0 | 20 | 15 | 286 | 15 | 0 | 316 | 30 | 8 | 158 | 0 | 196 | 725 |
| 07:30 AM | 42 | 134 | 3 | 0 | 179 | 5 | 4 | 5 | 0 | 14 | 25 | 356 | 11 | 0 | 392 | 40 | 15 | 166 | 0 | 221 | 806 |
| 07:45 AM | 35 | 129 | 9 | 0 | 173 | 10 | 2 | 14 | 0 | 26 | 16 | 242 | 13 | 0 | 271 | 29 | 16 | 114 | 0 | 159 | 629 |
| Total | 171 | 536 | 29 | 0 | 736 | 28 | 8 | 43 | 0 | 79 | 73 | 1145 | 52 | 0 | 1270 | 126 | 50 | 612 | 0 | 788 | 2873 |
| 08:00 AM | 28 | 127 | 13 | 0 | 168 | 5 | 8 | 15 | 0 | 28 | 23 | 169 | 23 | 0 | 215 | 31 | 6 | 104 | 0 | 141 | 552 |
| 08:15 AM | 30 | 126 | 8 | 0 | 164 | 4 | 7 | 14 | 0 | 25 | 16 | 201 | 16 | 0 | 233 | 40 | 15 | 88 | 0 | 143 | 565 |
| Grand Total | 289 | 1040 | 64 | 0 | 1393 | 57 | 25 | 89 | 0 | 171 | 137 | 2000 | 100 | 0 | 2237 | 254 | 109 | 1043 | 0 | 1406 | 5207 |
| Apprch % | 20.7 | 74.7 | 4.6 | 0 | | 33.3 | 14.6 | 52 | 0 | | 6.1 | 89.4 | 4.5 | 0 | | 18.1 | 7.8 | 74.2 | 0 | | |
| Total % | 5.6 | 20 | 1.2 | 0 | 26.8 | 1.1 | 0.5 | 1.7 | 0 | 3.3 | 2.6 | 38.4 | 1.9 | 0 | 43 | 4.9 | 2.1 | 20 | 0 | 27 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 29 | **137** | **9** | 175 | **15** | 1 | 8 | **24** | 10 | 244 | 4 | 258 | 31 | **20** | 134 | 185 | 642 |
| 07:00 AM | 45 | 137 | 9 | 191 | 8 | 1 | 10 | 19 | 17 | 261 | 13 | 291 | 27 | 11 | **174** | 212 | 713 |
| 07:15 AM | **49** | 136 | 8 | **193** | 5 | 1 | **14** | 20 | 15 | 286 | **15** | 316 | 30 | 8 | 158 | 196 | 725 |
| 07:30 AM | 42 | 134 | 3 | 179 | 5 | **4** | 5 | 14 | **25** | **356** | 11 | **392** | **40** | 15 | 166 | **221** | **806** |
| Total Volume | 165 | 544 | 29 | 738 | 33 | 7 | 37 | 77 | 67 | 1147 | 43 | 1257 | 128 | 54 | 632 | 814 | 2886 |
| % App. Total | 22.4 | 73.7 | 3.9 | | 42.9 | 9.1 | 48.1 | | 5.3 | 91.2 | 3.4 | | 15.7 | 6.6 | 77.6 | | |
| PHF | .842 | .993 | .806 | .956 | .550 | .438 | .661 | .802 | .670 | .805 | .717 | .802 | .800 | .675 | .908 | .921 | .895 |

# Peggy Malone & Associates, Inc.
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File Name : 3-Carrollton Blvd. & Smiths Neck Rd. PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 100 | 386 | 24 | 0 | 510 | 1 | 9 | 17 | 0 | 27 | 9 | 140 | 52 | 0 | 201 | 22 | 7 | 63 | 0 | 92 | 830 |
| 04:15 PM | 128 | 363 | 24 | 0 | 515 | 4 | 15 | 21 | 0 | 40 | 18 | 138 | 45 | 0 | 201 | 29 | 5 | 87 | 0 | 121 | 877 |
| 04:30 PM | 117 | 367 | 21 | 0 | 505 | 5 | 17 | 17 | 0 | 39 | 17 | 147 | 49 | 0 | 213 | 13 | 10 | 80 | 0 | 103 | 860 |
| 04:45 PM | 137 | 366 | 14 | 0 | 517 | 5 | 17 | 17 | 0 | 39 | 9 | 157 | 53 | 0 | 219 | 14 | 4 | 79 | 0 | 97 | 872 |
| Total | 482 | 1482 | 83 | 0 | 2047 | 15 | 58 | 72 | 0 | 145 | 53 | 582 | 199 | 0 | 834 | 78 | 26 | 309 | 0 | 413 | 3439 |
| 05:00 PM | 110 | 315 | 12 | 0 | 437 | 8 | 7 | 20 | 0 | 35 | 9 | 166 | 59 | 0 | 234 | 24 | 11 | 72 | 0 | 107 | 813 |
| 05:15 PM | 123 | 303 | 17 | 0 | 443 | 7 | 21 | 15 | 0 | 43 | 24 | 161 | 65 | 0 | 250 | 21 | 10 | 84 | 0 | 115 | 851 |
| 05:30 PM | 134 | 337 | 22 | 0 | 493 | 3 | 31 | 20 | 0 | 54 | 33 | 179 | 63 | 0 | 275 | 32 | 12 | 80 | 0 | 124 | 946 |
| 05:45 PM | 101 | 248 | 16 | 0 | 365 | 6 | 18 | 19 | 0 | 43 | 22 | 166 | 75 | 0 | 263 | 24 | 9 | 51 | 0 | 84 | 755 |
| Total | 468 | 1203 | 67 | 0 | 1738 | 24 | 77 | 74 | 0 | 175 | 88 | 672 | 262 | 0 | 1022 | 101 | 42 | 287 | 0 | 430 | 3365 |
| Grand Total | 950 | 2685 | 150 | 0 | 3785 | 39 | 135 | 146 | 0 | 320 | 141 | 1254 | 461 | 0 | 1856 | 179 | 68 | 596 | 0 | 843 | 6804 |
| Apprch % | 25.1 | 70.9 | 4 | 0 | | 12.2 | 42.2 | 45.6 | 0 | | 7.6 | 67.6 | 24.8 | 0 | | 21.2 | 8.1 | 70.7 | 0 | | |
| Total % | 14 | 39.5 | 2.2 | 0 | 55.6 | 0.6 | 2 | 2.1 | 0 | 4.7 | 2.1 | 18.4 | 6.8 | 0 | 27.3 | 2.6 | 1 | 8.8 | 0 | 12.4 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **137** | **366** | 14 | **517** | 5 | 17 | 17 | 39 | 9 | 157 | 53 | 219 | 14 | 4 | 79 | 97 | 872 |
| 05:00 PM | 110 | 315 | 12 | 437 | **8** | 7 | **20** | 35 | 9 | 166 | 59 | 234 | 24 | 11 | 72 | 107 | 813 |
| 05:15 PM | 123 | 303 | 17 | 443 | 7 | 21 | 15 | 43 | 24 | 161 | **65** | 250 | 21 | 10 | **84** | 115 | 851 |
| 05:30 PM | 134 | 337 | **22** | 493 | 3 | **31** | 20 | **54** | **33** | **179** | 63 | **275** | **32** | **12** | 80 | **124** | **946** |
| Total Volume | 504 | 1321 | 65 | 1890 | 23 | 76 | 72 | 171 | 75 | 663 | 240 | 978 | 91 | 37 | 315 | 443 | 3482 |
| % App. Total | 26.7 | 69.9 | 3.4 | | 13.5 | 44.4 | 42.1 | | 7.7 | 67.8 | 24.5 | | 20.5 | 8.4 | 71.1 | | |
| PHF | .920 | .902 | .739 | .914 | .719 | .613 | .900 | .792 | .568 | .926 | .923 | .889 | .711 | .771 | .938 | .893 | .920 |

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

File Name : 3-Carrollton Blvd. & Smiths Neck Rd. PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Truck

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 12 |
| 04:15 PM | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 21 |
| 04:30 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:45 PM | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 14 |
| Total | 3 | 24 | 1 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 1 | 28 | 3 | 0 | 32 | 2 | 0 | 1 | 0 | 3 | 64 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:30 PM | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:45 PM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 7 |
| Total | 5 | 16 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 33 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 8 | 40 | 1 | 0 | 49 | 1 | 0 | 0 | 0 | 1 | 1 | 39 | 3 | 0 | 43 | 3 | 0 | 1 | 0 | 4 | 97 |
| Apprch % | 16.3 | 81.6 | 2 | 0 | | 100 | 0 | 0 | 0 | | 2.3 | 90.7 | 7 | 0 | | 75 | 0 | 25 | 0 | | |
| Total % | 8.2 | 41.2 | 1 | 0 | 50.5 | 1 | 0 | 0 | 0 | 1 | 1 | 40.2 | 3.1 | 0 | 44.3 | 3.1 | 0 | 1 | 0 | 4.1 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 0 | 3 | **1** | 0 | 0 | **1** | 0 | 7 | 0 | 7 | 0 | 0 | **1** | **1** | 12 |
| 04:15 PM | **3** | **8** | 0 | **11** | 0 | 0 | 0 | 0 | 0 | **9** | 0 | **9** | **1** | 0 | 0 | 1 | **21** |
| 04:30 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | **1** | 6 | **2** | 9 | 0 | 0 | 0 | 0 | 17 |
| 04:45 PM | 0 | 5 | **1** | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 1 | 0 | 0 | 1 | 14 |
| Total Volume | 3 | 24 | 1 | 28 | 1 | 0 | 0 | 1 | 1 | 28 | 3 | 32 | 2 | 0 | 1 | 3 | 64 |
| % App. Total | 10.7 | 85.7 | 3.6 | | 100 | 0 | 0 | | 3.1 | 87.5 | 9.4 | | 66.7 | 0 | 33.3 | | |
| PHF | .250 | .750 | .250 | .636 | .250 | .000 | .000 | .250 | .250 | .778 | .375 | .889 | .500 | .000 | .250 | .750 | .762 |

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

File Name : 3-Carrollton Blvd. & Smiths Neck Rd. PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Combined

| | Carrolltown Blvd Southbound | | | | | Smiths Neck Rd Westbound | | | | | Carrolltown Blvd Northbound | | | | | Smiths Neck Rd Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 100 | 389 | 24 | 0 | 513 | 2 | 9 | 17 | 0 | 28 | 9 | 147 | 52 | 0 | 208 | 22 | 7 | 64 | 0 | 93 | 842 |
| 04:15 PM | 131 | 371 | 24 | 0 | 526 | 4 | 15 | 21 | 0 | 40 | 18 | 147 | 45 | 0 | 210 | 30 | 5 | 87 | 0 | 122 | 898 |
| 04:30 PM | 117 | 375 | 21 | 0 | 513 | 5 | 17 | 17 | 0 | 39 | 18 | 153 | 51 | 0 | 222 | 13 | 10 | 80 | 0 | 103 | 877 |
| 04:45 PM | 137 | 371 | 15 | 0 | 523 | 5 | 17 | 17 | 0 | 39 | 9 | 163 | 54 | 0 | 226 | 15 | 4 | 79 | 0 | 98 | 886 |
| Total | 485 | 1506 | 84 | 0 | 2075 | 16 | 58 | 72 | 0 | 146 | 54 | 610 | 202 | 0 | 866 | 80 | 26 | 310 | 0 | 416 | 3503 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 111 | 318 | 12 | 0 | 441 | 8 | 7 | 20 | 0 | 35 | 9 | 169 | 59 | 0 | 237 | 24 | 11 | 72 | 0 | 107 | 820 |
| 05:15 PM | 123 | 306 | 17 | 0 | 446 | 7 | 21 | 15 | 0 | 43 | 24 | 166 | 65 | 0 | 255 | 21 | 10 | 84 | 0 | 115 | 859 |
| 05:30 PM | 137 | 344 | 22 | 0 | 503 | 3 | 31 | 20 | 0 | 54 | 33 | 180 | 63 | 0 | 276 | 32 | 12 | 80 | 0 | 124 | 957 |
| 05:45 PM | 102 | 251 | 16 | 0 | 369 | 6 | 18 | 19 | 0 | 43 | 22 | 168 | 75 | 0 | 265 | 25 | 9 | 51 | 0 | 85 | 762 |
| Total | 473 | 1219 | 67 | 0 | 1759 | 24 | 77 | 74 | 0 | 175 | 88 | 683 | 262 | 0 | 1033 | 102 | 42 | 287 | 0 | 431 | 3398 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 958 | 2725 | 151 | 0 | 3834 | 40 | 135 | 146 | 0 | 321 | 142 | 1293 | 464 | 0 | 1899 | 182 | 68 | 597 | 0 | 847 | 6901 |
| Apprch % | 25 | 71.1 | 3.9 | 0 | | 12.5 | 42.1 | 45.5 | 0 | | 7.5 | 68.1 | 24.4 | 0 | | 21.5 | 8 | 70.5 | 0 | | |
| Total % | 13.9 | 39.5 | 2.2 | 0 | 55.6 | 0.6 | 2 | 2.1 | 0 | 4.7 | 2.1 | 18.7 | 6.7 | 0 | 27.5 | 2.6 | 1 | 8.7 | 0 | 12.3 | |

| | Carrolltown Blvd Southbound | | | | Smiths Neck Rd Westbound | | | | Carrolltown Blvd Northbound | | | | Smiths Neck Rd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **137** | **371** | 15 | **523** | 5 | 17 | 17 | 39 | 9 | 163 | 54 | 226 | 15 | 4 | 79 | 98 | 886 |
| 05:00 PM | 111 | 318 | 12 | 441 | **8** | 7 | **20** | 35 | 9 | 169 | 59 | 237 | 24 | 11 | 72 | 107 | 820 |
| 05:15 PM | 123 | 306 | 17 | 446 | 7 | 21 | 15 | 43 | 24 | 166 | **65** | 255 | 21 | 10 | **84** | 115 | 859 |
| 05:30 PM | 137 | 344 | **22** | 503 | 3 | **31** | 20 | **54** | **33** | **180** | 63 | **276** | **32** | **12** | 80 | **124** | **957** |
| Total Volume | 508 | 1339 | 66 | 1913 | 23 | 76 | 72 | 171 | 75 | 678 | 241 | 994 | 92 | 37 | 315 | 444 | 3522 |
| % App. Total | 26.6 | 70 | 3.5 | | 13.5 | 44.4 | 42.1 | | 7.5 | 68.2 | 24.2 | | 20.7 | 8.3 | 70.9 | | |
| PHF | .927 | .902 | .750 | .914 | .719 | .613 | .900 | .792 | .568 | .942 | .927 | .900 | .719 | .771 | .938 | .895 | .920 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 AM
Site Code :
Start Date : 10/5/2017


Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 84 | 65 | 0 | 0 | 149 | 87 | 64 | 0 | 151 | 118 | 173 | 0 | 291 | 591 |
| 06:45 AM | 92 | 74 | 0 | 0 | 166 | 74 | 70 | 0 | 144 | 100 | 194 | 0 | 294 | 604 |
| Total | 176 | 139 | 0 | 0 | 315 | 161 | 134 | 0 | 295 | 218 | 367 | 0 | 585 | 1195 |
| 07:00 AM | 128 | 64 | 0 | 0 | 192 | 125 | 94 | 0 | 219 | 93 | 189 | 0 | 282 | 693 |
| 07:15 AM | 129 | 76 | 0 | 0 | 205 | 102 | 66 | 0 | 168 | 123 | 215 | 0 | 338 | 711 |
| 07:30 AM | 97 | 79 | 0 | 0 | 176 | 126 | 85 | 0 | 211 | 122 | 231 | 0 | 353 | 740 |
| 07:45 AM | 102 | 82 | 0 | 0 | 184 | 88 | 94 | 0 | 182 | 100 | 146 | 0 | 246 | 612 |
| Total | 456 | 301 | 0 | 0 | 757 | 441 | 339 | 0 | 780 | 438 | 781 | 0 | 1219 | 2756 |
| 08:00 AM | 92 | 73 | 0 | 0 | 165 | 84 | 90 | 0 | 174 | 82 | 142 | 0 | 224 | 563 |
| 08:15 AM | 96 | 89 | 0 | 0 | 185 | 79 | 81 | 0 | 160 | 96 | 130 | 0 | 226 | 571 |
| Grand Total | 820 | 602 | 0 | 0 | 1422 | 765 | 644 | 0 | 1409 | 834 | 1420 | 0 | 2254 | 5085 |
| Apprch % | 57.7 | 42.3 | 0 | 0 | | 54.3 | 45.7 | 0 | | 37 | 63 | 0 | | |
| Total % | 16.1 | 11.8 | 0 | 0 | 28 | 15 | 12.7 | 0 | 27.7 | 16.4 | 27.9 | 0 | 44.3 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | |
| 07:00 AM | 128 | 64 | 0 | 192 | 125 | **94** | **219** | 93 | 189 | 282 | 693 |
| 07:15 AM | **129** | 76 | 0 | **205** | 102 | 66 | 168 | **123** | 215 | 338 | 711 |
| 07:30 AM | 97 | 79 | 0 | 176 | **126** | 85 | 211 | 122 | **231** | **353** | **740** |
| 07:45 AM | 102 | **82** | 0 | 184 | 88 | 94 | 182 | 100 | 146 | 246 | 612 |
| Total Volume | 456 | 301 | 0 | 757 | 441 | 339 | 780 | 438 | 781 | 1219 | 2756 |
| % App. Total | 60.2 | 39.8 | 0 | | 56.5 | 43.5 | | 35.9 | 64.1 | | |
| PHF | .884 | .918 | .000 | .923 | .875 | .902 | .890 | .890 | .845 | .863 | .931 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 AM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 6 | 3 | 0 | 0 | 9 | 2 | 4 | 0 | 6 | 4 | 6 | 0 | 10 | 25 |
| 06:45 AM | 15 | 2 | 0 | 0 | 17 | 1 | 6 | 0 | 7 | 5 | 7 | 0 | 12 | 36 |
| Total | 21 | 5 | 0 | 0 | 26 | 3 | 10 | 0 | 13 | 9 | 13 | 0 | 22 | 61 |
| 07:00 AM | 6 | 2 | 0 | 0 | 8 | 3 | 5 | 0 | 8 | 5 | 4 | 0 | 9 | 25 |
| 07:15 AM | 3 | 3 | 0 | 0 | 6 | 1 | 9 | 0 | 10 | 2 | 11 | 0 | 13 | 29 |
| 07:30 AM | 4 | 1 | 0 | 0 | 5 | 2 | 7 | 0 | 9 | 8 | 10 | 0 | 18 | 32 |
| 07:45 AM | 4 | 4 | 0 | 0 | 8 | 2 | 8 | 0 | 10 | 11 | 6 | 0 | 17 | 35 |
| Total | 17 | 10 | 0 | 0 | 27 | 8 | 29 | 0 | 37 | 26 | 31 | 0 | 57 | 121 |
| 08:00 AM | 12 | 3 | 0 | 0 | 15 | 3 | 6 | 0 | 9 | 5 | 12 | 0 | 17 | 41 |
| 08:15 AM | 10 | 3 | 0 | 0 | 13 | 4 | 7 | 0 | 11 | 8 | 12 | 0 | 20 | 44 |
| Grand Total | 60 | 21 | 0 | 0 | 81 | 18 | 52 | 0 | 70 | 48 | 68 | 0 | 116 | 267 |
| Apprch % | 74.1 | 25.9 | 0 | 0 | | 25.7 | 74.3 | 0 | | 41.4 | 58.6 | 0 | | |
| Total % | 22.5 | 7.9 | 0 | 0 | 30.3 | 6.7 | 19.5 | 0 | 26.2 | 18 | 25.5 | 0 | 43.4 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 4 | 1 | 0 | 5 | 2 | 7 | 9 | 8 | 10 | 18 | 32 |
| 07:45 AM | 4 | **4** | 0 | 8 | 2 | **8** | 10 | **11** | 6 | 17 | 35 |
| 08:00 AM | **12** | 3 | 0 | **15** | 3 | 6 | 9 | 5 | **12** | 17 | 41 |
| 08:15 AM | 10 | 3 | 0 | 13 | **4** | 7 | **11** | 8 | 12 | **20** | **44** |
| Total Volume | 30 | 11 | 0 | 41 | 11 | 28 | 39 | 32 | 40 | 72 | 152 |
| % App. Total | 73.2 | 26.8 | 0 | | 28.2 | 71.8 | | 44.4 | 55.6 | | |
| PHF | .625 | .688 | .000 | .683 | .688 | .875 | .886 | .727 | .833 | .900 | .864 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 AM
Site Code :
Start Date : 10/5/2017


Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 90 | 68 | 0 | 0 | 158 | 89 | 68 | 0 | 157 | 122 | 179 | 0 | 301 | 616 |
| 06:45 AM | 107 | 76 | 0 | 0 | 183 | 75 | 76 | 0 | 151 | 105 | 201 | 0 | 306 | 640 |
| Total | 197 | 144 | 0 | 0 | 341 | 164 | 144 | 0 | 308 | 227 | 380 | 0 | 607 | 1256 |
| 07:00 AM | 134 | 66 | 0 | 0 | 200 | 128 | 99 | 0 | 227 | 98 | 193 | 0 | 291 | 718 |
| 07:15 AM | 132 | 79 | 0 | 0 | 211 | 103 | 75 | 0 | 178 | 125 | 226 | 0 | 351 | 740 |
| 07:30 AM | 101 | 80 | 0 | 0 | 181 | 128 | 92 | 0 | 220 | 130 | 241 | 0 | 371 | 772 |
| 07:45 AM | 106 | 86 | 0 | 0 | 192 | 90 | 102 | 0 | 192 | 111 | 152 | 0 | 263 | 647 |
| Total | 473 | 311 | 0 | 0 | 784 | 449 | 368 | 0 | 817 | 464 | 812 | 0 | 1276 | 2877 |
| 08:00 AM | 104 | 76 | 0 | 0 | 180 | 87 | 96 | 0 | 183 | 87 | 154 | 0 | 241 | 604 |
| 08:15 AM | 106 | 92 | 0 | 0 | 198 | 83 | 88 | 0 | 171 | 104 | 142 | 0 | 246 | 615 |
| Grand Total | 880 | 623 | 0 | 0 | 1503 | 783 | 696 | 0 | 1479 | 882 | 1488 | 0 | 2370 | 5352 |
| Apprch % | 58.5 | 41.5 | 0 | 0 | | 52.9 | 47.1 | 0 | | 37.2 | 62.8 | 0 | | |
| Total % | 16.4 | 11.6 | 0 | 0 | 28.1 | 14.6 | 13 | 0 | 27.6 | 16.5 | 27.8 | 0 | 44.3 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | |
| 07:00 AM | **134** | 66 | 0 | 200 | **128** | 99 | **227** | 98 | 193 | 291 | 718 |
| 07:15 AM | 132 | 79 | 0 | **211** | 103 | 75 | 178 | 125 | 226 | 351 | 740 |
| 07:30 AM | 101 | 80 | 0 | 181 | 128 | 92 | 220 | **130** | **241** | **371** | **772** |
| 07:45 AM | 106 | **86** | 0 | 192 | 90 | **102** | 192 | 111 | 152 | 263 | 647 |
| Total Volume | 473 | 311 | 0 | 784 | 449 | 368 | 817 | 464 | 812 | 1276 | 2877 |
| % App. Total | 60.3 | 39.7 | 0 | | 55 | 45 | | 36.4 | 63.6 | | |
| PHF | .882 | .904 | .000 | .929 | .877 | .902 | .900 | .892 | .842 | .860 | .932 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 PM
Site Code :
Start Date : 10/5/2017


Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 274 | 133 | 0 | 0 | 407 | 94 | 114 | 0 | 208 | 99 | 126 | 0 | 225 | 840 |
| 04:15 PM | 261 | 152 | 0 | 0 | 413 | 92 | 109 | 0 | 201 | 104 | 124 | 0 | 228 | 842 |
| 04:30 PM | 253 | 146 | 0 | 0 | 399 | 114 | 144 | 0 | 258 | 133 | 122 | 0 | 255 | 912 |
| 04:45 PM | 281 | 128 | 0 | 0 | 409 | 86 | 115 | 0 | 201 | 108 | 149 | 1 | 258 | 868 |
| Total | 1069 | 559 | 0 | 0 | 1628 | 386 | 482 | 0 | 868 | 444 | 521 | 1 | 966 | 3462 |
| 05:00 PM | 248 | 129 | 0 | 0 | 377 | 121 | 113 | 0 | 234 | 107 | 137 | 0 | 244 | 855 |
| 05:15 PM | 210 | 125 | 1 | 0 | 336 | 132 | 115 | 0 | 247 | 154 | 164 | 0 | 318 | 901 |
| 05:30 PM | 253 | 137 | 0 | 0 | 390 | 122 | 109 | 0 | 231 | 151 | 171 | 0 | 322 | 943 |
| 05:45 PM | 197 | 99 | 0 | 0 | 296 | 118 | 117 | 0 | 235 | 99 | 152 | 0 | 251 | 782 |
| Total | 908 | 490 | 1 | 0 | 1399 | 493 | 454 | 0 | 947 | 511 | 624 | 0 | 1135 | 3481 |
| Grand Total | 1977 | 1049 | 1 | 0 | 3027 | 879 | 936 | 0 | 1815 | 955 | 1145 | 1 | 2101 | 6943 |
| Apprch % | 65.3 | 34.7 | 0 | 0 | | 48.4 | 51.6 | 0 | | 45.5 | 54.5 | 0 | | |
| Total % | 28.5 | 15.1 | 0 | 0 | 43.6 | 12.7 | 13.5 | 0 | 26.1 | 13.8 | 16.5 | 0 | 30.3 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | |
| 04:45 PM | **281** | 128 | 0 | **409** | 86 | **115** | 201 | 108 | 149 | 257 | 867 |
| 05:00 PM | 248 | 129 | 0 | 377 | 121 | 113 | 234 | 107 | 137 | 244 | 855 |
| 05:15 PM | 210 | 125 | **1** | 336 | **132** | 115 | **247** | **154** | 164 | 318 | 901 |
| 05:30 PM | 253 | **137** | 0 | 390 | 122 | 109 | 231 | 151 | **171** | **322** | **943** |
| Total Volume | 992 | 519 | 1 | 1512 | 461 | 452 | 913 | 520 | 621 | 1141 | 3566 |
| % App. Total | 65.6 | 34.3 | 0.1 | | 50.5 | 49.5 | | 45.6 | 54.4 | | |
| PHF | .883 | .947 | .250 | .924 | .873 | .983 | .924 | .844 | .908 | .886 | .945 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 PM
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 4 | 2 | 0 | 0 | 6 | 2 | 4 | 0 | 6 | 7 | 8 | 0 | 15 | 27 |
| 04:15 PM | 6 | 3 | 0 | 0 | 9 | 3 | 6 | 0 | 9 | 10 | 6 | 0 | 16 | 34 |
| 04:30 PM | 9 | 2 | 0 | 0 | 11 | 5 | 7 | 0 | 12 | 4 | 4 | 0 | 8 | 31 |
| 04:45 PM | 2 | 4 | 0 | 0 | 6 | 2 | 4 | 0 | 6 | 6 | 6 | 0 | 12 | 24 |
| Total | 21 | 11 | 0 | 0 | 32 | 12 | 21 | 0 | 33 | 27 | 24 | 0 | 51 | 116 |
| | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 6 | 5 | 1 | 0 | 6 | 15 |
| 05:15 PM | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 1 | 4 | 0 | 5 | 10 |
| 05:30 PM | 6 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 |
| 05:45 PM | 2 | 2 | 0 | 0 | 4 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 2 | 9 |
| Total | 14 | 4 | 0 | 0 | 18 | 5 | 6 | 0 | 11 | 11 | 6 | 0 | 17 | 46 |
| | | | | | | | | | | | | | | |
| Grand Total | 35 | 15 | 0 | 0 | 50 | 17 | 27 | 0 | 44 | 38 | 30 | 0 | 68 | 162 |
| Apprch % | 70 | 30 | 0 | 0 | | 38.6 | 61.4 | 0 | | 55.9 | 44.1 | 0 | | |
| Total % | 21.6 | 9.3 | 0 | 0 | 30.9 | 10.5 | 16.7 | 0 | 27.2 | 23.5 | 18.5 | 0 | 42 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | |
| 04:00 PM | 4 | 2 | 0 | 6 | 2 | 4 | 6 | 7 | **8** | 15 | 27 |
| 04:15 PM | 6 | 3 | 0 | 9 | 3 | 6 | 9 | **10** | 6 | **16** | **34** |
| 04:30 PM | **9** | 2 | 0 | **11** | **5** | **7** | **12** | 4 | 4 | 8 | 31 |
| 04:45 PM | 2 | **4** | 0 | 6 | 2 | 4 | 6 | 6 | 6 | 12 | 24 |
| Total Volume | 21 | 11 | 0 | 32 | 12 | 21 | 33 | 27 | 24 | 51 | 116 |
| % App. Total | 65.6 | 34.4 | 0 | | 36.4 | 63.6 | | 52.9 | 47.1 | | |
| PHF | .583 | .688 | .000 | .727 | .600 | .750 | .688 | .675 | .750 | .797 | .853 |

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

File Name : 4-Carrollton Blvd. & Brewers Neck Blvd._US258 PM
Site Code :
Start Date : 10/5/2017


Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Carrollton Blvd Northbound | | | | Brewers Neck Blvd Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 278 | 135 | 0 | 0 | 413 | 96 | 118 | 0 | 214 | 106 | 134 | 0 | 240 | 867 |
| 04:15 PM | 267 | 155 | 0 | 0 | 422 | 95 | 115 | 0 | 210 | 114 | 130 | 0 | 244 | 876 |
| 04:30 PM | 262 | 148 | 0 | 0 | 410 | 119 | 151 | 0 | 270 | 137 | 126 | 0 | 263 | 943 |
| 04:45 PM | 283 | 132 | 0 | 0 | 415 | 88 | 119 | 0 | 207 | 114 | 155 | 1 | 270 | 892 |
| Total | 1090 | 570 | 0 | 0 | 1660 | 398 | 503 | 0 | 901 | 471 | 545 | 1 | 1017 | 3578 |
| | | | | | | | | | | | | | | |
| 05:00 PM | 251 | 129 | 0 | 0 | 380 | 123 | 117 | 0 | 240 | 112 | 138 | 0 | 250 | 870 |
| 05:15 PM | 213 | 125 | 1 | 0 | 339 | 134 | 115 | 0 | 249 | 155 | 168 | 0 | 323 | 911 |
| 05:30 PM | 259 | 139 | 0 | 0 | 398 | 122 | 109 | 0 | 231 | 155 | 171 | 0 | 326 | 955 |
| 05:45 PM | 199 | 101 | 0 | 0 | 300 | 119 | 119 | 0 | 238 | 100 | 153 | 0 | 253 | 791 |
| Total | 922 | 494 | 1 | 0 | 1417 | 498 | 460 | 0 | 958 | 522 | 630 | 0 | 1152 | 3527 |
| | | | | | | | | | | | | | | |
| Grand Total | 2012 | 1064 | 1 | 0 | 3077 | 896 | 963 | 0 | 1859 | 993 | 1175 | 1 | 2169 | 7105 |
| Apprch % | 65.4 | 34.6 | 0 | 0 | | 48.2 | 51.8 | 0 | | 45.8 | 54.2 | 0 | | |
| Total % | 28.3 | 15 | 0 | 0 | 43.3 | 12.6 | 13.6 | 0 | 26.2 | 14 | 16.5 | 0 | 30.5 | |

| | Carrollton Blvd Southbound | | | | Carrollton Blvd Northbound | | | Brewers Neck Blvd Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Thru | Left | App. Total | Right | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | |
| 04:45 PM | **283** | 132 | 0 | **415** | 88 | **119** | 207 | 114 | 155 | 269 | 891 |
| 05:00 PM | 251 | 129 | 0 | 380 | 123 | 117 | 240 | 112 | 138 | 250 | 870 |
| 05:15 PM | 213 | 125 | **1** | 339 | **134** | 115 | **249** | **155** | 168 | 323 | 911 |
| 05:30 PM | 259 | **139** | 0 | 398 | 122 | 109 | 231 | 155 | **171** | **326** | **955** |
| Total Volume | 1006 | 525 | 1 | 1532 | 467 | 460 | 927 | 536 | 632 | 1168 | 3627 |
| % App. Total | 65.7 | 34.3 | 0.1 | | 50.4 | 49.6 | | 45.9 | 54.1 | | |
| PHF | .889 | .944 | .250 | .923 | .871 | .966 | .931 | .865 | .924 | .896 | .949 |

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File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 161 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 5 | 0 | 312 | 12 | 0 | 10 | 0 | 22 | 497 |
| 07:15 AM | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 4 | 0 | 319 | 8 | 0 | 12 | 0 | 20 | 530 |
| 07:30 AM | 4 | 172 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 5 | 0 | 360 | 2 | 0 | 13 | 0 | 15 | 551 |
| 07:45 AM | 2 | 164 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 3 | 0 | 261 | 8 | 0 | 8 | 0 | 16 | 443 |
| Total | 8 | 688 | 0 | 0 | 696 | 0 | 0 | 0 | 0 | 0 | 0 | 1235 | 17 | 0 | 1252 | 30 | 0 | 43 | 0 | 73 | 2021 |
| 08:00 AM | 0 | 164 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 1 | 0 | 222 | 11 | 0 | 6 | 0 | 17 | 403 |
| 08:15 AM | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 1 | 204 | 2 | 0 | 207 | 5 | 0 | 2 | 0 | 7 | 379 |
| 08:30 AM | 1 | 175 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 4 | 0 | 229 | 7 | 0 | 5 | 0 | 12 | 417 |
| 08:45 AM | 3 | 127 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 9 | 0 | 208 | 7 | 0 | 3 | 0 | 10 | 348 |
| Total | 4 | 631 | 0 | 0 | 635 | 0 | 0 | 0 | 0 | 0 | 1 | 849 | 16 | 0 | 866 | 30 | 0 | 16 | 0 | 46 | 1547 |
| 09:00 AM | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 6 | 0 | 163 | 2 | 0 | 4 | 0 | 6 | 255 |
| 09:15 AM | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 1 | 0 | 164 | 2 | 0 | 7 | 0 | 9 | 259 |
| 09:30 AM | 3 | 166 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 1 | 162 | 5 | 0 | 168 | 2 | 0 | 3 | 0 | 5 | 342 |
| 09:45 AM | 1 | 117 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 4 | 0 | 164 | 4 | 0 | 5 | 0 | 9 | 291 |
| Total | 4 | 455 | 0 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 1 | 642 | 16 | 0 | 659 | 10 | 0 | 19 | 0 | 29 | 1147 |
| 10:00 AM | 2 | 119 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 3 | 0 | 142 | 5 | 0 | 1 | 0 | 6 | 269 |
| 10:15 AM | 1 | 130 | 1 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 1 | 0 | 129 | 1 | 0 | 4 | 3 | 8 | 269 |
| 10:30 AM | 3 | 121 | 1 | 0 | 125 | 1 | 0 | 0 | 1 | 2 | 0 | 150 | 5 | 0 | 155 | 1 | 0 | 0 | 3 | 4 | 286 |
| 10:45 AM | 3 | 124 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 3 | 0 | 146 | 4 | 0 | 3 | 0 | 7 | 280 |
| Total | 9 | 494 | 2 | 0 | 505 | 1 | 0 | 0 | 1 | 2 | 0 | 560 | 12 | 0 | 572 | 11 | 0 | 8 | 6 | 25 | 1104 |
| 11:00 AM | 1 | 140 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 4 | 0 | 122 | 1 | 0 | 1 | 0 | 2 | 265 |
| 11:15 AM | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 2 | 0 | 151 | 1 | 0 | 2 | 0 | 3 | 270 |
| 11:30 AM | 3 | 128 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 9 | 0 | 150 | 1 | 0 | 5 | 0 | 6 | 287 |
| 11:45 AM | 2 | 118 | 1 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 6 | 0 | 142 | 1 | 0 | 4 | 0 | 5 | 268 |
| Total | 6 | 502 | 1 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 0 | 544 | 21 | 0 | 565 | 4 | 0 | 12 | 0 | 16 | 1090 |
| 12:00 PM | 3 | 150 | 0 | 0 | 153 | 1 | 0 | 0 | 0 | 1 | 0 | 153 | 5 | 0 | 158 | 1 | 0 | 3 | 0 | 4 | 316 |
| 12:15 PM | 5 | 149 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 4 | 0 | 137 | 1 | 0 | 2 | 0 | 3 | 295 |
| 12:30 PM | 2 | 162 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 5 | 0 | 123 | 3 | 0 | 5 | 0 | 8 | 295 |
| 12:45 PM | 1 | 162 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 2 | 0 | 151 | 0 | 0 | 2 | 0 | 2 | 316 |
| Total | 11 | 623 | 1 | 0 | 635 | 1 | 0 | 0 | 0 | 1 | 0 | 553 | 16 | 0 | 569 | 5 | 0 | 12 | 0 | 17 | 1222 |
| 01:00 PM | 4 | 155 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 1 | 0 | 149 | 3 | 0 | 2 | 0 | 5 | 313 |
| 01:15 PM | 1 | 178 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 1 | 159 | 3 | 0 | 163 | 5 | 0 | 2 | 0 | 7 | 349 |
| 01:30 PM | 1 | 149 | 1 | 0 | 151 | 1 | 0 | 1 | 0 | 2 | 0 | 139 | 7 | 0 | 146 | 3 | 0 | 1 | 0 | 4 | 303 |
| 01:45 PM | 2 | 133 | 2 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 6 | 0 | 175 | 0 | 0 | 1 | 0 | 1 | 313 |
| Total | 8 | 615 | 3 | 0 | 626 | 1 | 0 | 1 | 0 | 2 | 1 | 615 | 17 | 0 | 633 | 11 | 0 | 6 | 0 | 17 | 1278 |
| 02:00 PM | 3 | 148 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 9 | 0 | 166 | 3 | 0 | 1 | 0 | 4 | 321 |
| 02:15 PM | 4 | 225 | 1 | 0 | 230 | 1 | 0 | 0 | 0 | 1 | 0 | 177 | 7 | 0 | 184 | 2 | 0 | 5 | 0 | 7 | 422 |
| 02:30 PM | 3 | 200 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 2 | 0 | 153 | 6 | 0 | 2 | 0 | 8 | 364 |
| 02:45 PM | 2 | 230 | 1 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 9 | 0 | 155 | 2 | 0 | 1 | 0 | 3 | 391 |
| Total | 12 | 803 | 2 | 0 | 817 | 1 | 0 | 0 | 0 | 1 | 0 | 631 | 27 | 0 | 658 | 13 | 0 | 9 | 0 | 22 | 1498 |
| 03:00 PM | 6 | 239 | 1 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 14 | 0 | 196 | 3 | 0 | 1 | 0 | 4 | 446 |
| 03:15 PM | 8 | 268 | 1 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 2 | 0 | 162 | 6 | 0 | 0 | 0 | 6 | 445 |
| 03:30 PM | 8 | 335 | 0 | 0 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 190 | 6 | 0 | 196 | 6 | 0 | 1 | 0 | 7 | 546 |
| 03:45 PM | 4 | 351 | 0 | 0 | 355 | 0 | 0 | 1 | 0 | 1 | 0 | 209 | 13 | 0 | 222 | 3 | 0 | 0 | 0 | 3 | 581 |
| Total | 26 | 1193 | 2 | 0 | 1221 | 0 | 0 | 1 | 0 | 1 | 0 | 741 | 35 | 0 | 776 | 18 | 0 | 2 | 0 | 20 | 2018 |
| 04:00 PM | 5 | 416 | 1 | 0 | 422 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 19 | 0 | 219 | 1 | 0 | 0 | 0 | 1 | 642 |
| 04:15 PM | 8 | 412 | 1 | 0 | 421 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 13 | 0 | 228 | 0 | 0 | 1 | 0 | 1 | 650 |
| 04:30 PM | 4 | 403 | 0 | 0 | 407 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 16 | 0 | 241 | 6 | 0 | 2 | 0 | 8 | 656 |

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File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
Start Date : 10/5/2017
Page No : 2

Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:45 PM | 4 | 390 | 1 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 12 | 0 | 221 | 1 | 0 | 2 | 0 | 3 | 619 |
| Total | 21 | 1621 | 3 | 0 | 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 849 | 60 | 0 | 909 | 8 | 0 | 5 | 0 | 13 | 2567 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 354 | 0 | 0 | 359 | 0 | 1 | 0 | 0 | 1 | 0 | 274 | 11 | 0 | 285 | 7 | 0 | 2 | 0 | 9 | 654 |
| 05:15 PM | 8 | 329 | 1 | 0 | 338 | 1 | 0 | 0 | 0 | 1 | 1 | 262 | 27 | 0 | 290 | 2 | 0 | 1 | 0 | 3 | 632 |
| 05:30 PM | 11 | 375 | 1 | 0 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 23 | 0 | 303 | 5 | 0 | 4 | 0 | 9 | 699 |
| 05:45 PM | 12 | 280 | 0 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 239 | 19 | 0 | 258 | 5 | 0 | 5 | 0 | 10 | 560 |
| Total | 36 | 1338 | 2 | 0 | 1376 | 1 | 1 | 0 | 0 | 2 | 1 | 1055 | 80 | 0 | 1136 | 19 | 0 | 12 | 0 | 31 | 2545 |
| | | | | | | | | | | | | | | | | | | | | | |
| 06:00 PM | 14 | 266 | 2 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 18 | 0 | 239 | 8 | 0 | 2 | 1 | 11 | 532 |
| 06:15 PM | 9 | 259 | 0 | 0 | 268 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 11 | 0 | 183 | 0 | 0 | 2 | 0 | 2 | 453 |
| 06:30 PM | 7 | 196 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 19 | 0 | 201 | 3 | 0 | 3 | 0 | 6 | 410 |
| 06:45 PM | 3 | 203 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 16 | 0 | 151 | 3 | 0 | 2 | 0 | 5 | 362 |
| Total | 33 | 924 | 2 | 0 | 959 | 0 | 0 | 0 | 0 | 0 | 0 | 710 | 64 | 0 | 774 | 14 | 0 | 9 | 1 | 24 | 1757 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 178 | 9887 | 18 | 0 | 10083 | 5 | 1 | 2 | 1 | 9 | 4 | 8984 | 381 | 0 | 9369 | 173 | 0 | 153 | 7 | 333 | 19794 |
| Apprch % | 1.8 | 98.1 | 0.2 | 0 | | 55.6 | 11.1 | 22.2 | 11.1 | | 0 | 95.9 | 4.1 | 0 | | 52 | 0 | 45.9 | 2.1 | | |
| Total % | 0.9 | 49.9 | 0.1 | 0 | 50.9 | 0 | 0 | 0 | 0 | 0 | 0 | 45.4 | 1.9 | 0 | 47.3 | 0.9 | 0 | 0.8 | 0 | 1.7 | |

| | Carrollton Blvd Southbound | | | | Driveway Westbound | | | | Carrollton Blvd Northbound | | | | Northgate Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 4 | **390** | **1** | **395** | 0 | 0 | 0 | 0 | 0 | 209 | 12 | 221 | 1 | 0 | 2 | 3 | 619 |
| 05:00 PM | 5 | 354 | 0 | 359 | 0 | **1** | 0 | **1** | 0 | 274 | 11 | 285 | **7** | 0 | 2 | **9** | 654 |
| 05:15 PM | 8 | 329 | 1 | 338 | **1** | 0 | 0 | 1 | **1** | 262 | **27** | 290 | 2 | 0 | 1 | 3 | 632 |
| 05:30 PM | **11** | 375 | 1 | 387 | 0 | 0 | 0 | 0 | 0 | **280** | 23 | **303** | 5 | 0 | **4** | 9 | **699** |
| Total Volume | 28 | 1448 | 3 | 1479 | 1 | 1 | 0 | 2 | 1 | 1025 | 73 | 1099 | 15 | 0 | 9 | 24 | 2604 |
| % App. Total | 1.9 | 97.9 | 0.2 | | 50 | 50 | 0 | | 0.1 | 93.3 | 6.6 | | 62.5 | 0 | 37.5 | | |
| PHF | .636 | .928 | .750 | .936 | .250 | .250 | .000 | .500 | .250 | .915 | .676 | .907 | .536 | .000 | .563 | .667 | .931 |

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File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
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Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 19 |
| Total | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 2 | 0 | 0 | 0 | 2 | 67 |
| 08:00 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 25 |
| 08:15 AM | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:30 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 1 | 36 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 0 | 48 | 1 | 0 | 0 | 0 | 1 | 86 |
| 09:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 21 |
| 09:30 AM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| 09:45 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 84 |
| 10:00 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:15 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:45 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 88 |
| 11:00 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 27 |
| 11:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:45 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 26 |
| Total | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 1 | 0 | 62 | 0 | 0 | 1 | 0 | 1 | 112 |
| 12:00 PM | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:15 PM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 12:30 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 86 |
| 01:00 PM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:15 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 PM | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 25 |
| 01:45 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 20 |
| Total | 1 | 43 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 86 |
| 02:00 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 27 |
| 02:15 PM | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:30 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 24 |
| 02:45 PM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 22 |
| Total | 1 | 46 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 40 | 1 | 0 | 0 | 0 | 1 | 88 |
| 03:00 PM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:15 PM | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 33 |
| 03:30 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 22 |
| 03:45 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 22 |
| Total | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 103 |
| 04:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 15 |
| 04:15 PM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 19 |

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

File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
Start Date : 10/5/2017


Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 2 | 18 |
| 04:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 1 | 28 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 4 | 0 | 0 | 0 | 4 | 64 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 25 |
| 06:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 35 |
| Grand Total | 4 | 450 | 0 | 0 | 454 | 0 | 0 | 0 | 0 | 0 | 0 | 452 | 8 | 0 | 460 | 8 | 0 | 2 | 0 | 10 | 924 |
| Apprch % | 0.9 | 99.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 98.3 | 1.7 | 0 | | 80 | 0 | 20 | 0 | | |
| Total % | 0.4 | 48.7 | 0 | 0 | 49.1 | 0 | 0 | 0 | 0 | 0 | 0 | 48.9 | 0.9 | 0 | 49.8 | 0.9 | 0 | 0.2 | 0 | 1.1 | |

| | Carrollton Blvd Southbound | | | | Driveway Westbound | | | | Carrollton Blvd Northbound | | | | Northgate Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | **18** | 0 | **18** | 0 | 0 | 0 | 0 | **30** |
| 11:30 AM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 29 |
| 11:45 AM | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 26 |
| 12:00 PM | 0 | **19** | 0 | **19** | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 30 |
| Total Volume | 0 | 56 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 59 | 0 | 0 | 0 | 0 | 115 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .737 | .000 | .737 | .000 | .000 | .000 | .000 | .000 | .819 | .000 | .819 | .000 | .000 | .000 | .000 | .958 |

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File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
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Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 169 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 5 | 0 | 318 | 12 | 0 | 10 | 0 | 22 | 511 |
| 07:15 AM | 0 | 197 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 326 | 4 | 0 | 330 | 8 | 0 | 12 | 0 | 20 | 547 |
| 07:30 AM | 4 | 178 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 5 | 0 | 371 | 2 | 0 | 13 | 0 | 15 | 568 |
| 07:45 AM | 2 | 172 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 3 | 0 | 270 | 10 | 0 | 8 | 0 | 18 | 462 |
| Total | 8 | 716 | 0 | 0 | 724 | 0 | 0 | 0 | 0 | 0 | 0 | 1272 | 17 | 0 | 1289 | 32 | 0 | 43 | 0 | 75 | 2088 |
| 08:00 AM | 0 | 175 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 2 | 0 | 235 | 12 | 0 | 6 | 0 | 18 | 428 |
| 08:15 AM | 1 | 175 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 1 | 220 | 2 | 0 | 223 | 5 | 0 | 2 | 0 | 7 | 406 |
| 08:30 AM | 1 | 182 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 4 | 0 | 241 | 7 | 0 | 5 | 0 | 12 | 436 |
| 08:45 AM | 3 | 135 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 9 | 0 | 215 | 7 | 0 | 3 | 0 | 10 | 363 |
| Total | 5 | 667 | 0 | 0 | 672 | 0 | 0 | 0 | 0 | 0 | 1 | 896 | 17 | 0 | 914 | 31 | 0 | 16 | 0 | 47 | 1633 |
| 09:00 AM | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 6 | 0 | 174 | 2 | 0 | 4 | 0 | 6 | 274 |
| 09:15 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 1 | 0 | 180 | 2 | 0 | 7 | 0 | 9 | 280 |
| 09:30 AM | 3 | 181 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 1 | 172 | 5 | 0 | 178 | 2 | 0 | 3 | 0 | 5 | 367 |
| 09:45 AM | 1 | 127 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | 5 | 0 | 173 | 4 | 0 | 5 | 0 | 9 | 310 |
| Total | 4 | 493 | 0 | 0 | 497 | 0 | 0 | 0 | 0 | 0 | 1 | 687 | 17 | 0 | 705 | 10 | 0 | 19 | 0 | 29 | 1231 |
| 10:00 AM | 2 | 133 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 3 | 0 | 157 | 5 | 0 | 1 | 0 | 6 | 298 |
| 10:15 AM | 1 | 143 | 1 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 1 | 0 | 135 | 1 | 0 | 4 | 3 | 8 | 288 |
| 10:30 AM | 3 | 132 | 1 | 0 | 136 | 1 | 0 | 0 | 1 | 2 | 0 | 156 | 5 | 0 | 161 | 1 | 0 | 0 | 3 | 4 | 303 |
| 10:45 AM | 3 | 137 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 4 | 0 | 156 | 4 | 0 | 3 | 0 | 7 | 303 |
| Total | 9 | 545 | 2 | 0 | 556 | 1 | 0 | 0 | 1 | 2 | 0 | 596 | 13 | 0 | 609 | 11 | 0 | 8 | 6 | 25 | 1192 |
| 11:00 AM | 1 | 152 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 5 | 0 | 136 | 1 | 0 | 2 | 0 | 3 | 292 |
| 11:15 AM | 0 | 128 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 2 | 0 | 169 | 1 | 0 | 2 | 0 | 3 | 300 |
| 11:30 AM | 3 | 139 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 9 | 0 | 168 | 1 | 0 | 5 | 0 | 6 | 316 |
| 11:45 AM | 2 | 132 | 1 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 6 | 0 | 154 | 1 | 0 | 4 | 0 | 5 | 294 |
| Total | 6 | 551 | 1 | 0 | 558 | 0 | 0 | 0 | 0 | 0 | 0 | 605 | 22 | 0 | 627 | 4 | 0 | 13 | 0 | 17 | 1202 |
| 12:00 PM | 3 | 169 | 0 | 0 | 172 | 1 | 0 | 0 | 0 | 1 | 0 | 164 | 5 | 0 | 169 | 1 | 0 | 3 | 0 | 4 | 346 |
| 12:15 PM | 5 | 159 | 1 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 4 | 0 | 142 | 1 | 0 | 2 | 0 | 3 | 310 |
| 12:30 PM | 2 | 174 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 5 | 0 | 133 | 3 | 0 | 5 | 0 | 8 | 317 |
| 12:45 PM | 1 | 169 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 2 | 0 | 163 | 0 | 0 | 2 | 0 | 2 | 335 |
| Total | 11 | 671 | 1 | 0 | 683 | 1 | 0 | 0 | 0 | 1 | 0 | 591 | 16 | 0 | 607 | 5 | 0 | 12 | 0 | 17 | 1308 |
| 01:00 PM | 4 | 168 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 1 | 0 | 159 | 3 | 0 | 2 | 0 | 5 | 336 |
| 01:15 PM | 1 | 187 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 1 | 168 | 3 | 0 | 172 | 5 | 0 | 2 | 0 | 7 | 367 |
| 01:30 PM | 2 | 159 | 1 | 0 | 162 | 1 | 0 | 1 | 0 | 2 | 0 | 153 | 7 | 0 | 160 | 3 | 0 | 1 | 0 | 4 | 328 |
| 01:45 PM | 2 | 144 | 2 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 6 | 0 | 184 | 0 | 0 | 1 | 0 | 1 | 333 |
| Total | 9 | 658 | 3 | 0 | 670 | 1 | 0 | 1 | 0 | 2 | 1 | 657 | 17 | 0 | 675 | 11 | 0 | 6 | 0 | 17 | 1364 |
| 02:00 PM | 3 | 159 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 10 | 0 | 181 | 4 | 0 | 1 | 0 | 5 | 348 |
| 02:15 PM | 5 | 234 | 1 | 0 | 240 | 1 | 0 | 0 | 0 | 1 | 0 | 181 | 8 | 0 | 189 | 2 | 0 | 5 | 0 | 7 | 437 |
| 02:30 PM | 3 | 212 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 2 | 0 | 165 | 6 | 0 | 2 | 0 | 8 | 388 |
| 02:45 PM | 2 | 244 | 1 | 0 | 247 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 9 | 0 | 163 | 2 | 0 | 1 | 0 | 3 | 413 |
| Total | 13 | 849 | 2 | 0 | 864 | 1 | 0 | 0 | 0 | 1 | 0 | 669 | 29 | 0 | 698 | 14 | 0 | 9 | 0 | 23 | 1586 |
| 03:00 PM | 6 | 253 | 1 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 15 | 0 | 208 | 3 | 0 | 1 | 0 | 4 | 472 |
| 03:15 PM | 8 | 291 | 1 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 2 | 0 | 172 | 6 | 0 | 0 | 0 | 6 | 478 |
| 03:30 PM | 8 | 346 | 0 | 0 | 354 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 6 | 0 | 207 | 6 | 0 | 1 | 0 | 7 | 568 |
| 03:45 PM | 4 | 360 | 0 | 0 | 364 | 0 | 0 | 1 | 0 | 1 | 0 | 221 | 13 | 0 | 234 | 3 | 0 | 1 | 0 | 4 | 603 |
| Total | 26 | 1250 | 2 | 0 | 1278 | 0 | 0 | 1 | 0 | 1 | 0 | 785 | 36 | 0 | 821 | 18 | 0 | 3 | 0 | 21 | 2121 |
| 04:00 PM | 5 | 421 | 1 | 0 | 427 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 19 | 0 | 228 | 2 | 0 | 0 | 0 | 2 | 657 |
| 04:15 PM | 9 | 420 | 1 | 0 | 430 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 13 | 0 | 237 | 1 | 0 | 1 | 0 | 2 | 669 |
| 04:30 PM | 4 | 411 | 0 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 16 | 0 | 249 | 8 | 0 | 2 | 0 | 10 | 674 |

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File Name : 5-Carrollton Blvd. & Northgate Ln.
Site Code :
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Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Driveway Westbound | | | | | Carrollton Blvd Northbound | | | | | Northgate Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:45 PM | 4 | 397 | 1 | 0 | 402 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 12 | 0 | 226 | 1 | 0 | 2 | 0 | 3 | 631 |
| Total | 22 | 1649 | 3 | 0 | 1674 | 0 | 0 | 0 | 0 | 0 | 0 | 880 | 60 | 0 | 940 | 12 | 0 | 5 | 0 | 17 | 2631 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 357 | 0 | 0 | 362 | 0 | 1 | 0 | 0 | 1 | 0 | 277 | 11 | 0 | 288 | 7 | 0 | 2 | 0 | 9 | 660 |
| 05:15 PM | 8 | 332 | 1 | 0 | 341 | 1 | 0 | 0 | 0 | 1 | 1 | 267 | 28 | 0 | 296 | 2 | 0 | 1 | 0 | 3 | 641 |
| 05:30 PM | 11 | 381 | 1 | 0 | 393 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 23 | 0 | 303 | 5 | 0 | 4 | 0 | 9 | 705 |
| 05:45 PM | 12 | 282 | 0 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 19 | 0 | 260 | 5 | 0 | 5 | 0 | 10 | 564 |
| Total | 36 | 1352 | 2 | 0 | 1390 | 1 | 1 | 0 | 0 | 2 | 1 | 1065 | 81 | 0 | 1147 | 19 | 0 | 12 | 0 | 31 | 2570 |
| | | | | | | | | | | | | | | | | | | | | | |
| 06:00 PM | 14 | 267 | 2 | 0 | 283 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 18 | 0 | 245 | 8 | 0 | 2 | 1 | 11 | 539 |
| 06:15 PM | 9 | 265 | 0 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 11 | 0 | 185 | 0 | 0 | 2 | 0 | 2 | 461 |
| 06:30 PM | 7 | 198 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 19 | 0 | 210 | 3 | 0 | 3 | 0 | 6 | 421 |
| 06:45 PM | 3 | 206 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 16 | 0 | 157 | 3 | 0 | 2 | 0 | 5 | 371 |
| Total | 33 | 936 | 2 | 0 | 971 | 0 | 0 | 0 | 0 | 0 | 0 | 733 | 64 | 0 | 797 | 14 | 0 | 9 | 1 | 24 | 1792 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 182 | 10337 | 18 | 0 | 10537 | 5 | 1 | 2 | 1 | 9 | 4 | 9436 | 389 | 0 | 9829 | 181 | 0 | 155 | 7 | 343 | 20718 |
| Apprch % | 1.7 | 98.1 | 0.2 | 0 | | 55.6 | 11.1 | 22.2 | 11.1 | | 0 | 96 | 4 | 0 | | 52.8 | 0 | 45.2 | 2 | | |
| Total % | 0.9 | 49.9 | 0.1 | 0 | 50.9 | 0 | 0 | 0 | 0 | 0 | 0 | 45.5 | 1.9 | 0 | 47.4 | 0.9 | 0 | 0.7 | 0 | 1.7 | |

| | Carrollton Blvd Southbound | | | | Driveway Westbound | | | | Carrollton Blvd Northbound | | | | Northgate Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 4 | **397** | **1** | **402** | 0 | 0 | 0 | 0 | 0 | 214 | 12 | 226 | 1 | 0 | 2 | 3 | 631 |
| 05:00 PM | 5 | 357 | 0 | 362 | 0 | **1** | 0 | **1** | 0 | 277 | 11 | 288 | **7** | 0 | 2 | **9** | 660 |
| 05:15 PM | 8 | 332 | 1 | 341 | **1** | 0 | 0 | 1 | **1** | 267 | **28** | 296 | 2 | 0 | 1 | 3 | 641 |
| 05:30 PM | **11** | 381 | 1 | 393 | 0 | 0 | 0 | 0 | 0 | **280** | 23 | **303** | 5 | 0 | **4** | 9 | **705** |
| Total Volume | 28 | 1467 | 3 | 1498 | 1 | 1 | 0 | 2 | 1 | 1038 | 74 | 1113 | 15 | 0 | 9 | 24 | 2637 |
| % App. Total | 1.9 | 97.9 | 0.2 | | 50 | 50 | 0 | | 0.1 | 93.3 | 6.6 | | 62.5 | 0 | 37.5 | | |
| PHF | .636 | .924 | .750 | .932 | .250 | .250 | .000 | .500 | .250 | .927 | .661 | .918 | .536 | .000 | .563 | .667 | .935 |

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File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
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Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 157 | 7 | 0 | 164 | 10 | 0 | 4 | 0 | 14 | 0 | 211 | 1 | 0 | 212 | 0 | 0 | 0 | 0 | 0 | 390 |
| 07:15 AM | 1 | 191 | 2 | 0 | 194 | 14 | 0 | 7 | 0 | 21 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 377 |
| 07:30 AM | 0 | 200 | 1 | 0 | 201 | 11 | 1 | 6 | 0 | 18 | 3 | 205 | 2 | 0 | 210 | 1 | 0 | 0 | 0 | 1 | 430 |
| 07:45 AM | 0 | 174 | 3 | 0 | 177 | 7 | 0 | 2 | 0 | 9 | 3 | 181 | 2 | 0 | 186 | 1 | 0 | 0 | 0 | 1 | 373 |
| Total | 1 | 722 | 13 | 0 | 736 | 42 | 1 | 19 | 0 | 62 | 6 | 759 | 5 | 0 | 770 | 2 | 0 | 0 | 0 | 2 | 1570 |
| 08:00 AM | 0 | 155 | 2 | 0 | 157 | 7 | 0 | 2 | 0 | 9 | 1 | 158 | 1 | 0 | 160 | 1 | 0 | 1 | 0 | 2 | 328 |
| 08:15 AM | 0 | 175 | 2 | 0 | 177 | 14 | 0 | 4 | 0 | 18 | 0 | 161 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 356 |
| 08:30 AM | 0 | 163 | 4 | 0 | 167 | 12 | 0 | 2 | 0 | 14 | 3 | 173 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 357 |
| 08:45 AM | 0 | 141 | 1 | 0 | 142 | 7 | 0 | 2 | 0 | 9 | 4 | 133 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 288 |
| Total | 0 | 634 | 9 | 0 | 643 | 40 | 0 | 10 | 0 | 50 | 8 | 625 | 1 | 0 | 634 | 1 | 0 | 1 | 0 | 2 | 1329 |
| 09:00 AM | 0 | 118 | 2 | 0 | 120 | 9 | 0 | 1 | 0 | 10 | 0 | 112 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 242 |
| 09:15 AM | 0 | 121 | 2 | 0 | 123 | 10 | 0 | 0 | 0 | 10 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 1 | 0 | 1 | 234 |
| 09:30 AM | 0 | 136 | 3 | 0 | 139 | 2 | 0 | 2 | 0 | 4 | 1 | 115 | 2 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 261 |
| 09:45 AM | 0 | 122 | 5 | 0 | 127 | 11 | 0 | 2 | 0 | 13 | 1 | 113 | 2 | 1 | 117 | 1 | 0 | 1 | 0 | 2 | 259 |
| Total | 0 | 497 | 12 | 0 | 509 | 32 | 0 | 5 | 0 | 37 | 2 | 440 | 4 | 1 | 447 | 1 | 0 | 2 | 0 | 3 | 996 |
| 10:00 AM | 0 | 94 | 4 | 0 | 98 | 7 | 0 | 5 | 1 | 13 | 4 | 98 | 2 | 0 | 104 | 2 | 1 | 0 | 0 | 3 | 218 |
| 10:15 AM | 0 | 106 | 2 | 0 | 108 | 7 | 0 | 4 | 0 | 11 | 0 | 94 | 1 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 214 |
| 10:30 AM | 0 | 101 | 4 | 0 | 105 | 8 | 0 | 1 | 0 | 9 | 2 | 110 | 1 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 227 |
| 10:45 AM | 1 | 122 | 6 | 0 | 129 | 1 | 0 | 1 | 0 | 2 | 0 | 118 | 0 | 0 | 118 | 2 | 0 | 0 | 0 | 2 | 251 |
| Total | 1 | 423 | 16 | 0 | 440 | 23 | 0 | 11 | 1 | 35 | 6 | 420 | 4 | 0 | 430 | 4 | 1 | 0 | 0 | 5 | 910 |
| 11:00 AM | 0 | 112 | 8 | 1 | 121 | 9 | 0 | 3 | 1 | 13 | 5 | 115 | 1 | 1 | 122 | 2 | 0 | 0 | 0 | 2 | 258 |
| 11:15 AM | 0 | 121 | 3 | 0 | 124 | 3 | 0 | 1 | 0 | 4 | 2 | 128 | 1 | 2 | 133 | 2 | 0 | 0 | 2 | 4 | 265 |
| 11:30 AM | 0 | 125 | 5 | 0 | 130 | 11 | 0 | 2 | 1 | 14 | 1 | 137 | 1 | 0 | 139 | 2 | 0 | 0 | 0 | 2 | 285 |
| 11:45 AM | 0 | 113 | 6 | 0 | 119 | 3 | 0 | 1 | 0 | 4 | 0 | 121 | 1 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 245 |
| Total | 0 | 471 | 22 | 1 | 494 | 26 | 0 | 7 | 2 | 35 | 8 | 501 | 4 | 3 | 516 | 6 | 0 | 0 | 2 | 8 | 1053 |
| 12:00 PM | 0 | 141 | 9 | 0 | 150 | 6 | 0 | 1 | 0 | 7 | 1 | 123 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 281 |
| 12:15 PM | 1 | 151 | 3 | 0 | 155 | 6 | 0 | 2 | 0 | 8 | 2 | 118 | 5 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 288 |
| 12:30 PM | 0 | 119 | 7 | 0 | 126 | 1 | 0 | 4 | 0 | 5 | 4 | 116 | 3 | 0 | 123 | 4 | 0 | 0 | 0 | 4 | 258 |
| 12:45 PM | 0 | 129 | 9 | 0 | 138 | 6 | 0 | 1 | 0 | 7 | 2 | 118 | 2 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 267 |
| Total | 1 | 540 | 28 | 0 | 569 | 19 | 0 | 8 | 0 | 27 | 9 | 475 | 10 | 0 | 494 | 4 | 0 | 0 | 0 | 4 | 1094 |
| 01:00 PM | 1 | 135 | 6 | 0 | 142 | 4 | 0 | 3 | 2 | 9 | 5 | 142 | 2 | 0 | 149 | 0 | 0 | 1 | 0 | 1 | 301 |
| 01:15 PM | 0 | 146 | 8 | 0 | 154 | 4 | 0 | 1 | 0 | 5 | 2 | 127 | 4 | 0 | 133 | 1 | 0 | 0 | 0 | 1 | 293 |
| 01:30 PM | 0 | 121 | 10 | 0 | 131 | 6 | 0 | 0 | 0 | 6 | 2 | 124 | 4 | 0 | 130 | 1 | 0 | 0 | 0 | 1 | 268 |
| 01:45 PM | 0 | 140 | 2 | 0 | 142 | 2 | 1 | 2 | 0 | 5 | 1 | 129 | 1 | 0 | 131 | 1 | 0 | 0 | 0 | 1 | 279 |
| Total | 1 | 542 | 26 | 0 | 569 | 16 | 1 | 6 | 2 | 25 | 10 | 522 | 11 | 0 | 543 | 3 | 0 | 1 | 0 | 4 | 1141 |
| 02:00 PM | 0 | 150 | 3 | 0 | 153 | 3 | 0 | 1 | 0 | 4 | 1 | 131 | 2 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 291 |
| 02:15 PM | 0 | 132 | 6 | 0 | 138 | 3 | 0 | 0 | 0 | 3 | 1 | 178 | 1 | 0 | 180 | 1 | 0 | 0 | 0 | 1 | 322 |
| 02:30 PM | 0 | 134 | 6 | 0 | 140 | 4 | 0 | 5 | 2 | 11 | 3 | 147 | 1 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 302 |
| 02:45 PM | 0 | 155 | 8 | 0 | 163 | 3 | 0 | 1 | 0 | 4 | 0 | 166 | 0 | 0 | 166 | 1 | 0 | 1 | 0 | 2 | 335 |
| Total | 0 | 571 | 23 | 0 | 594 | 13 | 0 | 7 | 2 | 22 | 5 | 622 | 4 | 0 | 631 | 2 | 0 | 1 | 0 | 3 | 1250 |
| 03:00 PM | 1 | 155 | 13 | 0 | 169 | 7 | 0 | 4 | 0 | 11 | 2 | 193 | 2 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 377 |
| 03:15 PM | 0 | 194 | 9 | 0 | 203 | 3 | 0 | 2 | 0 | 5 | 1 | 177 | 3 | 0 | 181 | 1 | 0 | 0 | 0 | 1 | 390 |
| 03:30 PM | 1 | 199 | 10 | 0 | 210 | 5 | 0 | 4 | 0 | 9 | 5 | 192 | 3 | 0 | 200 | 1 | 0 | 0 | 0 | 1 | 420 |
| 03:45 PM | 0 | 219 | 9 | 0 | 228 | 6 | 1 | 1 | 0 | 8 | 2 | 184 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 422 |
| Total | 2 | 767 | 41 | 0 | 810 | 21 | 1 | 11 | 0 | 33 | 10 | 746 | 8 | 0 | 764 | 2 | 0 | 0 | 0 | 2 | 1609 |
| 04:00 PM | 0 | 213 | 8 | 0 | 221 | 6 | 0 | 2 | 0 | 8 | 6 | 211 | 4 | 0 | 221 | 1 | 1 | 0 | 0 | 2 | 452 |
| 04:15 PM | 1 | 255 | 9 | 0 | 265 | 3 | 0 | 1 | 0 | 4 | 3 | 173 | 4 | 0 | 180 | 0 | 0 | 1 | 0 | 1 | 450 |

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

File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
Start Date : 10/5/2017


Groups Printed- Car

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 2 | 255 | 15 | 0 | 272 | 5 | 0 | 1 | 0 | 6 | 4 | 268 | 2 | 0 | 274 | 1 | 0 | 1 | 0 | 2 | 554 |
| 04:45 PM | 1 | 221 | 14 | 0 | 236 | 4 | 0 | 5 | 0 | 9 | 8 | 190 | 5 | 0 | 203 | 2 | 0 | 0 | 1 | 3 | 451 |
| Total | 4 | 944 | 46 | 0 | 994 | 18 | 0 | 9 | 0 | 27 | 21 | 842 | 15 | 0 | 878 | 4 | 1 | 2 | 1 | 8 | 1907 |
| 05:00 PM | 0 | 235 | 12 | 0 | 247 | 7 | 0 | 4 | 0 | 11 | 7 | 238 | 1 | 1 | 247 | 1 | 0 | 0 | 0 | 1 | 506 |
| 05:15 PM | 1 | 255 | 12 | 0 | 268 | 5 | 0 | 5 | 0 | 10 | 6 | 232 | 0 | 2 | 240 | 3 | 0 | 2 | 2 | 7 | 525 |
| 05:30 PM | 3 | 273 | 11 | 0 | 287 | 10 | 0 | 2 | 0 | 12 | 2 | 230 | 5 | 0 | 237 | 1 | 0 | 1 | 0 | 2 | 538 |
| 05:45 PM | 1 | 190 | 7 | 0 | 198 | 3 | 0 | 1 | 0 | 4 | 7 | 222 | 2 | 0 | 231 | 2 | 0 | 1 | 0 | 3 | 436 |
| Total | 5 | 953 | 42 | 0 | 1000 | 25 | 0 | 12 | 0 | 37 | 22 | 922 | 8 | 3 | 955 | 7 | 0 | 4 | 2 | 13 | 2005 |
| 06:00 PM | 0 | 183 | 5 | 0 | 188 | 5 | 1 | 3 | 0 | 9 | 7 | 221 | 1 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 426 |
| 06:15 PM | 0 | 168 | 2 | 0 | 170 | 5 | 0 | 2 | 2 | 9 | 3 | 171 | 0 | 2 | 176 | 2 | 0 | 0 | 0 | 2 | 357 |
| 06:30 PM | 2 | 160 | 10 | 0 | 172 | 4 | 0 | 3 | 0 | 7 | 2 | 173 | 1 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 355 |
| 06:45 PM | 0 | 134 | 10 | 0 | 144 | 5 | 0 | 0 | 0 | 5 | 6 | 150 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 305 |
| Total | 2 | 645 | 27 | 0 | 674 | 19 | 1 | 8 | 2 | 30 | 18 | 715 | 2 | 2 | 737 | 2 | 0 | 0 | 0 | 2 | 1443 |
| Grand Total | 17 | 7709 | 305 | 1 | 8032 | 294 | 4 | 113 | 9 | 420 | 125 | 7589 | 76 | 9 | 7799 | 38 | 2 | 11 | 5 | 56 | 16307 |
| Apprch % | 0.2 | 96 | 3.8 | 0 | | 70 | 1 | 26.9 | 2.1 | | 1.6 | 97.3 | 1 | 0.1 | | 67.9 | 3.6 | 19.6 | 8.9 | | |
| Total % | 0.1 | 47.3 | 1.9 | 0 | 49.3 | 1.8 | 0 | 0.7 | 0.1 | 2.6 | 0.8 | 46.5 | 0.5 | 0.1 | 47.8 | 0.2 | 0 | 0.1 | 0 | 0.3 | |

| | Carrollton Blvd Southbound | | | | Channell Way Westbound | | | | Carrollton Blvd Northbound | | | | Deep Bottom Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | **2** | **255** | **15** | **272** | 5 | 0 | 1 | 6 | 4 | **268** | 2 | **274** | 1 | 0 | 1 | 2 | **554** |
| 04:45 PM | 1 | 221 | 14 | 236 | 4 | 0 | **5** | 9 | **8** | 190 | **5** | 203 | 2 | 0 | 0 | 2 | 450 |
| 05:00 PM | 0 | 235 | 12 | 247 | **7** | 0 | 4 | **11** | 7 | 238 | 1 | 246 | 1 | 0 | 0 | 1 | 505 |
| 05:15 PM | 1 | 255 | 12 | 268 | 5 | 0 | 5 | 10 | 6 | 232 | 0 | 238 | **3** | 0 | **2** | **5** | 521 |
| Total Volume | 4 | 966 | 53 | 1023 | 21 | 0 | 15 | 36 | 25 | 928 | 8 | 961 | 7 | 0 | 3 | 10 | 2030 |
| % App. Total | 0.4 | 94.4 | 5.2 | | 58.3 | 0 | 41.7 | | 2.6 | 96.6 | 0.8 | | 70 | 0 | 30 | | |
| PHF | .500 | .947 | .883 | .940 | .750 | .000 | .750 | .818 | .781 | .866 | .400 | .877 | .583 | .000 | .375 | .500 | .916 |

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

File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
Start Date : 10/5/2017
Page No : 1

Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:30 AM | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| 07:45 AM | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 2 | 27 |
| Total | 0 | 37 | 0 | 0 | 37 | 2 | 0 | 0 | 0 | 2 | 2 | 38 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 2 | 81 |
| 08:00 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:15 AM | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:30 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:45 AM | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 17 |
| Total | 0 | 36 | 1 | 0 | 37 | 2 | 0 | 1 | 0 | 3 | 1 | 37 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 78 |
| 09:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:15 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:45 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 68 |
| 10:00 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:15 AM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 22 |
| 10:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 AM | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 26 |
| Total | 0 | 50 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 92 |
| 11:00 AM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:15 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:45 AM | 0 | 14 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total | 0 | 44 | 0 | 0 | 44 | 2 | 0 | 1 | 0 | 3 | 1 | 37 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 85 |
| 12:00 PM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:15 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:30 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 46 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 1 | 1 | 28 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 76 |
| 01:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:15 PM | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:45 PM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 24 | 2 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 54 |
| 02:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 21 |
| 02:30 PM | 0 | 13 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 35 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 2 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 64 |
| 03:00 PM | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:15 PM | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 34 |
| 03:30 PM | 0 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 18 |
| 03:45 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 17 |
| Total | 0 | 39 | 4 | 0 | 43 | 2 | 0 | 2 | 0 | 4 | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:00 PM | 0 | 9 | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 19 |
| 04:15 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 20 |

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

File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
Start Date : 10/5/2017


Groups Printed- Truck

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 0 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:45 PM | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 18 |
| Total | 0 | 36 | 1 | 0 | 37 | 4 | 0 | 0 | 0 | 4 | 2 | 28 | 0 | 0 | 30 | 2 | 0 | 0 | 0 | 2 | 73 |
| 05:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 25 |
| 06:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 25 |
| Grand Total | 0 | 400 | 9 | 0 | 409 | 15 | 0 | 6 | 0 | 21 | 10 | 367 | 0 | 0 | 377 | 4 | 0 | 0 | 0 | 4 | 811 |
| Apprch % | 0 | 97.8 | 2.2 | 0 | | 71.4 | 0 | 28.6 | 0 | | 2.7 | 97.3 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 49.3 | 1.1 | 0 | 50.4 | 1.8 | 0 | 0.7 | 0 | 2.6 | 1.2 | 45.3 | 0 | 0 | 46.5 | 0.5 | 0 | 0 | 0 | 0.5 | |

| | Carrollton Blvd Southbound | | | | Channell Way Westbound | | | | Carrollton Blvd Northbound | | | | Deep Bottom Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:00 AM | | | | | | | | | | | | | | | | | |
| 10:00 AM | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | **1** | 14 | 0 | **15** | 0 | 0 | 0 | 0 | **29** |
| 10:15 AM | 0 | **15** | 0 | **15** | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 22 |
| 10:30 AM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 15 |
| 10:45 AM | 0 | 10 | **1** | 11 | 0 | 0 | 0 | 0 | 0 | **15** | 0 | 15 | 0 | 0 | 0 | 0 | 26 |
| Total Volume | 0 | 50 | 1 | 51 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 41 | 0 | 0 | 0 | 0 | 92 |
| % App. Total | 0 | 98 | 2 | | 0 | 0 | 0 | | 2.4 | 97.6 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .833 | .250 | .850 | .000 | .000 | .000 | .000 | .250 | .667 | .000 | .683 | .000 | .000 | .000 | .000 | .793 |

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

File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
Start Date : 10/5/2017


Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 166 | 7 | 0 | 173 | 10 | 0 | 4 | 0 | 14 | 0 | 217 | 1 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 405 |
| 07:15 AM | 1 | 197 | 2 | 0 | 200 | 14 | 0 | 7 | 0 | 21 | 0 | 177 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 398 |
| 07:30 AM | 0 | 208 | 1 | 0 | 209 | 12 | 1 | 6 | 0 | 19 | 4 | 213 | 2 | 0 | 219 | 1 | 0 | 0 | 0 | 1 | 448 |
| 07:45 AM | 0 | 188 | 3 | 0 | 191 | 8 | 0 | 2 | 0 | 10 | 4 | 190 | 2 | 0 | 196 | 3 | 0 | 0 | 0 | 3 | 400 |
| Total | 1 | 759 | 13 | 0 | 773 | 44 | 1 | 19 | 0 | 64 | 8 | 797 | 5 | 0 | 810 | 4 | 0 | 0 | 0 | 4 | 1651 |
| 08:00 AM | 0 | 164 | 2 | 0 | 166 | 7 | 0 | 2 | 0 | 9 | 2 | 167 | 1 | 0 | 170 | 1 | 0 | 1 | 0 | 2 | 347 |
| 08:15 AM | 0 | 186 | 2 | 0 | 188 | 15 | 0 | 4 | 0 | 19 | 0 | 172 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 379 |
| 08:30 AM | 0 | 171 | 5 | 0 | 176 | 12 | 0 | 2 | 0 | 14 | 3 | 183 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 376 |
| 08:45 AM | 0 | 149 | 1 | 0 | 150 | 8 | 0 | 3 | 0 | 11 | 4 | 140 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 305 |
| Total | 0 | 670 | 10 | 0 | 680 | 42 | 0 | 11 | 0 | 53 | 9 | 662 | 1 | 0 | 672 | 1 | 0 | 1 | 0 | 2 | 1407 |
| 09:00 AM | 0 | 122 | 2 | 0 | 124 | 9 | 0 | 1 | 0 | 10 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 255 |
| 09:15 AM | 0 | 132 | 2 | 0 | 134 | 10 | 0 | 0 | 0 | 10 | 1 | 110 | 0 | 0 | 111 | 0 | 0 | 1 | 0 | 1 | 256 |
| 09:30 AM | 0 | 139 | 3 | 0 | 142 | 2 | 0 | 2 | 0 | 4 | 1 | 127 | 2 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 276 |
| 09:45 AM | 0 | 130 | 5 | 0 | 135 | 11 | 0 | 2 | 0 | 13 | 1 | 123 | 2 | 1 | 127 | 1 | 0 | 1 | 0 | 2 | 277 |
| Total | 0 | 523 | 12 | 0 | 535 | 32 | 0 | 5 | 0 | 37 | 3 | 481 | 4 | 1 | 489 | 1 | 0 | 2 | 0 | 3 | 1064 |
| 10:00 AM | 0 | 108 | 4 | 0 | 112 | 7 | 0 | 5 | 1 | 13 | 5 | 112 | 2 | 0 | 119 | 2 | 1 | 0 | 0 | 3 | 247 |
| 10:15 AM | 0 | 121 | 2 | 0 | 123 | 7 | 0 | 4 | 0 | 11 | 0 | 101 | 1 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 236 |
| 10:30 AM | 0 | 112 | 4 | 0 | 116 | 8 | 0 | 1 | 0 | 9 | 2 | 114 | 1 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 242 |
| 10:45 AM | 1 | 132 | 7 | 0 | 140 | 1 | 0 | 1 | 0 | 2 | 0 | 133 | 0 | 0 | 133 | 2 | 0 | 0 | 0 | 2 | 277 |
| Total | 1 | 473 | 17 | 0 | 491 | 23 | 0 | 11 | 1 | 35 | 7 | 460 | 4 | 0 | 471 | 4 | 1 | 0 | 0 | 5 | 1002 |
| 11:00 AM | 0 | 127 | 8 | 1 | 136 | 9 | 0 | 3 | 1 | 13 | 5 | 125 | 1 | 1 | 132 | 2 | 0 | 0 | 0 | 2 | 283 |
| 11:15 AM | 0 | 127 | 3 | 0 | 130 | 3 | 0 | 1 | 0 | 4 | 3 | 139 | 1 | 2 | 145 | 2 | 0 | 0 | 2 | 4 | 283 |
| 11:30 AM | 0 | 134 | 5 | 0 | 139 | 11 | 0 | 3 | 1 | 15 | 1 | 145 | 1 | 0 | 147 | 2 | 0 | 0 | 0 | 2 | 303 |
| 11:45 AM | 0 | 127 | 6 | 0 | 133 | 5 | 0 | 1 | 0 | 6 | 0 | 129 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 269 |
| Total | 0 | 515 | 22 | 1 | 538 | 28 | 0 | 8 | 2 | 38 | 9 | 538 | 4 | 3 | 554 | 6 | 0 | 0 | 2 | 8 | 1138 |
| 12:00 PM | 0 | 159 | 9 | 0 | 168 | 6 | 0 | 1 | 0 | 7 | 1 | 129 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 305 |
| 12:15 PM | 1 | 162 | 3 | 0 | 166 | 6 | 0 | 2 | 0 | 8 | 2 | 126 | 5 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 307 |
| 12:30 PM | 0 | 130 | 7 | 0 | 137 | 1 | 0 | 4 | 0 | 5 | 5 | 125 | 3 | 0 | 133 | 4 | 0 | 0 | 0 | 4 | 279 |
| 12:45 PM | 0 | 135 | 9 | 0 | 144 | 7 | 0 | 1 | 0 | 8 | 2 | 123 | 2 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 279 |
| Total | 1 | 586 | 28 | 0 | 615 | 20 | 0 | 8 | 0 | 28 | 10 | 503 | 10 | 0 | 523 | 4 | 0 | 0 | 0 | 4 | 1170 |
| 01:00 PM | 1 | 141 | 6 | 0 | 148 | 4 | 0 | 3 | 2 | 9 | 5 | 149 | 2 | 0 | 156 | 0 | 0 | 1 | 0 | 1 | 314 |
| 01:15 PM | 0 | 152 | 9 | 0 | 161 | 4 | 0 | 1 | 0 | 5 | 2 | 133 | 4 | 0 | 139 | 1 | 0 | 0 | 0 | 1 | 306 |
| 01:30 PM | 0 | 125 | 10 | 0 | 135 | 6 | 0 | 0 | 0 | 6 | 2 | 132 | 4 | 0 | 138 | 1 | 0 | 0 | 0 | 1 | 280 |
| 01:45 PM | 0 | 148 | 3 | 0 | 151 | 2 | 1 | 2 | 0 | 5 | 1 | 136 | 1 | 0 | 138 | 1 | 0 | 0 | 0 | 1 | 295 |
| Total | 1 | 566 | 28 | 0 | 595 | 16 | 1 | 6 | 2 | 25 | 10 | 550 | 11 | 0 | 571 | 3 | 0 | 1 | 0 | 4 | 1195 |
| 02:00 PM | 0 | 154 | 3 | 0 | 157 | 3 | 0 | 1 | 0 | 4 | 1 | 136 | 2 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 300 |
| 02:15 PM | 0 | 143 | 6 | 0 | 149 | 3 | 0 | 0 | 0 | 3 | 1 | 188 | 1 | 0 | 190 | 1 | 0 | 0 | 0 | 1 | 343 |
| 02:30 PM | 0 | 147 | 6 | 0 | 153 | 6 | 0 | 5 | 2 | 13 | 3 | 151 | 1 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 321 |
| 02:45 PM | 0 | 162 | 8 | 0 | 170 | 3 | 0 | 1 | 0 | 4 | 0 | 174 | 0 | 0 | 174 | 1 | 0 | 1 | 0 | 2 | 350 |
| Total | 0 | 606 | 23 | 0 | 629 | 15 | 0 | 7 | 2 | 24 | 5 | 649 | 4 | 0 | 658 | 2 | 0 | 1 | 0 | 3 | 1314 |
| 03:00 PM | 1 | 167 | 14 | 0 | 182 | 7 | 0 | 4 | 0 | 11 | 2 | 201 | 2 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 398 |
| 03:15 PM | 0 | 208 | 12 | 0 | 220 | 3 | 0 | 4 | 0 | 7 | 1 | 192 | 3 | 0 | 196 | 1 | 0 | 0 | 0 | 1 | 424 |
| 03:30 PM | 1 | 205 | 10 | 0 | 216 | 7 | 0 | 4 | 0 | 11 | 5 | 202 | 3 | 0 | 210 | 1 | 0 | 0 | 0 | 1 | 438 |
| 03:45 PM | 0 | 226 | 9 | 0 | 235 | 6 | 1 | 1 | 0 | 8 | 3 | 193 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 439 |
| Total | 2 | 806 | 45 | 0 | 853 | 23 | 1 | 13 | 0 | 37 | 11 | 788 | 8 | 0 | 807 | 2 | 0 | 0 | 0 | 2 | 1699 |
| 04:00 PM | 0 | 222 | 9 | 0 | 231 | 7 | 0 | 2 | 0 | 9 | 6 | 218 | 4 | 0 | 228 | 2 | 1 | 0 | 0 | 3 | 471 |
| 04:15 PM | 1 | 266 | 9 | 0 | 276 | 3 | 0 | 1 | 0 | 4 | 4 | 180 | 4 | 0 | 188 | 1 | 0 | 1 | 0 | 2 | 470 |

# Peggy Malone & Associates, Inc.
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File Name : 6-Carrollton Blvd. & Channell Way_Deep Bottom Dr.
Site Code :
Start Date : 10/5/2017


Groups Printed- Combined

| | Carrollton Blvd Southbound | | | | | Channell Way Westbound | | | | | Carrollton Blvd Northbound | | | | | Deep Bottom Dr Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:30 PM | 2 | 261 | 15 | 0 | 278 | 7 | 0 | 1 | 0 | 8 | 4 | 276 | 2 | 0 | 282 | 1 | 0 | 1 | 0 | 2 | 570 |
| 04:45 PM | 1 | 231 | 14 | 0 | 246 | 5 | 0 | 5 | 0 | 10 | 9 | 196 | 5 | 0 | 210 | 2 | 0 | 0 | 1 | 3 | 469 |
| Total | 4 | 980 | 47 | 0 | 1031 | 22 | 0 | 9 | 0 | 31 | 23 | 870 | 15 | 0 | 908 | 6 | 1 | 2 | 1 | 10 | 1980 |
| 05:00 PM | 0 | 240 | 12 | 0 | 252 | 7 | 0 | 5 | 0 | 12 | 7 | 243 | 1 | 1 | 252 | 1 | 0 | 0 | 0 | 1 | 517 |
| 05:15 PM | 1 | 256 | 12 | 0 | 269 | 5 | 0 | 5 | 0 | 10 | 6 | 233 | 0 | 2 | 241 | 3 | 0 | 2 | 2 | 7 | 527 |
| 05:30 PM | 3 | 279 | 11 | 0 | 293 | 10 | 0 | 2 | 0 | 12 | 2 | 231 | 5 | 0 | 238 | 1 | 0 | 1 | 0 | 2 | 545 |
| 05:45 PM | 1 | 193 | 7 | 0 | 201 | 3 | 0 | 1 | 0 | 4 | 7 | 224 | 2 | 0 | 233 | 2 | 0 | 1 | 0 | 3 | 441 |
| Total | 5 | 968 | 42 | 0 | 1015 | 25 | 0 | 13 | 0 | 38 | 22 | 931 | 8 | 3 | 964 | 7 | 0 | 4 | 2 | 13 | 2030 |
| 06:00 PM | 0 | 184 | 5 | 0 | 189 | 5 | 1 | 4 | 0 | 10 | 7 | 224 | 1 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 431 |
| 06:15 PM | 0 | 174 | 2 | 0 | 176 | 5 | 0 | 2 | 2 | 9 | 3 | 172 | 0 | 2 | 177 | 2 | 0 | 0 | 0 | 2 | 364 |
| 06:30 PM | 2 | 163 | 10 | 0 | 175 | 4 | 0 | 3 | 0 | 7 | 2 | 179 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 364 |
| 06:45 PM | 0 | 136 | 10 | 0 | 146 | 5 | 0 | 0 | 0 | 5 | 6 | 152 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 309 |
| Total | 2 | 657 | 27 | 0 | 686 | 19 | 1 | 9 | 2 | 31 | 18 | 727 | 2 | 2 | 749 | 2 | 0 | 0 | 0 | 2 | 1468 |
| Grand Total | 17 | 8109 | 314 | 1 | 8441 | 309 | 4 | 119 | 9 | 441 | 135 | 7956 | 76 | 9 | 8176 | 42 | 2 | 11 | 5 | 60 | 17118 |
| Apprch % | 0.2 | 96.1 | 3.7 | 0 | | 70.1 | 0.9 | 27 | 2 | | 1.7 | 97.3 | 0.9 | 0.1 | | 70 | 3.3 | 18.3 | 8.3 | | |
| Total % | 0.1 | 47.4 | 1.8 | 0 | 49.3 | 1.8 | 0 | 0.7 | 0.1 | 2.6 | 0.8 | 46.5 | 0.4 | 0.1 | 47.8 | 0.2 | 0 | 0.1 | 0 | 0.4 | |

| | Carrollton Blvd Southbound | | | | Channell Way Westbound | | | | Carrollton Blvd Northbound | | | | Deep Bottom Dr Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | **2** | **261** | **15** | **278** | **7** | 0 | 1 | 8 | 4 | **276** | 2 | **282** | 1 | 0 | 1 | 2 | **570** |
| 04:45 PM | 1 | 231 | 14 | 246 | 5 | 0 | **5** | 10 | **9** | 196 | **5** | 210 | 2 | 0 | 0 | 2 | 468 |
| 05:00 PM | 0 | 240 | 12 | 252 | 7 | 0 | 5 | **12** | 7 | 243 | 1 | 251 | 1 | 0 | 0 | 1 | 516 |
| 05:15 PM | 1 | 256 | 12 | 269 | 5 | 0 | 5 | 10 | 6 | 233 | 0 | 239 | **3** | 0 | **2** | **5** | 523 |
| Total Volume | 4 | 988 | 53 | 1045 | 24 | 0 | 16 | 40 | 26 | 948 | 8 | 982 | 7 | 0 | 3 | 10 | 2077 |
| % App. Total | 0.4 | 94.5 | 5.1 | | 60 | 0 | 40 | | 2.6 | 96.5 | 0.8 | | 70 | 0 | 30 | | |
| PHF | .500 | .946 | .883 | .940 | .857 | .000 | .800 | .833 | .722 | .859 | .400 | .871 | .583 | .000 | .375 | .500 | .911 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd AM
Site Code :
Start Date : 11/15/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:30 AM | 6 | 161 | 0 | 0 | 167 | 1 | 130 | 1 | 0 | 132 | 9 | 1 | 4 | 0 | 14 | 4 | 1 | 16 | 0 | 21 | 334 |
| 06:45 AM | 8 | 190 | 1 | 0 | 199 | 0 | 132 | 3 | 0 | 135 | 6 | 0 | 4 | 0 | 10 | 9 | 0 | 17 | 0 | 26 | 370 |
| Total | 14 | 351 | 1 | 0 | 366 | 1 | 262 | 4 | 0 | 267 | 15 | 1 | 8 | 0 | 24 | 13 | 1 | 33 | 0 | 47 | 704 |
| 07:00 AM | 11 | 176 | 0 | 0 | 187 | 3 | 157 | 4 | 0 | 164 | 25 | 0 | 6 | 0 | 31 | 10 | 0 | 20 | 0 | 30 | 412 |
| 07:15 AM | 7 | 169 | 2 | 0 | 178 | 4 | 149 | 1 | 0 | 154 | 10 | 0 | 6 | 0 | 16 | 6 | 0 | 14 | 0 | 20 | 368 |
| 07:30 AM | 12 | 202 | 3 | 0 | 217 | 1 | 186 | 0 | 0 | 187 | 8 | 0 | 4 | 0 | 12 | 5 | 0 | 13 | 0 | 18 | 434 |
| 07:45 AM | 15 | 142 | 1 | 0 | 158 | 2 | 138 | 3 | 0 | 143 | 8 | 1 | 5 | 0 | 14 | 11 | 1 | 13 | 0 | 25 | 340 |
| Total | 45 | 689 | 6 | 0 | 740 | 10 | 630 | 8 | 0 | 648 | 51 | 1 | 21 | 0 | 73 | 32 | 1 | 60 | 0 | 93 | 1554 |
| 08:00 AM | 12 | 131 | 1 | 0 | 144 | 6 | 140 | 4 | 0 | 150 | 7 | 2 | 6 | 0 | 15 | 6 | 0 | 23 | 0 | 29 | 338 |
| 08:15 AM | 10 | 132 | 3 | 0 | 145 | 5 | 156 | 4 | 0 | 165 | 7 | 1 | 8 | 0 | 16 | 9 | 1 | 12 | 0 | 22 | 348 |
| Grand Total | 81 | 1303 | 11 | 0 | 1395 | 22 | 1188 | 20 | 0 | 1230 | 80 | 5 | 43 | 0 | 128 | 60 | 3 | 128 | 0 | 191 | 2944 |
| Apprch % | 5.8 | 93.4 | 0.8 | 0 | | 1.8 | 96.6 | 1.6 | 0 | | 62.5 | 3.9 | 33.6 | 0 | | 31.4 | 1.6 | 67 | 0 | | |
| Total % | 2.8 | 44.3 | 0.4 | 0 | 47.4 | 0.7 | 40.4 | 0.7 | 0 | 41.8 | 2.7 | 0.2 | 1.5 | 0 | 4.3 | 2 | 0.1 | 4.3 | 0 | 6.5 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 8 | 190 | 1 | 199 | 0 | 132 | 3 | 135 | 6 | 0 | 4 | 10 | 9 | 0 | 17 | 26 | 370 |
| 07:00 AM | 11 | 176 | 0 | 187 | 3 | 157 | **4** | 164 | **25** | 0 | **6** | **31** | **10** | 0 | **20** | **30** | 412 |
| 07:15 AM | 7 | 169 | 2 | 178 | **4** | 149 | 1 | 154 | 10 | 0 | 6 | 16 | 6 | 0 | 14 | 20 | 368 |
| 07:30 AM | **12** | **202** | **3** | **217** | 1 | **186** | 0 | **187** | 8 | 0 | 4 | 12 | 5 | 0 | 13 | 18 | **434** |
| Total Volume | 38 | 737 | 6 | 781 | 8 | 624 | 8 | 640 | 49 | 0 | 20 | 69 | 30 | 0 | 64 | 94 | 1584 |
| % App. Total | 4.9 | 94.4 | 0.8 | | 1.2 | 97.5 | 1.2 | | 71 | 0 | 29 | | 31.9 | 0 | 68.1 | | |
| PHF | .792 | .912 | .500 | .900 | .500 | .839 | .500 | .856 | .490 | .000 | .833 | .556 | .750 | .000 | .800 | .783 | .912 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd AM
Site Code :
Start Date : 11/15/2017
Page No : 1

Groups Printed- Truck

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:45 AM | 0 | 7 | 0 | 0 | 7 | 1 | 4 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 19 |
| Total | 0 | 18 | 0 | 0 | 18 | 1 | 5 | 3 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 33 |
| 07:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 |
| 07:15 AM | 0 | 9 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:30 AM | 1 | 12 | 0 | 0 | 13 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:45 AM | 2 | 6 | 1 | 0 | 9 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 22 |
| Total | 3 | 30 | 1 | 0 | 34 | 0 | 36 | 1 | 0 | 37 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 4 | 0 | 5 | 78 |
| 08:00 AM | 0 | 11 | 1 | 0 | 12 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:15 AM | 1 | 4 | 0 | 0 | 5 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 18 |
| Grand Total | 4 | 63 | 2 | 0 | 69 | 1 | 63 | 5 | 0 | 69 | 3 | 0 | 2 | 0 | 5 | 2 | 0 | 9 | 0 | 11 | 154 |
| Apprch % | 5.8 | 91.3 | 2.9 | 0 | | 1.4 | 91.3 | 7.2 | 0 | | 60 | 0 | 40 | 0 | | 18.2 | 0 | 81.8 | 0 | | |
| Total % | 2.6 | 40.9 | 1.3 | 0 | 44.8 | 0.6 | 40.9 | 3.2 | 0 | 44.8 | 1.9 | 0 | 1.3 | 0 | 3.2 | 1.3 | 0 | 5.8 | 0 | 7.1 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 9 | 0 | 9 | 0 | 10 | 0 | 10 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 20 |
| 07:30 AM | 1 | **12** | 0 | **13** | 0 | **14** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 07:45 AM | **2** | 6 | **1** | 9 | 0 | 7 | **1** | 8 | 0 | 0 | **1** | 1 | **1** | 0 | **3** | **4** | 22 |
| 08:00 AM | 0 | 11 | 1 | 12 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| Total Volume | 3 | 38 | 2 | 43 | 0 | 43 | 1 | 44 | 2 | 0 | 1 | 3 | 1 | 0 | 3 | 4 | 94 |
| % App. Total | 7 | 88.4 | 4.7 | | 0 | 97.7 | 2.3 | | 66.7 | 0 | 33.3 | | 25 | 0 | 75 | | |
| PHF | .375 | .792 | .500 | .827 | .000 | .768 | .250 | .786 | .500 | .000 | .250 | .750 | .250 | .000 | .250 | .250 | .870 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd AM
Site Code :
Start Date : 11/15/2017
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Groups Printed- Combined

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:30 AM | 6 | 172 | 0 | 0 | 178 | 1 | 131 | 2 | 0 | 134 | 9 | 1 | 5 | 0 | 15 | 4 | 1 | 16 | 0 | 21 | 348 |
| 06:45 AM | 8 | 197 | 1 | 0 | 206 | 1 | 136 | 5 | 0 | 142 | 7 | 0 | 4 | 0 | 11 | 10 | 0 | 20 | 0 | 30 | 389 |
| Total | 14 | 369 | 1 | 0 | 384 | 2 | 267 | 7 | 0 | 276 | 16 | 1 | 9 | 0 | 26 | 14 | 1 | 36 | 0 | 51 | 737 |
| 07:00 AM | 11 | 179 | 0 | 0 | 190 | 3 | 162 | 4 | 0 | 169 | 25 | 0 | 6 | 0 | 31 | 10 | 0 | 21 | 0 | 31 | 421 |
| 07:15 AM | 7 | 178 | 2 | 0 | 187 | 4 | 159 | 1 | 0 | 164 | 11 | 0 | 6 | 0 | 17 | 6 | 0 | 14 | 0 | 20 | 388 |
| 07:30 AM | 13 | 214 | 3 | 0 | 230 | 1 | 200 | 0 | 0 | 201 | 8 | 0 | 4 | 0 | 12 | 5 | 0 | 13 | 0 | 18 | 461 |
| 07:45 AM | 17 | 148 | 2 | 0 | 167 | 2 | 145 | 4 | 0 | 151 | 8 | 1 | 6 | 0 | 15 | 12 | 1 | 16 | 0 | 29 | 362 |
| Total | 48 | 719 | 7 | 0 | 774 | 10 | 666 | 9 | 0 | 685 | 52 | 1 | 22 | 0 | 75 | 33 | 1 | 64 | 0 | 98 | 1632 |
| 08:00 AM | 12 | 142 | 2 | 0 | 156 | 6 | 152 | 4 | 0 | 162 | 8 | 2 | 6 | 0 | 16 | 6 | 0 | 23 | 0 | 29 | 363 |
| 08:15 AM | 11 | 136 | 3 | 0 | 150 | 5 | 166 | 5 | 0 | 176 | 7 | 1 | 8 | 0 | 16 | 9 | 1 | 14 | 0 | 24 | 366 |
| Grand Total | 85 | 1366 | 13 | 0 | 1464 | 23 | 1251 | 25 | 0 | 1299 | 83 | 5 | 45 | 0 | 133 | 62 | 3 | 137 | 0 | 202 | 3098 |
| Apprch % | 5.8 | 93.3 | 0.9 | 0 | | 1.8 | 96.3 | 1.9 | 0 | | 62.4 | 3.8 | 33.8 | 0 | | 30.7 | 1.5 | 67.8 | 0 | | |
| Total % | 2.7 | 44.1 | 0.4 | 0 | 47.3 | 0.7 | 40.4 | 0.8 | 0 | 41.9 | 2.7 | 0.2 | 1.5 | 0 | 4.3 | 2 | 0.1 | 4.4 | 0 | 6.5 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 AM | | | | | | | | | | | | | | | | | |
| 06:45 AM | 8 | 197 | 1 | 206 | 1 | 136 | **5** | 142 | 7 | 0 | 4 | 11 | **10** | 0 | 20 | 30 | 389 |
| 07:00 AM | 11 | 179 | 0 | 190 | 3 | 162 | 4 | 169 | **25** | 0 | **6** | **31** | 10 | 0 | **21** | **31** | 421 |
| 07:15 AM | 7 | 178 | 2 | 187 | **4** | 159 | 1 | 164 | 11 | 0 | 6 | 17 | 6 | 0 | 14 | 20 | 388 |
| 07:30 AM | **13** | **214** | **3** | **230** | 1 | **200** | 0 | **201** | 8 | 0 | 4 | 12 | 5 | 0 | 13 | 18 | **461** |
| Total Volume | 39 | 768 | 6 | 813 | 9 | 657 | 10 | 676 | 51 | 0 | 20 | 71 | 31 | 0 | 68 | 99 | 1659 |
| % App. Total | 4.8 | 94.5 | 0.7 | | 1.3 | 97.2 | 1.5 | | 71.8 | 0 | 28.2 | | 31.3 | 0 | 68.7 | | |
| PHF | .750 | .897 | .500 | .884 | .563 | .821 | .500 | .841 | .510 | .000 | .833 | .573 | .775 | .000 | .810 | .798 | .900 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd PM
Site Code :
Start Date : 11/15/2017
Page No : 1

Groups Printed- Car

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 19 | 186 | 15 | 0 | 220 | 6 | 155 | 2 | 0 | 163 | 3 | 2 | 2 | 0 | 7 | 9 | 2 | 15 | 0 | 26 | 416 |
| 04:15 PM | 16 | 212 | 3 | 0 | 231 | 12 | 178 | 7 | 0 | 197 | 13 | 0 | 3 | 0 | 16 | 7 | 1 | 19 | 0 | 27 | 471 |
| 04:30 PM | 19 | 245 | 10 | 0 | 274 | 9 | 159 | 3 | 0 | 171 | 9 | 2 | 6 | 0 | 17 | 9 | 0 | 22 | 0 | 31 | 493 |
| 04:45 PM | 14 | 252 | 14 | 0 | 280 | 5 | 174 | 7 | 0 | 186 | 8 | 3 | 7 | 0 | 18 | 12 | 3 | 15 | 0 | 30 | 514 |
| Total | 68 | 895 | 42 | 0 | 1005 | 32 | 666 | 19 | 0 | 717 | 33 | 7 | 18 | 0 | 58 | 37 | 6 | 71 | 0 | 114 | 1894 |
| 05:00 PM | 24 | 227 | 13 | 0 | 264 | 12 | 190 | 6 | 0 | 208 | 5 | 0 | 5 | 0 | 10 | 10 | 3 | 22 | 0 | 35 | 517 |
| 05:15 PM | 29 | 226 | 4 | 0 | 259 | 4 | 221 | 5 | 0 | 230 | 7 | 1 | 1 | 0 | 9 | 10 | 0 | 18 | 0 | 28 | 526 |
| 05:30 PM | 16 | 253 | 8 | 0 | 277 | 3 | 203 | 3 | 1 | 210 | 9 | 2 | 0 | 0 | 11 | 8 | 0 | 21 | 0 | 29 | 527 |
| 05:45 PM | 21 | 225 | 8 | 0 | 254 | 5 | 215 | 2 | 0 | 222 | 6 | 0 | 3 | 0 | 9 | 10 | 0 | 13 | 0 | 23 | 508 |
| Total | 90 | 931 | 33 | 0 | 1054 | 24 | 829 | 16 | 1 | 870 | 27 | 3 | 9 | 0 | 39 | 38 | 3 | 74 | 0 | 115 | 2078 |
| Grand Total | 158 | 1826 | 75 | 0 | 2059 | 56 | 1495 | 35 | 1 | 1587 | 60 | 10 | 27 | 0 | 97 | 75 | 9 | 145 | 0 | 229 | 3972 |
| Apprch % | 7.7 | 88.7 | 3.6 | 0 | | 3.5 | 94.2 | 2.2 | 0.1 | | 61.9 | 10.3 | 27.8 | 0 | | 32.8 | 3.9 | 63.3 | 0 | | |
| Total % | 4 | 46 | 1.9 | 0 | 51.8 | 1.4 | 37.6 | 0.9 | 0 | 40 | 1.5 | 0.3 | 0.7 | 0 | 2.4 | 1.9 | 0.2 | 3.7 | 0 | 5.8 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 14 | 252 | **14** | **280** | 5 | 174 | **7** | 186 | 8 | **3** | **7** | **18** | **12** | **3** | 15 | 30 | 514 |
| 05:00 PM | 24 | 227 | 13 | 264 | **12** | 190 | 6 | 208 | 5 | 0 | 5 | 10 | 10 | 3 | **22** | **35** | 517 |
| 05:15 PM | **29** | 226 | 4 | 259 | 4 | **221** | 5 | **230** | 7 | 1 | 1 | 9 | 10 | 0 | 18 | 28 | **526** |
| 05:30 PM | 16 | **253** | 8 | 277 | 3 | 203 | 3 | 209 | **9** | 2 | 0 | 11 | 8 | 0 | 21 | 29 | 526 |
| Total Volume | 83 | 958 | 39 | 1080 | 24 | 788 | 21 | 833 | 29 | 6 | 13 | 48 | 40 | 6 | 76 | 122 | 2083 |
| % App. Total | 7.7 | 88.7 | 3.6 | | 2.9 | 94.6 | 2.5 | | 60.4 | 12.5 | 27.1 | | 32.8 | 4.9 | 62.3 | | |
| PHF | .716 | .947 | .696 | .964 | .500 | .891 | .750 | .905 | .806 | .500 | .464 | .667 | .833 | .500 | .864 | .871 | .990 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd PM
Site Code :
Start Date : 11/15/2017
Page No : 1

Groups Printed- Truck

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 5 | 1 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 14 |
| 04:15 PM | 0 | 7 | 1 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 17 |
| 04:30 PM | 1 | 7 | 0 | 0 | 8 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 |
| 04:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 13 |
| Total | 5 | 21 | 2 | 0 | 28 | 1 | 21 | 0 | 0 | 22 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 4 | 0 | 7 | 59 |
| 05:00 PM | 1 | 5 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 11 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 20 |
| Grand Total | 6 | 32 | 2 | 0 | 40 | 1 | 28 | 0 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 5 | 0 | 8 | 79 |
| Apprch % | 15 | 80 | 5 | 0 | | 3.4 | 96.6 | 0 | 0 | | 50 | 0 | 50 | 0 | | 37.5 | 0 | 62.5 | 0 | | |
| Total % | 7.6 | 40.5 | 2.5 | 0 | 50.6 | 1.3 | 35.4 | 0 | 0 | 36.7 | 1.3 | 0 | 1.3 | 0 | 2.5 | 3.8 | 0 | 6.3 | 0 | 10.1 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **3** | 5 | **1** | **9** | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | **2** | 14 |
| 04:15 PM | 0 | **7** | 1 | 8 | 0 | 5 | 0 | 5 | **1** | 0 | **1** | **2** | 0 | 0 | **2** | 2 | **17** |
| 04:30 PM | 1 | 7 | 0 | 8 | **1** | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| 04:45 PM | 1 | 2 | 0 | 3 | 0 | **8** | 0 | **8** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 13 |
| Total Volume | 5 | 21 | 2 | 28 | 1 | 21 | 0 | 22 | 1 | 0 | 1 | 2 | 3 | 0 | 4 | 7 | 59 |
| % App. Total | 17.9 | 75 | 7.1 | | 4.5 | 95.5 | 0 | | 50 | 0 | 50 | | 42.9 | 0 | 57.1 | | |
| PHF | .417 | .750 | .500 | .778 | .250 | .656 | .000 | .688 | .250 | .000 | .250 | .250 | .750 | .000 | .500 | .875 | .868 |

# Peggy Malone & Associates
(800) 247-8602

File Name : Ashby Way_Omera Dr and Carrollton Blvd PM
Site Code :
Start Date : 11/15/2017
Page No : 1

Groups Printed- Combined

| | Carrollton Blvd Eastbound | | | | | Carrollton Blvd Westbound | | | | | Ashby Way Northbound | | | | | Omera Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 22 | 191 | 16 | 0 | 229 | 6 | 158 | 2 | 0 | 166 | 3 | 2 | 2 | 0 | 7 | 10 | 2 | 16 | 0 | 28 | 430 |
| 04:15 PM | 16 | 219 | 4 | 0 | 239 | 12 | 183 | 7 | 0 | 202 | 14 | 0 | 4 | 0 | 18 | 7 | 1 | 21 | 0 | 29 | 488 |
| 04:30 PM | 20 | 252 | 10 | 0 | 282 | 10 | 164 | 3 | 0 | 177 | 9 | 2 | 6 | 0 | 17 | 10 | 0 | 22 | 0 | 32 | 508 |
| 04:45 PM | 15 | 254 | 14 | 0 | 283 | 5 | 182 | 7 | 0 | 194 | 8 | 3 | 7 | 0 | 18 | 13 | 3 | 16 | 0 | 32 | 527 |
| Total | 73 | 916 | 44 | 0 | 1033 | 33 | 687 | 19 | 0 | 739 | 34 | 7 | 19 | 0 | 60 | 40 | 6 | 75 | 0 | 121 | 1953 |
| 05:00 PM | 25 | 232 | 13 | 0 | 270 | 12 | 194 | 6 | 0 | 212 | 5 | 0 | 5 | 0 | 10 | 10 | 3 | 22 | 0 | 35 | 527 |
| 05:15 PM | 29 | 226 | 4 | 0 | 259 | 4 | 222 | 5 | 0 | 231 | 7 | 1 | 1 | 0 | 9 | 10 | 0 | 19 | 0 | 29 | 528 |
| 05:30 PM | 16 | 257 | 8 | 0 | 281 | 3 | 205 | 3 | 1 | 212 | 9 | 2 | 0 | 0 | 11 | 8 | 0 | 21 | 0 | 29 | 533 |
| 05:45 PM | 21 | 227 | 8 | 0 | 256 | 5 | 215 | 2 | 0 | 222 | 6 | 0 | 3 | 0 | 9 | 10 | 0 | 13 | 0 | 23 | 510 |
| Total | 91 | 942 | 33 | 0 | 1066 | 24 | 836 | 16 | 1 | 877 | 27 | 3 | 9 | 0 | 39 | 38 | 3 | 75 | 0 | 116 | 2098 |
| Grand Total | 164 | 1858 | 77 | 0 | 2099 | 57 | 1523 | 35 | 1 | 1616 | 61 | 10 | 28 | 0 | 99 | 78 | 9 | 150 | 0 | 237 | 4051 |
| Apprch % | 7.8 | 88.5 | 3.7 | 0 | | 3.5 | 94.2 | 2.2 | 0.1 | | 61.6 | 10.1 | 28.3 | 0 | | 32.9 | 3.8 | 63.3 | 0 | | |
| Total % | 4 | 45.9 | 1.9 | 0 | 51.8 | 1.4 | 37.6 | 0.9 | 0 | 39.9 | 1.5 | 0.2 | 0.7 | 0 | 2.4 | 1.9 | 0.2 | 3.7 | 0 | 5.9 | |

| | Carrollton Blvd Eastbound | | | | Carrollton Blvd Westbound | | | | Ashby Way Northbound | | | | Omera Dr Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 15 | 254 | **14** | **283** | 5 | 182 | **7** | 194 | 8 | **3** | **7** | **18** | **13** | **3** | 16 | 32 | 527 |
| 05:00 PM | 25 | 232 | 13 | 270 | **12** | 194 | 6 | 212 | 5 | 0 | 5 | 10 | 10 | 3 | **22** | **35** | 527 |
| 05:15 PM | **29** | 226 | 4 | 259 | 4 | **222** | 5 | **231** | 7 | 1 | 1 | 9 | 10 | 0 | 19 | 29 | 528 |
| 05:30 PM | 16 | **257** | 8 | 281 | 3 | 205 | 3 | 211 | **9** | 2 | 0 | 11 | 8 | 0 | 21 | 29 | **532** |
| Total Volume | 85 | 969 | 39 | 1093 | 24 | 803 | 21 | 848 | 29 | 6 | 13 | 48 | 41 | 6 | 78 | 125 | 2114 |
| % App. Total | 7.8 | 88.7 | 3.6 | | 2.8 | 94.7 | 2.5 | | 60.4 | 12.5 | 27.1 | | 32.8 | 4.8 | 62.4 | | |
| PHF | .733 | .943 | .696 | .966 | .500 | .904 | .750 | .918 | .806 | .500 | .464 | .667 | .788 | .500 | .886 | .893 | .993 |

Peggy Malone & Associates

WEEKLY SUMMARY FOR LANE 1 Page: 1
Starting: 10/16/2018

Station: Site 1
ID: 000000023827
Loc:: Channell Way, N of Baltimore Lane
Direction: EAST

File: D1016001.prn
Info:: 18-350 TS Min
GPS: 37.94057, -77.53134

| TIME | MON | | TUE | | WED | | THU | | FRI | | SAT | | SUN | | WK TOT | | WK AVG | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 16 | | 17 | | 18 | | | | | | | | | | | |
| Lane 1 | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm |
| 00:15 | | | 0 | 6 | 0 | 2 | 1 | 2 | | | | | | | 1 | 10 | 0 | 3 |
| 00:30 | | | 1 | 7 | 0 | 3 | 0 | 10 | | | | | | | 1 | 20 | 0 | 7 |
| 00:45 | | | 2 | 6 | 0 | 4 | 0 | 4 | | | | | | | 2 | 14 | 1 | 5 |
| 01:00 | | | 0 | 2 | 0 | 2 | 1 | 5 | | | | | | | 1 | 9 | 0 | 3 |
| 01:15 | | | 1 | 4 | 1 | 0 | 1 | 4 | | | | | | | 3 | 8 | 1 | 3 |
| 01:30 | | | 0 | 4 | 0 | 1 | 0 | 3 | | | | | | | 0 | 8 | 0 | 3 |
| 01:45 | | | 0 | 2 | 0 | 2 | 0 | 0 | | | | | | | 0 | 4 | 0 | 1 |
| 02:00 | | | 0 | 8 | 0 | 1 | 0 | 2 | | | | | | | 0 | 11 | 0 | 4 |
| 02:15 | | | 0 | 1 | 0 | 3 | 0 | 4 | | | | | | | 0 | 8 | 0 | 3 |
| 02:30 | | | 0 | 7 | 0 | 3 | 0 | 6 | | | | | | | 0 | 16 | 0 | 5 |
| 02:45 | | | 0 | 4 | 0 | 5 | 0 | 1 | | | | | | | 0 | 10 | 0 | 3 |
| 03:00 | | | 0 | 3 | 0 | 8 | 0 | 3 | | | | | | | 0 | 14 | 0 | 5 |
| 03:15 | | | 0 | 7 | 0 | 7 | 0 | 10 | | | | | | | 0 | 24 | 0 | 8 |
| 03:30 | | | 0 | 11 | 0 | 5 | 0 | 5 | | | | | | | 0 | 21 | 0 | 7 |
| 03:45 | | | 0 | 6 | 0 | 11 | 0 | 9 | | | | | | | 0 | 26 | 0 | 9 |
| 04:00 | | | 0 | 8 | 0 | 9 | 0 | 6 | | | | | | | 0 | 23 | 0 | 8 |
| 04:15 | | | 0 | 7 | 0 | 10 | 0 | 10 | | | | | | | 0 | 27 | 0 | 9 |
| 04:30 | | | 0 | 10 | 0 | 7 | 0 | 7 | | | | | | | 0 | 24 | 0 | 8 |
| 04:45 | | | 0 | 10 | 0 | 7 | 0 | 8 | | | | | | | 0 | 25 | 0 | 8 |
| 05:00 | | | 0 | 5 | 0 | 11 | 0 | 13 | | | | | | | 0 | 29 | 0 | 10 |
| 05:15 | | | 0 | 9 | 0 | 9 | 0 | 10 | | | | | | | 0 | 28 | 0 | 9 |
| 05:30 | | | 0 | 10 | 0 | 2 | 0 | 8 | | | | | | | 0 | 20 | 0 | 7 |
| 05:45 | | | 0 | 8 | 0 | 6 | 0 | 4 | | | | | | | 0 | 18 | 0 | 6 |
| 06:00 | | | 0 | 5 | 0 | 9 | 0 | 6 | | | | | | | 0 | 20 | 0 | 7 |
| 06:15 | | | 0 | 5 | 1 | 8 | 0 | 8 | | | | | | | 1 | 21 | 0 | 7 |
| 06:30 | | | 1 | 6 | 0 | 7 | 1 | 3 | | | | | | | 2 | 16 | 1 | 5 |
| 06:45 | | | 2 | 8 | 3 | 3 | 0 | 5 | | | | | | | 5 | 16 | 2 | 5 |
| 07:00 | | | 4 | 3 | 1 | 4 | 2 | 3 | | | | | | | 7 | 10 | 2 | 3 |
| 07:15 | | | 2 | 2 | 0 | 5 | 3 | 4 | | | | | | | 5 | 11 | 2 | 4 |
| 07:30 | | | 8 | 3 | 4 | 6 | 4 | 8 | | | | | | | 16 | 17 | 5 | 6 |
| 07:45 | | | 5 | 4 | 3 | 3 | 3 | 3 | | | | | | | 11 | 10 | 4 | 3 |
| 08:00 | | | 2 | 5 | 1 | 7 | 1 | 5 | | | | | | | 4 | 17 | 1 | 6 |
| 08:15 | | | 5 | 3 | 4 | 5 | 4 | 1 | | | | | | | 13 | 9 | 4 | 3 |
| 08:30 | | | 2 | 1 | 0 | 1 | 0 | 2 | | | | | | | 2 | 4 | 1 | 1 |
| 08:45 | | | 3 | 2 | 3 | 1 | 2 | 2 | | | | | | | 8 | 5 | 3 | 2 |
| 09:00 | | | 0 | 2 | 3 | 2 | 2 | 2 | | | | | | | 5 | 6 | 2 | 2 |
| 09:15 | | | 2 | 6 | 1 | 2 | 2 | 3 | | | | | | | 5 | 11 | 2 | 4 |
| 09:30 | | | 5 | 1 | 2 | 0 | 3 | 0 | | | | | | | 10 | 1 | 3 | 0 |
| 09:45 | | | 3 | 0 | 4 | 2 | 1 | 3 | | | | | | | 8 | 5 | 3 | 2 |
| 10:00 | | | 4 | 0 | 4 | 2 | 0 | 2 | | | | | | | 8 | 4 | 3 | 1 |
| 10:15 | | | 0 | 2 | 3 | 1 | 3 | 1 | | | | | | | 6 | 4 | 2 | 1 |
| 10:30 | | | 4 | 3 | 3 | 4 | 3 | 0 | | | | | | | 10 | 7 | 3 | 2 |
| 10:45 | | | 2 | 1 | 6 | 0 | 3 | 1 | | | | | | | 11 | 2 | 4 | 1 |
| 11:00 | | | 3 | 0 | 3 | 2 | 1 | 2 | | | | | | | 7 | 4 | 2 | 1 |
| 11:15 | | | 4 | 0 | 1 | 0 | 4 | 2 | | | | | | | 9 | 2 | 3 | 1 |
| 11:30 | | | 2 | 0 | 1 | 1 | 1 | 2 | | | | | | | 4 | 3 | 1 | 1 |
| 11:45 | | | 4 | 1 | 7 | 1 | 4 | 1 | | | | | | | 15 | 3 | 5 | 1 |
| 12:00 | | | 4 | 0 | 2 | 0 | 2 | 1 | | | | | | | 8 | 1 | 3 | 0 |
| TOTALS | | | 283 | | 255 | | 256 | | | | | | | | 794 | | 266 | |
| AM Times | | | 12:00 | | 10:00 | | 11:45 | | | | | | | | 11:45 | | 11:45 | |
| AM Peaks | | | 23 | | 16 | | 18 | | | | | | | | 53 | | 16 | |
| AM PHF | | | 0.82 | | 0.67 | | 0.45 | | | | | | | | 0.66 | | 0.67 | |
| PM Times | | | 16:00 | | 15:45 | | 16:45 | | | | | | | | 16:30 | | 16:15 | |
| PM Peaks | | | 35 | | 37 | | 39 | | | | | | | | 106 | | 34 | |
| PM PHF | | | 0.88 | | 0.84 | | 0.75 | | | | | | | | 0.91 | | 0.94 | |

Station: Site 1
ID: 000000023827
Loc:: Channell Way, N of Baltimore Lane
Direction: WEST

File: D1016001.prn
Info:: 18-350 TS Min
GPS: 37.94057, -77.53134

| TIME | MON | | TUE | | WED | | THU | | FRI | | SAT | | SUN | | WK TOT | | WK AVG | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 16 | | 17 | | 18 | | | | | | | | | | | |
| Lane 2 | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm |
| 00:15 | | | 0 | 6 | 0 | 3 | 0 | 3 | | | | | | | 0 | 12 | 0 | 4 |
| 00:30 | | | 0 | 9 | 0 | 3 | 0 | 5 | | | | | | | 0 | 17 | 0 | 6 |
| 00:45 | | | 0 | 4 | 0 | 3 | 0 | 5 | | | | | | | 0 | 12 | 0 | 4 |
| 01:00 | | | 0 | 3 | 0 | 2 | 0 | 5 | | | | | | | 0 | 10 | 0 | 3 |
| 01:15 | | | 0 | 7 | 0 | 8 | 0 | 4 | | | | | | | 0 | 19 | 0 | 6 |
| 01:30 | | | 0 | 3 | 0 | 2 | 0 | 3 | | | | | | | 0 | 8 | 0 | 3 |
| 01:45 | | | 0 | 7 | 0 | 0 | 0 | 5 | | | | | | | 0 | 12 | 0 | 4 |
| 02:00 | | | 0 | 1 | 0 | 10 | 0 | 2 | | | | | | | 0 | 13 | 0 | 4 |
| 02:15 | | | 0 | 3 | 0 | 9 | 0 | 5 | | | | | | | 0 | 17 | 0 | 6 |
| 02:30 | | | 0 | 7 | 0 | 0 | 0 | 5 | | | | | | | 0 | 12 | 0 | 4 |
| 02:45 | | | 0 | 4 | 0 | 2 | 0 | 3 | | | | | | | 0 | 9 | 0 | 3 |
| 03:00 | | | 0 | 8 | 0 | 1 | 0 | 3 | | | | | | | 0 | 12 | 0 | 4 |
| 03:15 | | | 0 | 7 | 0 | 4 | 0 | 2 | | | | | | | 0 | 13 | 0 | 4 |
| 03:30 | | | 0 | 5 | 0 | 4 | 0 | 6 | | | | | | | 0 | 15 | 0 | 5 |
| 03:45 | | | 0 | 3 | 0 | 7 | 0 | 6 | | | | | | | 0 | 16 | 0 | 5 |
| 04:00 | | | 0 | 5 | 0 | 7 | 0 | 5 | | | | | | | 0 | 17 | 0 | 6 |
| 04:15 | | | 0 | 4 | 0 | 4 | 0 | 3 | | | | | | | 0 | 11 | 0 | 4 |
| 04:30 | | | 0 | 5 | 0 | 5 | 0 | 4 | | | | | | | 0 | 14 | 0 | 5 |
| 04:45 | | | 1 | 9 | 0 | 6 | 1 | 6 | | | | | | | 2 | 21 | 1 | 7 |
| 05:00 | | | 0 | 7 | 1 | 4 | 0 | 4 | | | | | | | 1 | 15 | 0 | 5 |
| 05:15 | | | 0 | 7 | 1 | 6 | 2 | 6 | | | | | | | 3 | 19 | 1 | 6 |
| 05:30 | | | 3 | 7 | 3 | 7 | 2 | 6 | | | | | | | 8 | 20 | 3 | 7 |
| 05:45 | | | 3 | 10 | 3 | 10 | 2 | 6 | | | | | | | 8 | 26 | 3 | 9 |
| 06:00 | | | 2 | 4 | 0 | 7 | 3 | 3 | | | | | | | 5 | 14 | 2 | 5 |
| 06:15 | | | 1 | 8 | 3 | 7 | 2 | 5 | | | | | | | 6 | 20 | 2 | 7 |
| 06:30 | | | 6 | 3 | 5 | 5 | 9 | 5 | | | | | | | 20 | 13 | 7 | 4 |
| 06:45 | | | 6 | 4 | 5 | 4 | 8 | 4 | | | | | | | 19 | 12 | 6 | 4 |
| 07:00 | | | 9 | 5 | 7 | 5 | 5 | 4 | | | | | | | 21 | 14 | 7 | 5 |
| 07:15 | | | 9 | 2 | 10 | 2 | 14 | 5 | | | | | | | 33 | 9 | 11 | 3 |
| 07:30 | | | 6 | 2 | 2 | 4 | 5 | 8 | | | | | | | 13 | 14 | 4 | 5 |
| 07:45 | | | 9 | 1 | 7 | 0 | 5 | 2 | | | | | | | 21 | 3 | 7 | 1 |
| 08:00 | | | 4 | 0 | 6 | 2 | 7 | 2 | | | | | | | 17 | 4 | 6 | 1 |
| 08:15 | | | 4 | 1 | 4 | 0 | 5 | 0 | | | | | | | 13 | 1 | 4 | 0 |
| 08:30 | | | 11 | 2 | 8 | 0 | 8 | 0 | | | | | | | 27 | 2 | 9 | 1 |
| 08:45 | | | 9 | 1 | 5 | 0 | 10 | 0 | | | | | | | 24 | 1 | 8 | 0 |
| 09:00 | | | 7 | 1 | 4 | 0 | 5 | 1 | | | | | | | 16 | 2 | 5 | 1 |
| 09:15 | | | 4 | 2 | 6 | 2 | 3 | 0 | | | | | | | 13 | 4 | 4 | 1 |
| 09:30 | | | 6 | 0 | 7 | 0 | 3 | 0 | | | | | | | 16 | 0 | 5 | 0 |
| 09:45 | | | 5 | 0 | 3 | 1 | 4 | 0 | | | | | | | 12 | 1 | 4 | 0 |
| 10:00 | | | 1 | 0 | 1 | 0 | 2 | 0 | | | | | | | 4 | 0 | 1 | 0 |
| 10:15 | | | 5 | 0 | 8 | 1 | 4 | 0 | | | | | | | 17 | 1 | 6 | 0 |
| 10:30 | | | 3 | 1 | 4 | 1 | 2 | 0 | | | | | | | 9 | 2 | 3 | 1 |
| 10:45 | | | 2 | 0 | 6 | 0 | 1 | 0 | | | | | | | 9 | 0 | 3 | 0 |
| 11:00 | | | 3 | 0 | 1 | 0 | 3 | 1 | | | | | | | 7 | 1 | 2 | 0 |
| 11:15 | | | 1 | 1 | 5 | 0 | 2 | 1 | | | | | | | 8 | 2 | 3 | 1 |
| 11:30 | | | 1 | 0 | 6 | 0 | 5 | 0 | | | | | | | 12 | 0 | 4 | 0 |
| 11:45 | | | 3 | 0 | 9 | 0 | 6 | 1 | | | | | | | 18 | 1 | 6 | 0 |
| 12:00 | | | 3 | 0 | 5 | 0 | 0 | 0 | | | | | | | 8 | 0 | 3 | 0 |
| TOTALS | | | 296 | | 283 | | 272 | | | | | | | | 851 | | 284 | |
| AM Times | | | 07:00 | | 06:30 | | 06:30 | | | | | | | | 06:30 | | 06:30 | |
| AM Peaks | | | 33 | | 27 | | 36 | | | | | | | | 93 | | 30 | |
| AM PHF | | | 0.92 | | 0.68 | | 0.64 | | | | | | | | 0.70 | | 0.68 | |
| PM Times | | | 17:00 | | 17:30 | | 16:45 | | | | | | | | 17:00 | | 17:00 | |
| PM Peaks | | | 31 | | 31 | | 22 | | | | | | | | 80 | | 25 | |
| PM PHF | | | 0.78 | | 0.78 | | 0.92 | | | | | | | | 0.77 | | 0.78 | |

Station: Site 1
ID: 000000023827
Loc:: Channell Way, N of Baltimore Lane
Direction: ROAD TOTAL

File: D1016001.prn
Info:: 18-350 TS Min
GPS: 37.94057, -77.53134

| TIME | MON | | TUE | | WED | | THU | | FRI | | SAT | | SUN | | WK TOT | | WK AVG | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 16 | | 17 | | 18 | | | | | | | | | | | |
| | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm | am | pm |
| 00:15 | | | 0 | 12 | 0 | 5 | 1 | 5 | | | | | | | 1 | 22 | 0 | 7 |
| 00:30 | | | 1 | 16 | 0 | 6 | 0 | 15 | | | | | | | 1 | 37 | 0 | 12 |
| 00:45 | | | 2 | 10 | 0 | 7 | 0 | 9 | | | | | | | 2 | 26 | 1 | 9 |
| 01:00 | | | 0 | 5 | 0 | 4 | 1 | 10 | | | | | | | 1 | 19 | 0 | 6 |
| 01:15 | | | 1 | 11 | 1 | 8 | 1 | 8 | | | | | | | 3 | 27 | 1 | 9 |
| 01:30 | | | 0 | 7 | 0 | 3 | 0 | 6 | | | | | | | 0 | 16 | 0 | 5 |
| 01:45 | | | 0 | 9 | 0 | 2 | 0 | 5 | | | | | | | 0 | 16 | 0 | 5 |
| 02:00 | | | 0 | 9 | 0 | 11 | 0 | 4 | | | | | | | 0 | 24 | 0 | 8 |
| 02:15 | | | 0 | 4 | 0 | 12 | 0 | 9 | | | | | | | 0 | 25 | 0 | 8 |
| 02:30 | | | 0 | 14 | 0 | 3 | 0 | 11 | | | | | | | 0 | 28 | 0 | 9 |
| 02:45 | | | 0 | 8 | 0 | 7 | 0 | 4 | | | | | | | 0 | 19 | 0 | 6 |
| 03:00 | | | 0 | 11 | 0 | 9 | 0 | 6 | | | | | | | 0 | 26 | 0 | 9 |
| 03:15 | | | 0 | 14 | 0 | 11 | 0 | 12 | | | | | | | 0 | 37 | 0 | 12 |
| 03:30 | | | 0 | 16 | 0 | 9 | 0 | 11 | | | | | | | 0 | 36 | 0 | 12 |
| 03:45 | | | 0 | 9 | 0 | 18 | 0 | 15 | | | | | | | 0 | 42 | 0 | 14 |
| 04:00 | | | 0 | 13 | 0 | 16 | 0 | 11 | | | | | | | 0 | 40 | 0 | 13 |
| 04:15 | | | 0 | 11 | 0 | 14 | 0 | 13 | | | | | | | 0 | 38 | 0 | 13 |
| 04:30 | | | 0 | 15 | 0 | 12 | 0 | 11 | | | | | | | 0 | 38 | 0 | 13 |
| 04:45 | | | 1 | 19 | 0 | 13 | 1 | 14 | | | | | | | 2 | 46 | 1 | 15 |
| 05:00 | | | 0 | 12 | 1 | 15 | 0 | 17 | | | | | | | 1 | 44 | 0 | 15 |
| 05:15 | | | 0 | 16 | 1 | 15 | 2 | 16 | | | | | | | 3 | 47 | 1 | 16 |
| 05:30 | | | 3 | 17 | 3 | 9 | 2 | 14 | | | | | | | 8 | 40 | 3 | 13 |
| 05:45 | | | 3 | 18 | 3 | 16 | 2 | 10 | | | | | | | 8 | 44 | 3 | 15 |
| 06:00 | | | 2 | 9 | 0 | 16 | 3 | 9 | | | | | | | 5 | 34 | 2 | 11 |
| 06:15 | | | 1 | 13 | 4 | 15 | 2 | 13 | | | | | | | 7 | 41 | 2 | 14 |
| 06:30 | | | 7 | 9 | 5 | 12 | 10 | 8 | | | | | | | 22 | 29 | 7 | 10 |
| 06:45 | | | 8 | 12 | 8 | 7 | 8 | 9 | | | | | | | 24 | 28 | 8 | 9 |
| 07:00 | | | 13 | 8 | 8 | 9 | 7 | 7 | | | | | | | 28 | 24 | 9 | 8 |
| 07:15 | | | 11 | 4 | 10 | 7 | 17 | 9 | | | | | | | 38 | 20 | 13 | 7 |
| 07:30 | | | 14 | 5 | 6 | 10 | 9 | 16 | | | | | | | 29 | 31 | 10 | 10 |
| 07:45 | | | 14 | 5 | 10 | 3 | 8 | 5 | | | | | | | 32 | 13 | 11 | 4 |
| 08:00 | | | 6 | 5 | 7 | 9 | 8 | 7 | | | | | | | 21 | 21 | 7 | 7 |
| 08:15 | | | 9 | 4 | 8 | 5 | 9 | 1 | | | | | | | 26 | 10 | 9 | 3 |
| 08:30 | | | 13 | 3 | 8 | 1 | 8 | 2 | | | | | | | 29 | 6 | 10 | 2 |
| 08:45 | | | 12 | 3 | 8 | 1 | 12 | 2 | | | | | | | 32 | 6 | 11 | 2 |
| 09:00 | | | 7 | 3 | 7 | 2 | 7 | 3 | | | | | | | 21 | 8 | 7 | 3 |
| 09:15 | | | 6 | 8 | 7 | 4 | 5 | 3 | | | | | | | 18 | 15 | 6 | 5 |
| 09:30 | | | 11 | 1 | 9 | 0 | 6 | 0 | | | | | | | 26 | 1 | 9 | 0 |
| 09:45 | | | 8 | 0 | 7 | 3 | 5 | 3 | | | | | | | 20 | 6 | 7 | 2 |
| 10:00 | | | 5 | 0 | 5 | 2 | 2 | 2 | | | | | | | 12 | 4 | 4 | 1 |
| 10:15 | | | 5 | 2 | 11 | 2 | 7 | 1 | | | | | | | 23 | 5 | 8 | 2 |
| 10:30 | | | 7 | 4 | 7 | 5 | 5 | 0 | | | | | | | 19 | 9 | 6 | 3 |
| 10:45 | | | 4 | 1 | 12 | 0 | 4 | 1 | | | | | | | 20 | 2 | 7 | 1 |
| 11:00 | | | 6 | 0 | 4 | 2 | 4 | 3 | | | | | | | 14 | 5 | 5 | 2 |
| 11:15 | | | 5 | 1 | 6 | 0 | 6 | 3 | | | | | | | 17 | 4 | 6 | 1 |
| 11:30 | | | 3 | 0 | 7 | 1 | 6 | 2 | | | | | | | 16 | 3 | 5 | 1 |
| 11:45 | | | 7 | 1 | 16 | 1 | 10 | 2 | | | | | | | 33 | 4 | 11 | 1 |
| 12:00 | | | 7 | 0 | 7 | 0 | 2 | 1 | | | | | | | 16 | 1 | 5 | 0 |
| TOTALS | | | 579 | | 538 | | 528 | | | | | | | | 1645 | | 548 | |
| AM Times | | | 07:00 | | 11:15 | | 06:30 | | | | | | | | 07:00 | | 07:00 | |
| AM Peaks | | | 52 | | 36 | | 42 | | | | | | | | 127 | | 40 | |
| AM PHF | | | 0.93 | | 0.56 | | 0.62 | | | | | | | | 0.84 | | 0.83 | |
| PM Times | | | 16:45 | | 15:45 | | 16:45 | | | | | | | | 16:45 | | 16:45 | |
| PM Peaks | | | 64 | | 60 | | 61 | | | | | | | | 177 | | 57 | |
| PM PHF | | | 0.84 | | 0.83 | | 0.90 | | | | | | | | 0.94 | | 0.95 | |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| 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 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 1 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 01:15 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 52 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 02:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 03:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 26 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 04:15 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:30 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 04:45 | 0 | 36 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 05:00 | 0 | 39 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 112 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 05:15 | 0 | 53 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 05:30 | 1 | 77 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 05:45 | 2 | 103 | 48 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 06:00 | 3 | 88 | 41 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| Hour Total | 6 | 321 | 157 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 487 |
| 06:15 | 1 | 113 | 50 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 167 |
| 06:30 | 2 | 154 | 63 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| 06:45 | 0 | 185 | 64 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 253 |
| 07:00 | 0 | 178 | 53 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 236 |
| Hour Total | 3 | 630 | 230 | 0 | 5 | 1 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 877 |
| 07:15 | 2 | 238 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 304 |
| 07:30 | 4 | 257 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 07:45 | 0 | 263 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| 08:00 | 1 | 190 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| Hour Total | 7 | 948 | 218 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1175 |
| 08:15 | 0 | 142 | 26 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 08:30 | 1 | 145 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 08:45 | 1 | 141 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 09:00 | 0 | 97 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 525 | 104 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 638 |
| 09:15 | 0 | 114 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 09:30 | 2 | 83 | 27 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 09:45 | 0 | 77 | 18 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 10:00 | 0 | 61 | 22 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 2 | 335 | 87 | 0 | 2 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| 10:15 | 0 | 76 | 18 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 10:30 | 0 | 70 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 10:45 | 0 | 82 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:00 | 0 | 68 | 13 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 0 | 296 | 58 | 0 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 11:15 | 0 | 71 | 16 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 11:30 | 0 | 57 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:45 | 0 | 65 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:00 | 0 | 65 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 0 | 258 | 55 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 12:15 | 0 | 60 | 25 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:30 | 0 | 55 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 12:45 | 0 | 67 | 12 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 13:00 | 0 | 71 | 22 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| Hour Total | 0 | 253 | 77 | 0 | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 13:15 | 0 | 48 | 24 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:30 | 1 | 69 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 13:45 | 1 | 60 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 14:00 | 0 | 69 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 2 | 246 | 79 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 14:15 | 0 | 63 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 14:30 | 0 | 65 | 16 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 14:45 | 1 | 67 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 15:00 | 1 | 63 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 92 |
| Hour Total | 2 | 258 | 84 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 350 |
| 15:15 | 0 | 66 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 15:30 | 1 | 78 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 15:45 | 0 | 86 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 16:00 | 1 | 79 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 2 | 309 | 76 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 392 |
| 16:15 | 0 | 72 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 16:30 | 1 | 114 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 16:45 | 0 | 76 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 17:00 | 1 | 97 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| Hour Total | 2 | 359 | 89 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 101 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 17:30 | 0 | 99 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 17:45 | 2 | 97 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 18:00 | 0 | 83 | 28 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| Hour Total | 2 | 380 | 85 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 474 |
| 18:15 | 0 | 92 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 18:30 | 0 | 79 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 18:45 | 0 | 75 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 19:00 | 0 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| Hour Total | 0 | 297 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 |
| 19:15 | 0 | 43 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 19:30 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:45 | 0 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Hour Total | 0 | 153 | 48 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 20:15 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:30 | 0 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:45 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hour Total | 0 | 130 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 21:15 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:30 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:45 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 0 | 81 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 22:15 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:30 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:45 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 1 | 57 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 23:15 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 24:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| DAY TOTAL | 32 | 6129 | 1615 | 3 | 46 | 7 | 7 | 12 | 17 | 0 | 1 | 5 | 0 | 0 | 0 | 7874 |
| PERCENTS | 0.5% | 77.9% | 20.6% | 0.1% | 0.6% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.7%  Trucks & Buses 1.2%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:45 | 07:15 | 06:30 | 08:00 | 06:15 | 09:15 | 10:45 | 05:45 | 09:30 | | 06:15 | 06:15 | | | | 07:00 |
| AM Peaks | 8 | 948 | 243 | 2 | 5 | 2 | 2 | 3 | 7 | | 1 | 3 | | | | 1183 |
| PM Times | 14:45 | 17:00 | 16:15 | 16:45 | 14:45 | 12:30 | 12:15 | 12:15 | 19:45 | | | 14:15 | | | | 17:00 |
| PM Peaks | 3 | 394 | 89 | 1 | 7 | 2 | 2 | 1 | 2 | | | 1 | | | | 482 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 00:45 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 01:00 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hour Total | 0 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 01:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 02:15 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 1 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 03:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:45 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 04:15 | 1 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:30 | 0 | 22 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:45 | 0 | 31 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:00 | 0 | 49 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 1 | 112 | 51 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 05:15 | 0 | 50 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 05:30 | 1 | 74 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 05:45 | 1 | 113 | 42 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 06:00 | 3 | 110 | 41 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| Hour Total | 5 | 347 | 157 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| 06:15 | 1 | 123 | 47 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 06:30 | 4 | 139 | 54 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 06:45 | 2 | 197 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 07:00 | 1 | 183 | 42 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| Hour Total | 8 | 642 | 208 | 1 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 868 |
| 07:15 | 2 | 244 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 07:30 | 1 | 216 | 63 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 07:45 | 0 | 290 | 48 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 08:00 | 2 | 165 | 35 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| Hour Total | 5 | 915 | 199 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1126 |
| 08:15 | 2 | 151 | 41 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 198 |
| 08:30 | 0 | 129 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 08:45 | 1 | 117 | 29 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 09:00 | 0 | 103 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 3 | 500 | 121 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 631 |
| 09:15 | 0 | 77 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 09:30 | 0 | 75 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 98 |
| 09:45 | 0 | 95 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 1 | 61 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| Hour Total | 1 | 308 | 75 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 390 |
| 10:15 | 1 | 97 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 10:30 | 0 | 58 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 10:45 | 1 | 54 | 22 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 11:00 | 1 | 68 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Hour Total | 3 | 277 | 68 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 11:15 | 0 | 72 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:30 | 0 | 72 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 11:45 | 0 | 58 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:00 | 0 | 62 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 0 | 264 | 75 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 12:15 | 1 | 49 | 26 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:30 | 0 | 62 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:45 | 0 | 61 | 18 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:00 | 1 | 58 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 2 | 230 | 74 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 13:15 | 0 | 67 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 13:30 | 0 | 71 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 13:45 | 1 | 59 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 14:00 | 0 | 58 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Hour Total | 1 | 255 | 63 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 14:15 | 0 | 70 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 14:30 | 3 | 69 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 14:45 | 1 | 83 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:00 | 0 | 69 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 4 | 291 | 75 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 15:15 | 0 | 69 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 15:30 | 0 | 65 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 15:45 | 0 | 67 | 21 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 16:00 | 0 | 78 | 19 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Hour Total | 0 | 279 | 65 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 351 |
| 16:15 | 1 | 80 | 18 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:30 | 1 | 131 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 16:45 | 1 | 121 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 17:00 | 0 | 114 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Hour Total | 3 | 446 | 80 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 126 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 17:30 | 0 | 95 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 17:45 | 2 | 107 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 18:00 | 1 | 90 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| Hour Total | 3 | 418 | 84 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 |
| 18:15 | 0 | 91 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 18:30 | 0 | 72 | 26 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 18:45 | 2 | 72 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 1 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 3 | 297 | 71 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 19:15 | 0 | 42 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:30 | 1 | 49 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 19:45 | 3 | 48 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 20:00 | 1 | 37 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hour Total | 5 | 176 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 20:15 | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 20:30 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 20:45 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hour Total | 0 | 116 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 21:15 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:30 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 21:45 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 122 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 22:15 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:30 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:45 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 23:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 66 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 23:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 24:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| DAY TOTAL | 48 | 6236 | 1583 | 4 | 21 | 16 | 9 | 11 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 7942 |
| PERCENTS | 0.7% | 78.6% | 20.0% | 0.0% | 0.2% | 0.2% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 99.0%  Trucks & Buses 0.9%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:00 | 07:00 | 06:45 | 06:00 | 07:30 | 10:15 | 07:00 | 05:30 | 05:45 | 07:30 | | | | | | 07:00 |
| AM Peaks | 10 | 933 | 223 | 1 | 4 | 3 | 3 | 2 | 3 | 1 | | | | | | 1151 |
| PM Times | 19:00 | 16:30 | 17:45 | 14:30 | 12:15 | 15:45 | 12:15 | 15:30 | 13:00 | | | | | | | 16:30 |
| PM Peaks | 5 | 492 | 95 | 1 | 3 | 4 | 2 | 3 | 2 | | | | | | | 579 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 01:15 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 02:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 41 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 03:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 0 | 28 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 04:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:30 | 0 | 29 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:45 | 0 | 32 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 05:00 | 0 | 43 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 0 | 119 | 47 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 05:15 | 1 | 55 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 05:30 | 2 | 80 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 05:45 | 2 | 94 | 40 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 06:00 | 2 | 100 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| Hour Total | 7 | 329 | 139 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| 06:15 | 1 | 134 | 63 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 06:30 | 5 | 153 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 06:45 | 1 | 200 | 59 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 07:00 | 1 | 175 | 54 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| Hour Total | 8 | 662 | 240 | 2 | 1 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 919 |
| 07:15 | 1 | 227 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 284 |
| 07:30 | 2 | 249 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 07:45 | 0 | 274 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 08:00 | 0 | 164 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| Hour Total | 3 | 914 | 200 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1119 |
| 08:15 | 0 | 131 | 28 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 08:30 | 3 | 128 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 08:45 | 0 | 151 | 21 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 09:00 | 0 | 113 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 3 | 523 | 114 | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| 09:15 | 0 | 89 | 16 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 09:30 | 0 | 105 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 09:45 | 0 | 91 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 10:00 | 0 | 78 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 0 | 363 | 82 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 10:15 | 0 | 63 | 23 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:30 | 0 | 71 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 10:45 | 0 | 65 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 11:00 | 0 | 54 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 0 | 253 | 84 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| 11:15 | 0 | 61 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:30 | 0 | 78 | 16 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:45 | 1 | 75 | 18 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 12:00 | 0 | 77 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| Hour Total | 1 | 291 | 68 | 0 | 4 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 12:15 | 1 | 64 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:30 | 1 | 64 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:45 | 2 | 62 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:00 | 2 | 64 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 6 | 254 | 62 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 13:15 | 0 | 66 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 13:30 | 0 | 74 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 13:45 | 1 | 55 | 22 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 14:00 | 0 | 74 | 18 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 1 | 269 | 80 | 0 | 3 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 14:15 | 1 | 59 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 85 |
| 14:30 | 2 | 69 | 26 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 14:45 | 0 | 66 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 15:00 | 0 | 70 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 3 | 264 | 83 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 355 |
| 15:15 | 1 | 69 | 15 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 89 |
| 15:30 | 0 | 69 | 18 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 15:45 | 0 | 87 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:00 | 0 | 78 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 99 |
| Hour Total | 1 | 303 | 77 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 389 |
| 16:15 | 0 | 87 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 16:30 | 0 | 97 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 16:45 | 3 | 106 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:00 | 2 | 105 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| Hour Total | 5 | 395 | 99 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002021.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 111 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 17:30 | 0 | 101 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 17:45 | 2 | 95 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 0 | 80 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 2 | 387 | 81 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 471 |
| 18:15 | 1 | 98 | 27 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 18:30 | 0 | 66 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 18:45 | 2 | 77 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 19:00 | 0 | 55 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hour Total | 3 | 296 | 69 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 19:15 | 0 | 61 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 19:30 | 1 | 45 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:45 | 2 | 67 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 20:00 | 1 | 39 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 4 | 212 | 42 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 |
| 20:15 | 0 | 48 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 20:30 | 0 | 60 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 20:45 | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 21:00 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| Hour Total | 0 | 162 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 21:15 | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 21:30 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:45 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Hour Total | 0 | 113 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 22:15 | 0 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 22:30 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:45 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 82 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 23:15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:30 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 24:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| DAY TOTAL | 47 | 6400 | 1653 | 6 | 31 | 12 | 4 | 16 | 17 | 0 | 0 | 1 | 3 | 0 | 0 | 8190 |
| PERCENTS | 0.6% | 78.2% | 20.2% | 0.1% | 0.4% | 0.2% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.9% Trucks & Buses 1.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:45 | 07:00 | 06:15 | 06:00 | 08:45 | 06:15 | 10:45 | 07:30 | 11:00 | | | | 06:30 | | | 07:00 |
| AM Peaks | 10 | 925 | 240 | 2 | 4 | 3 | 2 | 3 | 4 | | | | 1 | | | 1139 |
| PM Times | 12:15 | 16:45 | 16:30 | 13:30 | 16:00 | 13:00 | 14:45 | 17:30 | 14:30 | | | 14:30 | 13:30 | | | 16:30 |
| PM Peaks | 6 | 423 | 115 | 1 | 8 | 3 | 2 | 3 | 3 | | | 1 | 1 | | | 544 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 127 | 4851 | | 98 | | 20 | | 46 | | | 3 | | 3 | | 0 | |
| | 18765 | | 13 | | 35 | | 39 | | 0 | | 6 | | 0 | | 24006 | |
| PERCENTS | 0.6% | 78.2% | 20.3% | 0.1% | 0.5% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 2 | 0 | 0 | 0 | 9 |
| 00:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 10 | 8 | 0 | 0 | 0 | 29 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 3 | 0 | 0 | 0 | 21 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 1 | 0 | 0 | 0 | 16 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 3 | 0 | 1 | 0 | 13 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 14 | 27 | 8 | 0 | 1 | 0 | 57 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 8 |
| 02:30 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 | 6 | 1 | 0 | 0 | 0 | 16 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 5 | 2 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 5 | 10 | 17 | 4 | 1 | 0 | 0 | 46 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 2 | 1 | 0 | 0 | 12 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 2 | 0 | 0 | 11 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 6 | 21 | 4 | 3 | 0 | 0 | 39 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 4 | 0 | 0 | 0 | 17 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 20 | 8 | 0 | 0 | 0 | 33 |
| 04:45 | 0 | 0 | 0 | 0 | 1 | 6 | 4 | 5 | 6 | 18 | 13 | 2 | 0 | 0 | 55 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 4 | 13 | 20 | 7 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 9 | 9 | 10 | 27 | 67 | 32 | 2 | 0 | 0 | 158 |
| 05:15 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 6 | 3 | 38 | 16 | 2 | 0 | 0 | 75 |
| 05:30 | 0 | 0 | 0 | 0 | 1 | 5 | 10 | 9 | 16 | 57 | 24 | 2 | 0 | 0 | 124 |
| 05:45 | 0 | 0 | 0 | 0 | 1 | 12 | 12 | 5 | 18 | 62 | 39 | 6 | 0 | 0 | 155 |
| 06:00 | 0 | 0 | 0 | 0 | 2 | 12 | 21 | 7 | 9 | 51 | 27 | 3 | 1 | 0 | 133 |
| Hour Total | 0 | 0 | 0 | 0 | 5 | 31 | 50 | 27 | 46 | 208 | 106 | 13 | 1 | 0 | 487 |
| 06:15 | 0 | 0 | 0 | 0 | 2 | 10 | 13 | 21 | 30 | 67 | 24 | 0 | 0 | 0 | 167 |
| 06:30 | 0 | 0 | 0 | 0 | 5 | 12 | 27 | 28 | 44 | 72 | 30 | 2 | 1 | 0 | 221 |
| 06:45 | 0 | 0 | 0 | 0 | 10 | 21 | 32 | 44 | 35 | 81 | 28 | 2 | 0 | 0 | 253 |
| 07:00 | 0 | 0 | 0 | 0 | 9 | 9 | 33 | 37 | 58 | 54 | 33 | 3 | 0 | 0 | 236 |
| Hour Total | 0 | 0 | 0 | 0 | 26 | 52 | 105 | 130 | 167 | 274 | 115 | 7 | 1 | 0 | 877 |
| 07:15 | 0 | 0 | 0 | 11 | 10 | 31 | 49 | 43 | 58 | 73 | 25 | 4 | 0 | 0 | 304 |
| 07:30 | 0 | 0 | 0 | 0 | 13 | 51 | 62 | 59 | 39 | 70 | 24 | 2 | 0 | 0 | 320 |
| 07:45 | 0 | 0 | 0 | 0 | 7 | 28 | 65 | 53 | 74 | 63 | 29 | 4 | 0 | 0 | 323 |
| 08:00 | 0 | 0 | 0 | 0 | 6 | 14 | 22 | 45 | 48 | 67 | 26 | 0 | 0 | 0 | 228 |
| Hour Total | 0 | 0 | 0 | 11 | 36 | 124 | 198 | 200 | 219 | 273 | 104 | 10 | 0 | 0 | 1175 |
| 08:15 | 0 | 0 | 0 | 0 | 10 | 15 | 30 | 15 | 23 | 45 | 28 | 4 | 1 | 0 | 171 |
| 08:30 | 0 | 0 | 0 | 0 | 5 | 15 | 23 | 16 | 25 | 66 | 20 | 5 | 0 | 0 | 175 |
| 08:45 | 0 | 0 | 0 | 0 | 4 | 12 | 20 | 24 | 22 | 57 | 23 | 7 | 2 | 0 | 171 |
| 09:00 | 0 | 0 | 0 | 1 | 8 | 9 | 13 | 9 | 13 | 45 | 17 | 6 | 0 | 0 | 121 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 1 | 27 | 51 | 86 | 64 | 83 | 213 | 88 | 22 | 3 | 0 | 638 |
| 09:15 | 0 | 0 | 0 | 0 | 3 | 3 | 11 | 8 | 21 | 56 | 27 | 4 | 1 | 0 | 134 |
| 09:30 | 0 | 0 | 0 | 0 | 5 | 5 | 13 | 5 | 18 | 45 | 21 | 1 | 2 | 0 | 115 |
| 09:45 | 0 | 0 | 0 | 0 | 4 | 9 | 9 | 6 | 14 | 37 | 18 | 3 | 0 | 0 | 100 |
| 10:00 | 0 | 0 | 0 | 1 | 5 | 3 | 3 | 5 | 15 | 36 | 15 | 2 | 1 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 1 | 17 | 20 | 36 | 24 | 68 | 174 | 81 | 10 | 4 | 0 | 435 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 9 | 24 | 27 | 19 | 4 | 1 | 0 | 97 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 9 | 6 | 6 | 16 | 31 | 10 | 4 | 0 | 0 | 83 |
| 10:45 | 0 | 0 | 0 | 0 | 3 | 4 | 16 | 6 | 14 | 33 | 21 | 2 | 0 | 0 | 99 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 12 | 40 | 14 | 2 | 1 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 0 | 7 | 23 | 36 | 22 | 66 | 131 | 64 | 12 | 2 | 0 | 363 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 13 | 5 | 13 | 12 | 34 | 9 | 3 | 0 | 0 | 90 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 6 | 11 | 33 | 8 | 5 | 0 | 0 | 68 |
| 11:45 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 7 | 12 | 26 | 17 | 2 | 0 | 0 | 78 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 3 | 9 | 9 | 19 | 26 | 14 | 2 | 0 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 0 | 7 | 23 | 22 | 35 | 54 | 119 | 48 | 12 | 0 | 0 | 320 |
| 12:15 | 0 | 0 | 1 | 2 | 4 | 11 | 5 | 14 | 15 | 26 | 8 | 1 | 0 | 0 | 87 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 4 | 15 | 39 | 7 | 0 | 0 | 0 | 73 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 11 | 9 | 7 | 8 | 32 | 12 | 2 | 0 | 0 | 82 |
| 13:00 | 0 | 0 | 0 | 0 | 8 | 7 | 9 | 8 | 24 | 31 | 6 | 3 | 0 | 0 | 96 |
| Hour Total | 0 | 0 | 1 | 2 | 13 | 35 | 25 | 33 | 62 | 128 | 33 | 6 | 0 | 0 | 338 |
| 13:15 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 6 | 15 | 32 | 12 | 0 | 0 | 0 | 74 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 8 | 13 | 30 | 22 | 6 | 0 | 0 | 92 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 7 | 24 | 21 | 19 | 0 | 0 | 0 | 77 |
| 14:00 | 0 | 0 | 0 | 1 | 4 | 5 | 9 | 7 | 17 | 27 | 17 | 2 | 1 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 2 | 7 | 18 | 20 | 28 | 69 | 110 | 70 | 8 | 1 | 0 | 333 |
| 14:15 | 0 | 0 | 0 | 0 | 5 | 9 | 15 | 12 | 10 | 25 | 5 | 1 | 0 | 0 | 82 |
| 14:30 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 11 | 17 | 42 | 7 | 0 | 0 | 0 | 83 |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 5 | 8 | 53 | 11 | 3 | 0 | 0 | 93 |
| 15:00 | 0 | 0 | 0 | 0 | 4 | 7 | 6 | 18 | 17 | 22 | 16 | 2 | 0 | 0 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 14 | 20 | 31 | 46 | 52 | 142 | 39 | 6 | 0 | 0 | 350 |
| 15:15 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 7 | 14 | 31 | 13 | 2 | 0 | 0 | 80 |
| 15:30 | 0 | 0 | 0 | 0 | 5 | 6 | 6 | 9 | 16 | 46 | 11 | 4 | 1 | 0 | 104 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 13 | 16 | 10 | 24 | 29 | 12 | 1 | 0 | 0 | 106 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 7 | 22 | 42 | 16 | 2 | 0 | 0 | 102 |
| Hour Total | 0 | 0 | 0 | 1 | 12 | 32 | 28 | 33 | 76 | 148 | 52 | 9 | 1 | 0 | 392 |
| 16:15 | 0 | 0 | 0 | 0 | 4 | 5 | 12 | 3 | 20 | 35 | 13 | 2 | 1 | 0 | 95 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 7 | 13 | 16 | 36 | 49 | 12 | 1 | 0 | 0 | 135 |
| 16:45 | 0 | 0 | 0 | 0 | 2 | 9 | 9 | 11 | 21 | 29 | 16 | 5 | 1 | 0 | 103 |
| 17:00 | 1 | 0 | 0 | 0 | 2 | 5 | 8 | 7 | 35 | 39 | 20 | 3 | 1 | 0 | 121 |
| Hour Total | 1 | 0 | 0 | 0 | 9 | 26 | 42 | 37 | 112 | 152 | 61 | 11 | 3 | 0 | 454 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 15 | 31 | 40 | 13 | 3 | 1 | 0 | 121 |
| 17:30 | 0 | 0 | 0 | 0 | 3 | 15 | 17 | 10 | 26 | 32 | 18 | 1 | 0 | 0 | 122 |
| 17:45 | 0 | 0 | 0 | 0 | 3 | 6 | 7 | 14 | 22 | 49 | 10 | 6 | 1 | 0 | 118 |
| 18:00 | 0 | 0 | 0 | 0 | 5 | 17 | 7 | 8 | 23 | 38 | 14 | 1 | 0 | 0 | 113 |
| Hour Total | 0 | 0 | 0 | 0 | 11 | 44 | 43 | 47 | 102 | 159 | 55 | 11 | 2 | 0 | 474 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 14 | 7 | 10 | 13 | 36 | 16 | 6 | 0 | 0 | 104 |
| 18:30 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 13 | 15 | 31 | 25 | 1 | 0 | 0 | 99 |
| 18:45 | 0 | 0 | 0 | 0 | 2 | 4 | 10 | 11 | 14 | 41 | 7 | 2 | 1 | 0 | 92 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 13 | 28 | 14 | 1 | 0 | 0 | 63 |
| Hour Total | 0 | 0 | 0 | 0 | 9 | 23 | 23 | 39 | 55 | 136 | 62 | 10 | 1 | 0 | 358 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 18 | 28 | 6 | 1 | 0 | 0 | 66 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 3 | 16 | 16 | 3 | 0 | 0 | 0 | 48 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 8 | 16 | 17 | 4 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 15 | 4 | 0 | 0 | 0 | 38 |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 10 | 12 | 16 | 67 | 76 | 17 | 1 | 0 | 0 | 202 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 1 | 12 | 12 | 7 | 0 | 0 | 0 | 40 |
| 20:30 | 0 | 0 | 0 | 1 | 3 | 7 | 6 | 4 | 14 | 5 | 4 | 0 | 0 | 0 | 44 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 8 | 16 | 2 | 1 | 0 | 0 | 36 |
| 21:00 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 2 | 8 | 9 | 3 | 1 | 0 | 0 | 31 |
| Hour Total | 0 | 0 | 0 | 1 | 7 | 20 | 10 | 11 | 42 | 42 | 16 | 2 | 0 | 0 | 151 |
| 21:15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 8 | 9 | 3 | 0 | 0 | 0 | 28 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 24 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 12 | 4 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 8 | 2 | 0 | 0 | 0 | 18 |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 8 | 26 | 39 | 9 | 0 | 0 | 0 | 94 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 14 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 6 | 11 | 1 | 0 | 1 | 0 | 22 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 1 | 0 | 0 | 18 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 7 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 6 | 17 | 36 | 2 | 1 | 1 | 0 | 66 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 2 | 0 | 0 | 12 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 4 | 3 | 0 | 1 | 0 | 0 | 12 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 17 | 13 | 0 | 3 | 0 | 0 | 38 |
| DAY TOTAL | 1 | 0 | 1 | 19 | 225 | 571 | 784 | 835 | 1464 | 2715 | 1078 | 160 | 21 | 0 | 7874 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.3% | 2.9% | 7.3% | 10.0% | 10.6% | 18.5% | 34.4% | 13.6% | 2.0% | 0.2% | 0.0% | 100% |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

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

Statistical Information...

15th Percentile Speed
37.3 mph

85th Percentile Speed
55.4 mph

Median Speed
50.1 mph

Average Speed
47.7 mph

10 MPH Pace Speed
45 mph to 55 mph
4179 vehicles in pace
Representing 53.0% of the total vehicles

Vehicles > 45 MPH
5438
69.1%

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 10 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 9 | 2 | 0 | 0 | 0 | 17 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 9 | 8 | 3 | 0 | 0 | 0 | 24 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 17 | 22 | 6 | 0 | 0 | 0 | 54 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 9 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 1 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 16 | 14 | 3 | 0 | 0 | 0 | 39 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 2 | 0 | 0 | 14 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 14 | 14 | 4 | 2 | 0 | 0 | 39 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 8 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 11 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 3 | 0 | 0 | 0 | 12 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 11 | 14 | 8 | 1 | 0 | 0 | 42 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 2 | 0 | 0 | 18 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 18 | 9 | 3 | 0 | 0 | 35 |
| 04:45 | 0 | 0 | 0 | 1 | 1 | 7 | 3 | 4 | 6 | 22 | 5 | 0 | 0 | 0 | 49 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 34 | 16 | 2 | 0 | 0 | 64 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 4 | 20 | 86 | 34 | 7 | 0 | 0 | 166 |
| 05:15 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 4 | 12 | 23 | 24 | 3 | 0 | 0 | 77 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 2 | 14 | 54 | 30 | 1 | 1 | 0 | 122 |
| 05:45 | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 15 | 20 | 71 | 30 | 4 | 1 | 0 | 158 |
| 06:00 | 0 | 0 | 0 | 0 | 3 | 13 | 18 | 7 | 30 | 60 | 20 | 5 | 0 | 0 | 156 |
| Hour Total | 0 | 0 | 0 | 0 | 8 | 31 | 43 | 28 | 76 | 208 | 104 | 13 | 2 | 0 | 513 |
| 06:15 | 0 | 0 | 0 | 0 | 5 | 9 | 14 | 27 | 20 | 61 | 35 | 4 | 0 | 0 | 175 |
| 06:30 | 0 | 0 | 0 | 0 | 3 | 16 | 19 | 30 | 23 | 76 | 28 | 2 | 1 | 0 | 198 |
| 06:45 | 0 | 0 | 0 | 0 | 4 | 7 | 20 | 38 | 48 | 104 | 37 | 6 | 0 | 1 | 265 |
| 07:00 | 1 | 0 | 0 | 0 | 5 | 36 | 34 | 33 | 31 | 63 | 25 | 2 | 0 | 0 | 230 |
| Hour Total | 1 | 0 | 0 | 0 | 17 | 68 | 87 | 128 | 122 | 304 | 125 | 14 | 1 | 1 | 868 |
| 07:15 | 0 | 0 | 0 | 0 | 8 | 25 | 32 | 54 | 57 | 91 | 29 | 3 | 0 | 0 | 299 |
| 07:30 | 0 | 0 | 0 | 1 | 18 | 41 | 54 | 44 | 37 | 60 | 25 | 1 | 0 | 0 | 281 |
| 07:45 | 0 | 0 | 0 | 0 | 17 | 47 | 80 | 58 | 68 | 65 | 6 | 0 | 0 | 0 | 341 |
| 08:00 | 0 | 0 | 0 | 1 | 5 | 20 | 28 | 33 | 47 | 45 | 22 | 4 | 0 | 0 | 205 |
| Hour Total | 0 | 0 | 0 | 2 | 48 | 133 | 194 | 189 | 209 | 261 | 82 | 8 | 0 | 0 | 1126 |
| 08:15 | 0 | 0 | 0 | 0 | 5 | 25 | 30 | 24 | 37 | 47 | 27 | 3 | 0 | 0 | 198 |
| 08:30 | 0 | 0 | 0 | 0 | 6 | 7 | 21 | 11 | 28 | 38 | 36 | 7 | 2 | 0 | 156 |
| 08:45 | 0 | 0 | 0 | 0 | 5 | 15 | 13 | 12 | 14 | 42 | 33 | 12 | 2 | 0 | 148 |
| 09:00 | 0 | 0 | 0 | 0 | 2 | 14 | 23 | 11 | 27 | 34 | 17 | 1 | 0 | 0 | 129 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 18 | 61 | 87 | 58 | 106 | 161 | 113 | 23 | 4 | 0 | 631 |
| 09:15 | 0 | 0 | 0 | 0 | 2 | 8 | 16 | 10 | 12 | 33 | 17 | 1 | 0 | 0 | 99 |
| 09:30 | 0 | 0 | 0 | 1 | 0 | 9 | 5 | 10 | 22 | 37 | 14 | 0 | 0 | 0 | 98 |
| 09:45 | 0 | 0 | 0 | 0 | 4 | 11 | 11 | 8 | 24 | 39 | 14 | 0 | 0 | 0 | 111 |
| 10:00 | 1 | 0 | 0 | 2 | 2 | 8 | 10 | 4 | 9 | 26 | 19 | 1 | 0 | 0 | 82 |
| Hour Total | 1 | 0 | 0 | 3 | 8 | 36 | 42 | 32 | 67 | 135 | 64 | 2 | 0 | 0 | 390 |
| 10:15 | 0 | 0 | 0 | 0 | 6 | 8 | 11 | 9 | 17 | 36 | 19 | 6 | 0 | 1 | 113 |
| 10:30 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 7 | 14 | 23 | 20 | 1 | 1 | 0 | 76 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 5 | 14 | 27 | 21 | 3 | 0 | 0 | 79 |
| 11:00 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 8 | 15 | 35 | 12 | 1 | 0 | 0 | 85 |
| Hour Total | 0 | 0 | 0 | 0 | 9 | 19 | 30 | 29 | 60 | 121 | 72 | 11 | 1 | 1 | 353 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 14 | 27 | 29 | 14 | 1 | 0 | 1 | 96 |
| 11:30 | 0 | 0 | 0 | 0 | 1 | 9 | 8 | 7 | 10 | 32 | 17 | 4 | 0 | 0 | 88 |
| 11:45 | 0 | 0 | 1 | 0 | 2 | 8 | 9 | 4 | 11 | 28 | 11 | 1 | 0 | 0 | 75 |
| 12:00 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 5 | 13 | 35 | 11 | 3 | 0 | 1 | 83 |
| Hour Total | 0 | 0 | 1 | 0 | 5 | 26 | 31 | 30 | 61 | 124 | 53 | 9 | 0 | 2 | 342 |
| 12:15 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 14 | 33 | 10 | 2 | 0 | 0 | 78 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 22 | 45 | 2 | 1 | 0 | 0 | 78 |
| 12:45 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 6 | 18 | 31 | 11 | 1 | 0 | 0 | 81 |
| 13:00 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 9 | 12 | 26 | 17 | 2 | 0 | 0 | 76 |
| Hour Total | 0 | 0 | 0 | 1 | 4 | 21 | 18 | 22 | 66 | 135 | 40 | 6 | 0 | 0 | 313 |
| 13:15 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 10 | 20 | 26 | 16 | 1 | 0 | 0 | 85 |
| 13:30 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 10 | 19 | 36 | 11 | 1 | 0 | 0 | 88 |
| 13:45 | 0 | 0 | 0 | 0 | 4 | 10 | 7 | 2 | 11 | 28 | 15 | 4 | 0 | 0 | 81 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 3 | 9 | 8 | 10 | 18 | 14 | 2 | 0 | 0 | 66 |
| Hour Total | 0 | 0 | 0 | 1 | 12 | 22 | 23 | 30 | 60 | 108 | 56 | 8 | 0 | 0 | 320 |
| 14:15 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 5 | 11 | 39 | 17 | 2 | 0 | 0 | 87 |
| 14:30 | 0 | 0 | 0 | 0 | 5 | 7 | 4 | 5 | 12 | 40 | 14 | 4 | 0 | 0 | 91 |
| 14:45 | 0 | 0 | 0 | 0 | 7 | 6 | 11 | 6 | 14 | 39 | 18 | 4 | 0 | 0 | 105 |
| 15:00 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 8 | 23 | 30 | 12 | 3 | 0 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 0 | 19 | 25 | 23 | 24 | 60 | 148 | 61 | 13 | 0 | 0 | 373 |
| 15:15 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 6 | 11 | 31 | 19 | 5 | 0 | 0 | 84 |
| 15:30 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 13 | 42 | 14 | 1 | 0 | 0 | 78 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 6 | 16 | 36 | 16 | 4 | 0 | 0 | 90 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 12 | 8 | 7 | 25 | 31 | 11 | 3 | 0 | 0 | 99 |
| Hour Total | 0 | 0 | 0 | 0 | 6 | 29 | 18 | 20 | 65 | 140 | 60 | 13 | 0 | 0 | 351 |
| 16:15 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 10 | 31 | 27 | 18 | 3 | 1 | 0 | 102 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 12 | 15 | 22 | 24 | 58 | 18 | 2 | 1 | 0 | 152 |
| 16:45 | 0 | 0 | 0 | 2 | 4 | 4 | 21 | 19 | 13 | 49 | 27 | 1 | 0 | 0 | 140 |
| 17:00 | 0 | 0 | 0 | 0 | 5 | 15 | 16 | 13 | 32 | 43 | 15 | 1 | 1 | 0 | 141 |
| Hour Total | 0 | 0 | 0 | 2 | 13 | 37 | 54 | 64 | 100 | 177 | 78 | 7 | 3 | 0 | 535 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 2 | 2 | 15 | 19 | 26 | 25 | 38 | 15 | 4 | 0 | 0 | 146 |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 15 | 17 | 5 | 14 | 47 | 14 | 0 | 0 | 0 | 113 |
| 17:45 | 0 | 0 | 0 | 0 | 6 | 20 | 14 | 15 | 24 | 44 | 9 | 3 | 0 | 0 | 135 |
| 18:00 | 0 | 0 | 0 | 0 | 7 | 7 | 13 | 15 | 16 | 25 | 28 | 3 | 0 | 0 | 114 |
| Hour Total | 0 | 0 | 0 | 3 | 15 | 57 | 63 | 61 | 79 | 154 | 66 | 10 | 0 | 0 | 508 |
| 18:15 | 0 | 0 | 0 | 0 | 2 | 12 | 9 | 12 | 14 | 45 | 14 | 2 | 1 | 0 | 111 |
| 18:30 | 0 | 0 | 0 | 0 | 8 | 9 | 11 | 7 | 18 | 32 | 13 | 2 | 0 | 0 | 100 |
| 18:45 | 0 | 0 | 0 | 0 | 5 | 10 | 6 | 18 | 13 | 30 | 7 | 2 | 0 | 0 | 91 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 6 | 11 | 29 | 13 | 1 | 0 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 16 | 34 | 33 | 43 | 56 | 136 | 47 | 7 | 1 | 0 | 373 |
| 19:15 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 4 | 20 | 23 | 2 | 1 | 0 | 0 | 57 |
| 19:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 24 | 26 | 9 | 0 | 0 | 0 | 63 |
| 19:45 | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 11 | 17 | 18 | 7 | 1 | 0 | 0 | 65 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 16 | 16 | 11 | 0 | 0 | 0 | 54 |
| Hour Total | 0 | 0 | 0 | 1 | 10 | 5 | 11 | 21 | 77 | 83 | 29 | 2 | 0 | 0 | 239 |
| 20:15 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 4 | 8 | 10 | 7 | 0 | 0 | 0 | 36 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 9 | 9 | 7 | 1 | 1 | 0 | 34 |
| 20:45 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 3 | 8 | 11 | 3 | 2 | 0 | 0 | 34 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 9 | 11 | 1 | 0 | 0 | 0 | 25 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 11 | 4 | 13 | 34 | 41 | 18 | 3 | 1 | 0 | 129 |
| 21:15 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 2 | 11 | 14 | 5 | 2 | 0 | 0 | 40 |
| 21:30 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 11 | 8 | 0 | 1 | 0 | 1 | 31 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 12 | 13 | 4 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 12 | 12 | 1 | 2 | 0 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 0 | 9 | 7 | 6 | 6 | 46 | 47 | 10 | 5 | 0 | 1 | 137 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 7 | 5 | 3 | 1 | 0 | 0 | 21 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 13 | 9 | 0 | 0 | 0 | 0 | 26 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 6 | 7 | 1 | 0 | 0 | 0 | 19 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 7 | 29 | 26 | 5 | 1 | 0 | 0 | 77 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 11 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 7 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 8 | 6 | 3 | 0 | 0 | 0 | 24 |
| DAY TOTAL | 2 | 0 | 1 | 15 | 229 | 641 | 779 | 827 | 1459 | 2665 | 1141 | 165 | 13 | 5 | 7942 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.2% | 2.9% | 8.1% | 9.9% | 10.5% | 18.3% | 33.5% | 14.3% | 2.0% | 0.1% | 0.0% | 100% |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

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

Statistical Information...

15th Percentile Speed
37.0 mph

85th Percentile Speed
55.6 mph

Median Speed
50.0 mph

Average Speed
47.6 mph

10 MPH Pace Speed
45 mph to 55 mph
4124 vehicles in pace
Representing 51.9% of the total vehicles

Vehicles > 45 MPH
5448
68.6%

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 6 |
| 00:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 10 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 3 | 1 | 0 | 0 | 19 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 7 | 18 | 4 | 3 | 0 | 0 | 39 |
| 01:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 5 | 8 | 1 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 1 | 0 | 0 | 0 | 16 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 2 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 3 | 1 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 9 | 19 | 20 | 7 | 1 | 0 | 0 | 60 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 10 | 2 | 0 | 0 | 0 | 16 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 12 | 17 | 3 | 0 | 0 | 0 | 45 |
| 03:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 9 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 1 | 0 | 0 | 0 | 10 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 2 | 1 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5 | 8 | 19 | 6 | 1 | 0 | 0 | 42 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 4 | 1 | 0 | 0 | 19 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 21 | 8 | 1 | 0 | 0 | 35 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 9 | 25 | 3 | 0 | 0 | 0 | 44 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 9 | 9 | 24 | 13 | 0 | 0 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 12 | 25 | 80 | 28 | 2 | 0 | 0 | 167 |
| 05:15 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 6 | 9 | 36 | 23 | 0 | 0 | 0 | 82 |
| 05:30 | 0 | 0 | 0 | 0 | 2 | 7 | 8 | 12 | 14 | 34 | 31 | 3 | 0 | 0 | 111 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 5 | 22 | 57 | 26 | 4 | 0 | 0 | 138 |
| 06:00 | 0 | 0 | 0 | 0 | 4 | 12 | 19 | 16 | 18 | 62 | 16 | 0 | 0 | 0 | 147 |
| Hour Total | 0 | 0 | 0 | 0 | 8 | 33 | 43 | 39 | 63 | 189 | 96 | 7 | 0 | 0 | 478 |
| 06:15 | 0 | 0 | 0 | 0 | 8 | 11 | 19 | 23 | 30 | 77 | 32 | 0 | 0 | 0 | 200 |
| 06:30 | 0 | 0 | 0 | 0 | 4 | 20 | 26 | 24 | 38 | 75 | 30 | 4 | 1 | 0 | 222 |
| 06:45 | 0 | 0 | 0 | 0 | 4 | 23 | 34 | 42 | 59 | 88 | 11 | 4 | 0 | 0 | 265 |
| 07:00 | 0 | 0 | 0 | 0 | 6 | 23 | 31 | 32 | 50 | 73 | 16 | 1 | 0 | 0 | 232 |
| Hour Total | 0 | 0 | 0 | 0 | 22 | 77 | 110 | 121 | 177 | 313 | 89 | 9 | 1 | 0 | 919 |
| 07:15 | 2 | 0 | 0 | 2 | 6 | 35 | 38 | 49 | 42 | 82 | 28 | 0 | 0 | 0 | 284 |
| 07:30 | 0 | 0 | 0 | 0 | 15 | 31 | 55 | 38 | 57 | 66 | 26 | 2 | 0 | 0 | 290 |
| 07:45 | 0 | 0 | 4 | 12 | 13 | 32 | 55 | 88 | 52 | 58 | 18 | 1 | 0 | 0 | 333 |
| 08:00 | 0 | 0 | 0 | 0 | 5 | 19 | 37 | 35 | 35 | 55 | 24 | 2 | 0 | 0 | 212 |
| Hour Total | 2 | 0 | 4 | 14 | 39 | 117 | 185 | 210 | 186 | 261 | 96 | 5 | 0 | 0 | 1119 |
| 08:15 | 0 | 0 | 0 | 1 | 6 | 8 | 26 | 18 | 39 | 34 | 24 | 6 | 1 | 0 | 163 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 15 | 25 | 11 | 20 | 60 | 33 | 10 | 0 | 0 | 175 |
| 08:45 | 0 | 0 | 0 | 0 | 2 | 15 | 36 | 16 | 21 | 51 | 30 | 4 | 0 | 0 | 175 |
| 09:00 | 0 | 0 | 0 | 0 | 3 | 15 | 4 | 4 | 19 | 47 | 41 | 1 | 1 | 0 | 135 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 1 | 12 | 53 | 91 | 49 | 99 | 192 | 128 | 21 | 2 | 0 | 648 |
| 09:15 | 0 | 0 | 0 | 0 | 3 | 11 | 7 | 10 | 15 | 31 | 28 | 3 | 0 | 0 | 108 |
| 09:30 | 0 | 0 | 0 | 1 | 3 | 5 | 11 | 12 | 19 | 47 | 25 | 7 | 2 | 1 | 133 |
| 09:45 | 0 | 0 | 0 | 0 | 4 | 13 | 18 | 10 | 21 | 35 | 6 | 3 | 0 | 0 | 110 |
| 10:00 | 0 | 0 | 0 | 0 | 3 | 16 | 8 | 7 | 8 | 36 | 16 | 5 | 0 | 1 | 100 |
| Hour Total | 0 | 0 | 0 | 1 | 13 | 45 | 44 | 39 | 63 | 149 | 75 | 18 | 2 | 2 | 451 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 11 | 9 | 32 | 16 | 2 | 0 | 0 | 88 |
| 10:30 | 0 | 0 | 0 | 1 | 5 | 10 | 4 | 10 | 18 | 23 | 13 | 6 | 0 | 0 | 90 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 11 | 34 | 27 | 2 | 0 | 0 | 84 |
| 11:00 | 0 | 0 | 0 | 1 | 3 | 4 | 11 | 13 | 11 | 13 | 19 | 3 | 0 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 2 | 11 | 25 | 27 | 36 | 49 | 102 | 75 | 13 | 0 | 0 | 340 |
| 11:15 | 0 | 0 | 0 | 0 | 6 | 5 | 8 | 14 | 11 | 22 | 13 | 1 | 0 | 0 | 80 |
| 11:30 | 0 | 0 | 0 | 0 | 4 | 16 | 6 | 3 | 10 | 36 | 20 | 4 | 0 | 0 | 99 |
| 11:45 | 0 | 0 | 0 | 0 | 2 | 9 | 8 | 11 | 22 | 25 | 17 | 2 | 0 | 0 | 96 |
| 12:00 | 0 | 0 | 0 | 1 | 1 | 5 | 8 | 12 | 15 | 37 | 13 | 4 | 0 | 0 | 96 |
| Hour Total | 0 | 0 | 0 | 1 | 13 | 35 | 30 | 40 | 58 | 120 | 63 | 11 | 0 | 0 | 371 |
| 12:15 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 2 | 17 | 39 | 16 | 1 | 0 | 0 | 86 |
| 12:30 | 0 | 0 | 0 | 0 | 5 | 6 | 5 | 6 | 19 | 20 | 13 | 6 | 1 | 0 | 81 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 7 | 15 | 23 | 19 | 1 | 1 | 0 | 76 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 9 | 41 | 20 | 3 | 0 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 1 | 9 | 19 | 12 | 21 | 60 | 123 | 68 | 11 | 2 | 0 | 326 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 7 | 15 | 32 | 9 | 3 | 0 | 0 | 79 |
| 13:30 | 0 | 0 | 0 | 0 | 2 | 12 | 11 | 9 | 15 | 30 | 20 | 3 | 1 | 0 | 103 |
| 13:45 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 7 | 9 | 30 | 17 | 1 | 0 | 0 | 82 |
| 14:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 4 | 11 | 35 | 24 | 11 | 1 | 0 | 95 |
| Hour Total | 0 | 0 | 0 | 0 | 7 | 28 | 30 | 27 | 50 | 127 | 70 | 18 | 2 | 0 | 359 |
| 14:15 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 8 | 8 | 43 | 9 | 6 | 1 | 0 | 85 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 9 | 9 | 8 | 23 | 42 | 7 | 0 | 0 | 0 | 99 |
| 14:45 | 0 | 0 | 0 | 2 | 3 | 8 | 10 | 4 | 11 | 25 | 20 | 3 | 1 | 0 | 87 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 2 | 8 | 44 | 19 | 4 | 0 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 2 | 8 | 27 | 22 | 22 | 50 | 154 | 55 | 13 | 2 | 0 | 355 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 5 | 9 | 34 | 23 | 5 | 4 | 0 | 89 |
| 15:30 | 0 | 0 | 0 | 0 | 5 | 6 | 15 | 10 | 8 | 28 | 16 | 1 | 0 | 0 | 89 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 7 | 26 | 38 | 23 | 0 | 1 | 0 | 112 |
| 16:00 | 0 | 0 | 0 | 1 | 8 | 5 | 6 | 12 | 18 | 32 | 14 | 3 | 0 | 0 | 99 |
| Hour Total | 0 | 0 | 0 | 1 | 14 | 21 | 36 | 34 | 61 | 132 | 76 | 9 | 5 | 0 | 389 |
| 16:15 | 0 | 0 | 0 | 0 | 3 | 7 | 12 | 12 | 22 | 37 | 12 | 3 | 1 | 0 | 109 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 11 | 16 | 9 | 24 | 35 | 26 | 2 | 1 | 0 | 125 |
| 16:45 | 1 | 0 | 0 | 0 | 1 | 4 | 18 | 15 | 25 | 42 | 27 | 2 | 0 | 0 | 135 |
| 17:00 | 0 | 0 | 0 | 0 | 4 | 15 | 15 | 14 | 24 | 35 | 27 | 4 | 0 | 1 | 139 |
| Hour Total | 1 | 0 | 0 | 0 | 9 | 37 | 61 | 50 | 95 | 149 | 92 | 11 | 2 | 1 | 508 |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 2 | 16 | 34 | 15 | 15 | 22 | 27 | 14 | 0 | 0 | 0 | 145 |
| 17:30 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 9 | 25 | 44 | 16 | 2 | 0 | 0 | 113 |
| 17:45 | 0 | 0 | 0 | 0 | 6 | 13 | 10 | 12 | 23 | 29 | 19 | 2 | 1 | 0 | 115 |
| 18:00 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 6 | 13 | 43 | 18 | 3 | 0 | 0 | 98 |
| Hour Total | 0 | 0 | 0 | 2 | 26 | 64 | 36 | 42 | 83 | 143 | 67 | 7 | 1 | 0 | 471 |
| 18:15 | 0 | 0 | 0 | 1 | 3 | 8 | 9 | 10 | 24 | 52 | 17 | 5 | 0 | 0 | 129 |
| 18:30 | 0 | 0 | 0 | 0 | 4 | 8 | 4 | 11 | 19 | 28 | 5 | 0 | 1 | 0 | 80 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 13 | 16 | 7 | 18 | 26 | 14 | 2 | 0 | 0 | 100 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 8 | 11 | 28 | 6 | 2 | 0 | 0 | 65 |
| Hour Total | 0 | 0 | 0 | 2 | 14 | 32 | 32 | 36 | 72 | 134 | 42 | 9 | 1 | 0 | 374 |
| 19:15 | 0 | 0 | 0 | 0 | 4 | 7 | 2 | 6 | 13 | 26 | 8 | 2 | 1 | 0 | 69 |
| 19:30 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 8 | 13 | 15 | 12 | 2 | 0 | 0 | 58 |
| 19:45 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 9 | 18 | 37 | 7 | 1 | 0 | 0 | 79 |
| 20:00 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 7 | 11 | 21 | 9 | 1 | 0 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 9 | 14 | 9 | 30 | 55 | 99 | 36 | 6 | 1 | 0 | 259 |
| 20:15 | 0 | 0 | 0 | 1 | 1 | 3 | 8 | 6 | 12 | 24 | 1 | 0 | 0 | 1 | 57 |
| 20:30 | 0 | 0 | 0 | 0 | 2 | 6 | 4 | 6 | 18 | 23 | 10 | 0 | 0 | 0 | 69 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 8 | 17 | 5 | 0 | 0 | 0 | 37 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 8 | 10 | 2 | 0 | 0 | 0 | 27 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 12 | 18 | 17 | 46 | 74 | 18 | 0 | 0 | 1 | 190 |
| 21:15 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 10 | 21 | 6 | 2 | 0 | 0 | 45 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 4 | 11 | 4 | 3 | 0 | 0 | 28 |
| 21:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 10 | 4 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 4 | 3 | 18 | 3 | 0 | 0 | 0 | 33 |
| Hour Total | 0 | 0 | 0 | 0 | 5 | 4 | 7 | 10 | 20 | 60 | 17 | 5 | 0 | 0 | 128 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 11 | 6 | 1 | 0 | 0 | 30 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 10 | 12 | 3 | 2 | 0 | 0 | 32 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 2 | 15 | 1 | 0 | 0 | 0 | 25 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 4 | 26 | 43 | 12 | 3 | 0 | 0 | 100 |
| 23:15 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 17 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 3 | 6 | 1 | 0 | 0 | 0 | 16 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 9 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 4 | 12 | 23 | 3 | 0 | 0 | 0 | 52 |
| DAY TOTAL | 3 | 0 | 4 | 28 | 230 | 658 | 825 | 871 | 1396 | 2741 | 1226 | 183 | 21 | 4 | 8190 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.4% | 2.9% | 8.1% | 10.1% | 10.6% | 17.0% | 33.4% | 14.9% | 2.2% | 0.2% | 0.0% | 100% |

Station #: Site A-NBI
Site ID: 000000003570
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002022.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 6 | 6 | 684 | 2388 | 4319 | 3445 | 55 | 0 | 62 | 1870 | 2533 | 8121 | 508 | 9 | 24006 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.3% | 2.9% | 7.8% | 10.0% | 10.5% | 17.9% | 33.8% | 14.3% | 2.1% | 0.2% | 0.0% | 100% |

Statistical Information...

15th Percentile Speed
36.9 mph

85th Percentile Speed
55.8 mph

Median Speed
50.2 mph

Average Speed
47.7 mph

10 MPH Pace Speed
45 mph to 55 mph
4137 vehicles in pace
Representing 50.5% of the total vehicles

Vehicles > 45 MPH
5571
68.0%

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| 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 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:45 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 1 | 34 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 01:15 | 1 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:30 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:45 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 2 | 53 | 4 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 02:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:30 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:00 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 38 | 7 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 03:15 | 0 | 9 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:30 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:45 | 0 | 22 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 04:00 | 0 | 15 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hour Total | 0 | 58 | 22 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 04:15 | 1 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 04:30 | 1 | 35 | 15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 04:45 | 0 | 60 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 05:00 | 0 | 47 | 20 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 2 | 164 | 76 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 05:15 | 0 | 58 | 39 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 05:30 | 2 | 90 | 34 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 05:45 | 2 | 109 | 47 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 162 |
| 06:00 | 0 | 88 | 42 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| Hour Total | 4 | 345 | 162 | 1 | 3 | 2 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 525 |
| 06:15 | 1 | 123 | 52 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 06:30 | 1 | 133 | 50 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 06:45 | 0 | 163 | 57 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 07:00 | 3 | 137 | 42 | 2 | 1 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| Hour Total | 5 | 556 | 201 | 3 | 3 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 780 |
| 07:15 | 3 | 207 | 52 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 07:30 | 1 | 175 | 56 | 0 | 1 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 241 |
| 07:45 | 0 | 199 | 53 | 0 | 3 | 1 | 4 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 267 |
| 08:00 | 0 | 150 | 38 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| Hour Total | 4 | 731 | 199 | 0 | 8 | 3 | 11 | 2 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 973 |
| 08:15 | 1 | 112 | 35 | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 08:30 | 1 | 118 | 36 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 08:45 | 0 | 122 | 22 | 0 | 2 | 3 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 09:00 | 2 | 82 | 25 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 4 | 434 | 118 | 0 | 4 | 5 | 4 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 580 |
| 09:15 | 2 | 62 | 28 | 1 | 1 | 4 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 09:30 | 0 | 75 | 25 | 0 | 2 | 1 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 113 |
| 09:45 | 2 | 60 | 27 | 1 | 1 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 10:00 | 0 | 60 | 20 | 0 | 0 | 2 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 4 | 257 | 100 | 2 | 4 | 11 | 6 | 4 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 411 |
| 10:15 | 1 | 62 | 27 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 10:30 | 0 | 60 | 23 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:45 | 0 | 75 | 18 | 1 | 2 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 11:00 | 0 | 53 | 20 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 1 | 250 | 88 | 1 | 5 | 4 | 4 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 370 |
| 11:15 | 0 | 58 | 25 | 0 | 1 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 11:30 | 0 | 67 | 17 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 11:45 | 0 | 57 | 19 | 0 | 4 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:00 | 1 | 56 | 24 | 2 | 4 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| Hour Total | 1 | 238 | 85 | 3 | 11 | 7 | 6 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| 12:15 | 0 | 54 | 21 | 0 | 4 | 5 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:30 | 0 | 50 | 27 | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 12:45 | 2 | 60 | 18 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 13:00 | 0 | 54 | 27 | 0 | 2 | 3 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 2 | 218 | 93 | 0 | 8 | 12 | 7 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 13:15 | 1 | 61 | 24 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 13:30 | 0 | 78 | 19 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 13:45 | 0 | 55 | 19 | 2 | 6 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 14:00 | 0 | 57 | 17 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 1 | 251 | 79 | 3 | 8 | 7 | 4 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 14:15 | 0 | 58 | 20 | 0 | 2 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:30 | 2 | 57 | 31 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 14:45 | 2 | 65 | 33 | 2 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 15:00 | 1 | 72 | 22 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 101 |
| Hour Total | 5 | 252 | 106 | 2 | 7 | 4 | 6 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 394 |
| 15:15 | 0 | 58 | 15 | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 15:30 | 0 | 76 | 29 | 0 | 2 | 3 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:45 | 0 | 74 | 24 | 1 | 2 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 16:00 | 1 | 68 | 22 | 1 | 2 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| Hour Total | 1 | 276 | 90 | 2 | 7 | 9 | 7 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 16:15 | 0 | 60 | 20 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 16:30 | 0 | 104 | 22 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 16:45 | 0 | 90 | 19 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 17:00 | 1 | 95 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 1 | 349 | 86 | 0 | 7 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 103 | 27 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 17:30 | 2 | 97 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 17:45 | 1 | 87 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 18:00 | 1 | 96 | 18 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| Hour Total | 4 | 383 | 99 | 2 | 0 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 495 |
| 18:15 | 1 | 75 | 23 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 18:30 | 2 | 80 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 18:45 | 0 | 83 | 21 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 19:00 | 0 | 61 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 3 | 299 | 77 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 19:15 | 1 | 48 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:30 | 3 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:45 | 1 | 47 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 20:00 | 0 | 31 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 5 | 171 | 39 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 20:15 | 1 | 28 | 10 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 20:30 | 0 | 36 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:45 | 0 | 36 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 48 |
| 21:00 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 1 | 130 | 32 | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 174 |
| 21:15 | 1 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 21:30 | 0 | 30 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:45 | 0 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 1 | 110 | 21 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 22:15 | 0 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:30 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 22:45 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 92 | 22 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 23:15 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 23:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:45 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 24:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 46 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| DAY TOTAL | 52 | 5735 | 1818 | 19 | 84 | 87 | 57 | 29 | 180 | 3 | 2 | 1 | 0 | 0 | 0 | 8067 |
| PERCENTS | 0.7% | 71.1% | 22.6% | 0.3% | 1.1% | 1.0% | 0.7% | 0.3% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.2%  Trucks & Buses 5.7%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:30 | 07:15 | 06:45 | 06:15 | 11:15 | 09:15 | 07:30 | 08:00 | 09:15 | 07:00 | 06:45 | 05:00 | | | | 07:15 |
| AM Peaks | 7 | 731 | 207 | 3 | 11 | 11 | 12 | 7 | 22 | 1 | 1 | 1 | | | | 973 |
| PM Times | 14:15 | 16:30 | 14:15 | 13:00 | 13:00 | 12:15 | 12:15 | 12:30 | 13:45 | 14:15 | 20:00 | | | | | 16:30 |
| PM Peaks | 5 | 392 | 106 | 3 | 10 | 12 | 7 | 4 | 16 | 1 | 1 | | | | | 500 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 00:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:00 | 0 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 50 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 01:15 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 44 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 02:15 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 02:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 0 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 03:15 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:30 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 03:45 | 0 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:00 | 0 | 23 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 60 | 25 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:15 | 0 | 23 | 9 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:30 | 1 | 35 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 04:45 | 0 | 43 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 05:00 | 0 | 57 | 22 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 1 | 158 | 77 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 05:15 | 0 | 59 | 32 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 05:30 | 1 | 85 | 37 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 05:45 | 1 | 107 | 53 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 06:00 | 4 | 98 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| Hour Total | 6 | 349 | 173 | 1 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 538 |
| 06:15 | 3 | 122 | 45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 06:30 | 0 | 129 | 56 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 06:45 | 2 | 153 | 59 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 07:00 | 0 | 137 | 46 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| Hour Total | 5 | 541 | 206 | 3 | 3 | 4 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 771 |
| 07:15 | 4 | 178 | 56 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 07:30 | 0 | 178 | 54 | 0 | 6 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 07:45 | 0 | 201 | 46 | 1 | 2 | 0 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 259 |
| 08:00 | 2 | 132 | 40 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| Hour Total | 6 | 689 | 196 | 2 | 15 | 0 | 16 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 932 |
| 08:15 | 0 | 141 | 32 | 0 | 2 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 184 |
| 08:30 | 0 | 107 | 29 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 08:45 | 0 | 102 | 33 | 0 | 1 | 1 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 09:00 | 0 | 73 | 30 | 0 | 0 | 2 | 5 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 114 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 423 | 124 | 0 | 4 | 4 | 12 | 4 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 584 |
| 09:15 | 0 | 77 | 27 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 09:30 | 0 | 71 | 29 | 0 | 4 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 09:45 | 0 | 81 | 17 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 10:00 | 0 | 63 | 22 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 0 | 292 | 95 | 0 | 9 | 5 | 7 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| 10:15 | 0 | 65 | 17 | 1 | 2 | 4 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:30 | 0 | 62 | 27 | 0 | 1 | 1 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:45 | 0 | 79 | 20 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 11:00 | 1 | 64 | 25 | 0 | 4 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Hour Total | 1 | 270 | 89 | 1 | 9 | 7 | 12 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 405 |
| 11:15 | 0 | 59 | 19 | 1 | 3 | 1 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 11:30 | 0 | 59 | 18 | 0 | 4 | 3 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 11:45 | 0 | 60 | 18 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:00 | 0 | 70 | 8 | 0 | 3 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 0 | 248 | 63 | 1 | 11 | 7 | 11 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 12:15 | 0 | 69 | 28 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 12:30 | 0 | 71 | 15 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 12:45 | 0 | 67 | 21 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 13:00 | 1 | 57 | 22 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 1 | 264 | 86 | 1 | 8 | 5 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 13:15 | 1 | 55 | 19 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 13:30 | 0 | 57 | 20 | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:45 | 2 | 55 | 24 | 0 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:00 | 1 | 63 | 18 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 4 | 230 | 81 | 0 | 5 | 8 | 9 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 345 |
| 14:15 | 0 | 65 | 20 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:30 | 1 | 66 | 24 | 0 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 14:45 | 0 | 72 | 28 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:00 | 1 | 73 | 31 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| Hour Total | 2 | 276 | 103 | 0 | 3 | 6 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 15:15 | 1 | 65 | 18 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 15:30 | 1 | 78 | 17 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 15:45 | 0 | 69 | 23 | 0 | 3 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 16:00 | 0 | 82 | 25 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| Hour Total | 2 | 294 | 83 | 0 | 8 | 3 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 16:15 | 1 | 77 | 16 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 16:30 | 0 | 96 | 30 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 16:45 | 1 | 98 | 28 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 17:00 | 1 | 92 | 35 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| Hour Total | 3 | 363 | 109 | 0 | 12 | 2 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 498 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 96 | 25 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 17:30 | 1 | 96 | 22 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 17:45 | 1 | 105 | 26 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 18:00 | 0 | 73 | 30 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Hour Total | 3 | 370 | 103 | 0 | 1 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 487 |
| 18:15 | 0 | 82 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 18:30 | 2 | 79 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 18:45 | 0 | 74 | 21 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 19:00 | 0 | 64 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 2 | 299 | 80 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| 19:15 | 0 | 58 | 13 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 19:30 | 0 | 55 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:45 | 1 | 65 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 20:00 | 1 | 31 | 12 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 2 | 209 | 50 | 1 | 1 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| 20:15 | 1 | 37 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:30 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:45 | 0 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 21:00 | 0 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 1 | 136 | 31 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 21:15 | 1 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 21:30 | 0 | 30 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:45 | 0 | 29 | 4 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 22:00 | 0 | 22 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hour Total | 1 | 116 | 20 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 22:15 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:30 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:45 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:00 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 99 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 23:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:30 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 24:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 26 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| DAY TOTAL | 40 | 5859 | 1830 | 10 | 96 | 58 | 91 | 24 | 131 | 5 | 0 | 0 | 1 | 0 | 0 | 8145 |
| PERCENTS | 0.5% | 72.0% | 22.5% | 0.2% | 1.2% | 0.7% | 1.1% | 0.2% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.8% Trucks & Buses 5.1%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:00 | 06:30 | 06:00 | 07:30 | 08:45 | 07:15 | 10:45 | 10:30 | 07:30 | | | 07:30 | | | 07:00 |
| AM Peaks | 9 | 694 | 217 | 3 | 16 | 8 | 16 | 6 | 15 | 2 | | | 1 | | | 940 |
| PM Times | 13:00 | 17:00 | 16:30 | 12:15 | 16:00 | 13:00 | 13:00 | 17:00 | 15:30 | 13:15 | | | | | | 16:30 |
| PM Peaks | 4 | 389 | 118 | 1 | 12 | 8 | 10 | 3 | 9 | 1 | | | | | | 522 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 1 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 01:15 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:30 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:45 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 02:00 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 1 | 64 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 02:15 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:30 | 1 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 02:45 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 03:00 | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 1 | 54 | 8 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 03:15 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:30 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:00 | 0 | 19 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Hour Total | 0 | 54 | 18 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 04:15 | 0 | 25 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 04:30 | 2 | 36 | 23 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 04:45 | 0 | 52 | 25 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 05:00 | 0 | 58 | 27 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 2 | 171 | 86 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 05:15 | 0 | 60 | 28 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 05:30 | 1 | 86 | 33 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 05:45 | 1 | 93 | 54 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 06:00 | 1 | 100 | 53 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| Hour Total | 3 | 339 | 168 | 1 | 1 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| 06:15 | 4 | 110 | 55 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 175 |
| 06:30 | 0 | 135 | 57 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 06:45 | 0 | 161 | 55 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 07:00 | 1 | 129 | 54 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| Hour Total | 5 | 535 | 221 | 4 | 4 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 779 |
| 07:15 | 1 | 188 | 47 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 07:30 | 0 | 187 | 42 | 0 | 2 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 238 |
| 07:45 | 1 | 196 | 45 | 0 | 2 | 1 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 08:00 | 0 | 141 | 35 | 0 | 1 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| Hour Total | 2 | 712 | 169 | 0 | 6 | 3 | 11 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 916 |
| 08:15 | 0 | 106 | 34 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 08:30 | 0 | 89 | 34 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 08:45 | 0 | 108 | 26 | 0 | 7 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 09:00 | 2 | 79 | 27 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 382 | 121 | 0 | 9 | 4 | 7 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 538 |
| 09:15 | 0 | 90 | 29 | 0 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 09:30 | 0 | 72 | 28 | 0 | 4 | 1 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 09:45 | 0 | 61 | 32 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 101 |
| 10:00 | 0 | 82 | 22 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| Hour Total | 0 | 305 | 111 | 0 | 8 | 6 | 10 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 452 |
| 10:15 | 1 | 48 | 18 | 0 | 3 | 4 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:30 | 0 | 68 | 23 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 10:45 | 0 | 64 | 23 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 11:00 | 0 | 64 | 22 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 1 | 244 | 86 | 1 | 9 | 6 | 8 | 4 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 369 |
| 11:15 | 0 | 54 | 25 | 0 | 2 | 2 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 91 |
| 11:30 | 0 | 64 | 25 | 0 | 1 | 1 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 11:45 | 0 | 57 | 23 | 0 | 0 | 1 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:00 | 1 | 63 | 19 | 0 | 3 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 1 | 238 | 92 | 0 | 6 | 5 | 9 | 3 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 374 |
| 12:15 | 0 | 53 | 18 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 12:30 | 0 | 67 | 20 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 12:45 | 0 | 42 | 21 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 1 | 56 | 22 | 0 | 2 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 1 | 218 | 81 | 0 | 7 | 5 | 13 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 329 |
| 13:15 | 0 | 60 | 19 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:30 | 0 | 69 | 21 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 13:45 | 0 | 60 | 25 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 94 |
| 14:00 | 1 | 70 | 23 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 259 | 88 | 0 | 6 | 3 | 7 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 377 |
| 14:15 | 0 | 60 | 18 | 0 | 0 | 2 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 14:30 | 3 | 74 | 19 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 14:45 | 0 | 59 | 25 | 0 | 0 | 3 | 3 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 15:00 | 3 | 54 | 20 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 6 | 247 | 82 | 0 | 4 | 6 | 9 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 15:15 | 0 | 62 | 27 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:30 | 2 | 63 | 24 | 0 | 0 | 3 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 15:45 | 2 | 69 | 22 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:00 | 1 | 58 | 19 | 0 | 1 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 5 | 252 | 92 | 0 | 9 | 4 | 9 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 16:15 | 0 | 93 | 21 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 16:30 | 0 | 104 | 19 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:45 | 2 | 89 | 27 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 17:00 | 1 | 87 | 19 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| Hour Total | 3 | 373 | 86 | 0 | 6 | 2 | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 482 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002023.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 116 | 18 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 17:30 | 0 | 107 | 22 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 17:45 | 2 | 116 | 21 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 18:00 | 0 | 88 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Hour Total | 2 | 427 | 86 | 0 | 6 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 527 |
| 18:15 | 4 | 90 | 19 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 18:30 | 0 | 69 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 18:45 | 1 | 90 | 20 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 19:00 | 0 | 62 | 8 | 0 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 5 | 311 | 72 | 0 | 4 | 3 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 408 |
| 19:15 | 1 | 72 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 19:30 | 2 | 46 | 11 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:45 | 0 | 57 | 14 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 20:00 | 0 | 47 | 10 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 3 | 222 | 45 | 0 | 4 | 1 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 20:15 | 1 | 42 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 20:30 | 0 | 53 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 20:45 | 1 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 21:00 | 0 | 38 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 2 | 166 | 37 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 211 |
| 21:15 | 1 | 41 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 21:30 | 0 | 30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:45 | 0 | 24 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 22:00 | 0 | 21 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 1 | 116 | 20 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 22:15 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:30 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 22:45 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 113 | 18 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 23:15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:30 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 24:00 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 2 | 43 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| DAY TOTAL | 50 | 5876 | 1808 | 6 | 97 | 65 | 92 | 30 | 163 | 5 | 2 | 1 | 1 | 0 | 0 | 8196 |
| PERCENTS | 0.7% | 71.7% | 22.1% | 0.1% | 1.2% | 0.8% | 1.2% | 0.3% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.3% Trucks & Buses 5.6%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:15 | 06:15 | 06:00 | 08:45 | 09:45 | 07:30 | 07:30 | 11:15 | 11:00 | | | 09:00 | | | 07:00 |
| AM Peaks | 7 | 712 | 221 | 5 | 14 | 8 | 12 | 4 | 18 | 3 | | | 1 | | | 920 |
| PM Times | 15:00 | 17:15 | 14:45 | | 15:00 | 14:45 | 12:15 | 12:45 | 14:45 | 18:15 | 12:15 | 13:00 | | | | 17:15 |
| PM Peaks | 7 | 427 | 96 | | 12 | 7 | 13 | 3 | 14 | 1 | 1 | 1 | | | | 527 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 142 | | 5456 | | 277 | | 240 | | 474 | | 4 | | 2 | | 0 | |
| | 17470 | | | 35 | | 210 | | 83 | | 13 | | 2 | | 0 | | 24408 |
| PERCENTS | 0.6% | 71.6% | 22.4% | 0.2% | 1.2% | 0.9% | 0.9% | 0.3% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 6 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 6 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 2 | 0 | 0 | 0 | 13 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 11 | 12 | 8 | 7 | 0 | 0 | 0 | 40 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 6 | 1 | 1 | 0 | 0 | 20 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 1 | 0 | 1 | 0 | 16 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 1 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 1 | 1 | 1 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 26 | 16 | 4 | 2 | 1 | 0 | 66 |
| 02:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 11 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 13 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 15 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 10 | 18 | 14 | 1 | 1 | 0 | 0 | 48 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 0 | 0 | 0 | 0 | 15 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 14 |
| 03:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 12 | 9 | 5 | 0 | 0 | 0 | 33 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 7 | 9 | 3 | 1 | 0 | 0 | 24 |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 11 | 27 | 34 | 8 | 1 | 0 | 0 | 86 |
| 04:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 14 | 11 | 6 | 0 | 0 | 0 | 36 |
| 04:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 25 | 19 | 5 | 1 | 0 | 0 | 53 |
| 04:45 | 0 | 0 | 0 | 0 | 3 | 10 | 9 | 10 | 20 | 31 | 7 | 1 | 0 | 0 | 91 |
| 05:00 | 0 | 0 | 0 | 1 | 4 | 7 | 5 | 10 | 18 | 20 | 4 | 0 | 0 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 2 | 8 | 17 | 14 | 26 | 77 | 81 | 22 | 2 | 0 | 0 | 249 |
| 05:15 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 7 | 26 | 44 | 7 | 0 | 0 | 0 | 99 |
| 05:30 | 0 | 0 | 0 | 0 | 11 | 9 | 13 | 11 | 36 | 38 | 10 | 1 | 0 | 0 | 129 |
| 05:45 | 1 | 0 | 0 | 0 | 2 | 12 | 19 | 9 | 32 | 65 | 19 | 3 | 0 | 0 | 162 |
| 06:00 | 0 | 0 | 0 | 2 | 4 | 15 | 14 | 20 | 44 | 26 | 10 | 0 | 0 | 0 | 135 |
| Hour Total | 1 | 0 | 0 | 2 | 18 | 43 | 53 | 47 | 138 | 173 | 46 | 4 | 0 | 0 | 525 |
| 06:15 | 0 | 0 | 0 | 2 | 9 | 14 | 18 | 16 | 67 | 41 | 10 | 0 | 1 | 0 | 178 |
| 06:30 | 0 | 0 | 0 | 3 | 14 | 26 | 23 | 27 | 48 | 43 | 2 | 0 | 1 | 0 | 187 |
| 06:45 | 0 | 0 | 0 | 1 | 10 | 28 | 38 | 28 | 50 | 57 | 10 | 1 | 0 | 0 | 223 |
| 07:00 | 1 | 0 | 0 | 2 | 7 | 19 | 27 | 34 | 50 | 36 | 16 | 0 | 0 | 0 | 192 |
| Hour Total | 1 | 0 | 0 | 8 | 40 | 87 | 106 | 105 | 215 | 177 | 38 | 1 | 2 | 0 | 780 |
| 07:15 | 0 | 0 | 0 | 2 | 28 | 37 | 54 | 50 | 64 | 29 | 3 | 0 | 1 | 0 | 268 |
| 07:30 | 0 | 0 | 0 | 1 | 21 | 53 | 52 | 45 | 25 | 32 | 11 | 1 | 0 | 0 | 241 |
| 07:45 | 0 | 0 | 0 | 5 | 16 | 44 | 59 | 50 | 38 | 48 | 7 | 0 | 0 | 0 | 267 |
| 08:00 | 0 | 0 | 0 | 0 | 6 | 24 | 44 | 26 | 56 | 30 | 9 | 1 | 1 | 0 | 197 |
| Hour Total | 0 | 0 | 0 | 8 | 71 | 158 | 209 | 171 | 183 | 139 | 30 | 2 | 2 | 0 | 973 |
| 08:15 | 0 | 0 | 0 | 2 | 10 | 23 | 21 | 16 | 37 | 31 | 9 | 3 | 1 | 0 | 153 |
| 08:30 | 1 | 0 | 0 | 1 | 4 | 18 | 22 | 23 | 30 | 46 | 13 | 1 | 0 | 0 | 159 |
| 08:45 | 0 | 0 | 0 | 1 | 8 | 23 | 21 | 13 | 43 | 41 | 6 | 1 | 0 | 0 | 157 |
| 09:00 | 1 | 0 | 0 | 0 | 6 | 20 | 7 | 14 | 23 | 32 | 8 | 0 | 0 | 0 | 111 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 0 | 0 | 4 | 28 | 84 | 71 | 66 | 133 | 150 | 36 | 5 | 1 | 0 | 580 |
| 09:15 | 0 | 0 | 0 | 1 | 3 | 4 | 14 | 16 | 30 | 26 | 8 | 3 | 0 | 0 | 105 |
| 09:30 | 0 | 0 | 0 | 0 | 7 | 9 | 15 | 11 | 31 | 31 | 8 | 1 | 0 | 0 | 113 |
| 09:45 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 23 | 29 | 22 | 8 | 1 | 0 | 0 | 103 |
| 10:00 | 0 | 0 | 0 | 1 | 6 | 7 | 12 | 11 | 25 | 23 | 4 | 1 | 0 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 2 | 22 | 26 | 49 | 61 | 115 | 102 | 28 | 6 | 0 | 0 | 411 |
| 10:15 | 0 | 0 | 0 | 1 | 2 | 10 | 11 | 14 | 31 | 21 | 5 | 2 | 0 | 0 | 97 |
| 10:30 | 0 | 0 | 0 | 0 | 6 | 4 | 4 | 12 | 33 | 19 | 7 | 3 | 0 | 0 | 88 |
| 10:45 | 0 | 0 | 1 | 3 | 8 | 6 | 10 | 15 | 27 | 33 | 4 | 0 | 0 | 0 | 107 |
| 11:00 | 0 | 0 | 0 | 1 | 4 | 7 | 1 | 8 | 26 | 25 | 5 | 1 | 0 | 0 | 78 |
| Hour Total | 0 | 0 | 1 | 5 | 20 | 27 | 26 | 49 | 117 | 98 | 21 | 6 | 0 | 0 | 370 |
| 11:15 | 0 | 1 | 0 | 2 | 8 | 6 | 7 | 19 | 25 | 14 | 7 | 4 | 0 | 0 | 93 |
| 11:30 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 22 | 36 | 17 | 6 | 2 | 0 | 0 | 91 |
| 11:45 | 0 | 0 | 0 | 2 | 9 | 10 | 6 | 7 | 23 | 24 | 5 | 1 | 0 | 0 | 87 |
| 12:00 | 0 | 0 | 0 | 0 | 5 | 5 | 9 | 18 | 28 | 25 | 4 | 2 | 0 | 0 | 96 |
| Hour Total | 0 | 1 | 1 | 4 | 26 | 22 | 24 | 66 | 112 | 80 | 22 | 9 | 0 | 0 | 367 |
| 12:15 | 0 | 0 | 0 | 2 | 13 | 6 | 13 | 22 | 20 | 11 | 5 | 0 | 0 | 0 | 92 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 16 | 31 | 18 | 9 | 1 | 0 | 0 | 85 |
| 12:45 | 0 | 0 | 0 | 1 | 9 | 6 | 11 | 12 | 16 | 21 | 10 | 2 | 0 | 0 | 88 |
| 13:00 | 0 | 0 | 0 | 0 | 5 | 12 | 14 | 20 | 22 | 16 | 2 | 0 | 1 | 0 | 92 |
| Hour Total | 0 | 0 | 0 | 3 | 30 | 26 | 43 | 70 | 89 | 66 | 26 | 3 | 1 | 0 | 357 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 12 | 8 | 12 | 25 | 26 | 6 | 1 | 0 | 0 | 95 |
| 13:30 | 0 | 0 | 0 | 2 | 6 | 8 | 9 | 24 | 25 | 20 | 6 | 1 | 0 | 0 | 101 |
| 13:45 | 0 | 0 | 0 | 3 | 3 | 11 | 5 | 12 | 33 | 15 | 8 | 1 | 0 | 0 | 91 |
| 14:00 | 0 | 0 | 0 | 0 | 7 | 9 | 5 | 9 | 23 | 18 | 7 | 1 | 0 | 0 | 79 |
| Hour Total | 0 | 0 | 0 | 6 | 20 | 40 | 27 | 57 | 106 | 79 | 27 | 4 | 0 | 0 | 366 |
| 14:15 | 0 | 0 | 1 | 1 | 6 | 7 | 9 | 17 | 22 | 23 | 2 | 2 | 0 | 0 | 90 |
| 14:30 | 0 | 0 | 0 | 0 | 7 | 5 | 13 | 8 | 19 | 35 | 5 | 3 | 0 | 0 | 95 |
| 14:45 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 16 | 39 | 30 | 9 | 2 | 0 | 0 | 108 |
| 15:00 | 0 | 0 | 0 | 2 | 3 | 10 | 11 | 12 | 26 | 23 | 13 | 0 | 1 | 0 | 101 |
| Hour Total | 0 | 0 | 1 | 3 | 17 | 29 | 37 | 53 | 106 | 111 | 29 | 7 | 1 | 0 | 394 |
| 15:15 | 0 | 0 | 0 | 2 | 4 | 2 | 5 | 13 | 18 | 30 | 4 | 1 | 1 | 0 | 80 |
| 15:30 | 0 | 0 | 0 | 0 | 6 | 9 | 13 | 24 | 20 | 25 | 17 | 2 | 0 | 0 | 116 |
| 15:45 | 0 | 0 | 0 | 2 | 9 | 19 | 16 | 10 | 23 | 21 | 6 | 1 | 1 | 0 | 108 |
| 16:00 | 0 | 0 | 1 | 1 | 5 | 8 | 8 | 14 | 27 | 28 | 7 | 2 | 0 | 0 | 101 |
| Hour Total | 0 | 0 | 1 | 5 | 24 | 38 | 42 | 61 | 88 | 104 | 34 | 6 | 2 | 0 | 405 |
| 16:15 | 0 | 0 | 0 | 1 | 1 | 10 | 9 | 15 | 23 | 20 | 11 | 0 | 0 | 0 | 90 |
| 16:30 | 0 | 0 | 1 | 3 | 6 | 7 | 14 | 21 | 29 | 43 | 7 | 1 | 0 | 0 | 132 |
| 16:45 | 0 | 0 | 0 | 1 | 1 | 9 | 16 | 13 | 36 | 30 | 6 | 1 | 0 | 0 | 113 |
| 17:00 | 0 | 0 | 0 | 0 | 3 | 5 | 9 | 21 | 42 | 29 | 10 | 2 | 1 | 0 | 122 |
| Hour Total | 0 | 0 | 1 | 5 | 11 | 31 | 48 | 70 | 130 | 122 | 34 | 4 | 1 | 0 | 457 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 6 | 15 | 12 | 19 | 43 | 29 | 7 | 1 | 1 | 0 | 133 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 8 | 6 | 27 | 44 | 32 | 6 | 1 | 0 | 0 | 128 |
| 17:45 | 0 | 0 | 0 | 0 | 8 | 12 | 12 | 16 | 23 | 34 | 8 | 3 | 0 | 0 | 116 |
| 18:00 | 0 | 0 | 0 | 0 | 4 | 14 | 14 | 12 | 25 | 39 | 8 | 2 | 0 | 0 | 118 |
| Hour Total | 0 | 0 | 0 | 0 | 22 | 49 | 44 | 74 | 135 | 134 | 29 | 7 | 1 | 0 | 495 |
| 18:15 | 0 | 0 | 0 | 1 | 7 | 6 | 10 | 23 | 28 | 16 | 9 | 1 | 1 | 0 | 102 |
| 18:30 | 1 | 0 | 0 | 1 | 5 | 7 | 13 | 14 | 34 | 22 | 9 | 0 | 0 | 0 | 106 |
| 18:45 | 0 | 0 | 0 | 1 | 3 | 10 | 16 | 10 | 21 | 36 | 10 | 0 | 0 | 0 | 107 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 12 | 19 | 26 | 4 | 1 | 0 | 0 | 72 |
| Hour Total | 1 | 0 | 0 | 3 | 16 | 28 | 43 | 59 | 102 | 100 | 32 | 2 | 1 | 0 | 387 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 8 | 21 | 18 | 2 | 0 | 0 | 0 | 59 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 11 | 26 | 10 | 3 | 0 | 0 | 0 | 58 |
| 19:45 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 8 | 24 | 11 | 2 | 0 | 1 | 0 | 56 |
| 20:00 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 11 | 16 | 11 | 2 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 0 | 10 | 13 | 14 | 38 | 87 | 50 | 9 | 0 | 1 | 0 | 222 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 4 | 7 | 5 | 11 | 8 | 6 | 0 | 0 | 0 | 45 |
| 20:30 | 0 | 0 | 0 | 0 | 3 | 8 | 3 | 3 | 13 | 5 | 6 | 1 | 0 | 0 | 42 |
| 20:45 | 0 | 0 | 0 | 0 | 6 | 4 | 3 | 7 | 10 | 14 | 4 | 0 | 0 | 0 | 48 |
| 21:00 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 9 | 11 | 12 | 1 | 1 | 0 | 0 | 39 |
| Hour Total | 0 | 0 | 0 | 2 | 14 | 18 | 13 | 24 | 45 | 39 | 17 | 2 | 0 | 0 | 174 |
| 21:15 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 6 | 21 | 5 | 0 | 1 | 0 | 0 | 41 |
| 21:30 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 2 | 12 | 11 | 3 | 0 | 0 | 0 | 36 |
| 21:45 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 14 | 15 | 2 | 1 | 0 | 0 | 40 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 9 | 6 | 3 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 1 | 11 | 7 | 4 | 13 | 56 | 37 | 8 | 2 | 0 | 0 | 139 |
| 22:15 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 5 | 10 | 13 | 0 | 0 | 0 | 0 | 32 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 9 | 12 | 11 | 2 | 0 | 0 | 0 | 38 |
| 22:45 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 5 | 7 | 11 | 1 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 4 | 6 | 3 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 0 | 0 | 4 | 2 | 5 | 7 | 21 | 33 | 41 | 6 | 0 | 0 | 0 | 119 |
| 23:15 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 10 | 2 | 0 | 1 | 0 | 0 | 19 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 12 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 16 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 1 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 9 | 28 | 8 | 4 | 1 | 0 | 0 | 57 |
| DAY TOTAL | 5 | 1 | 5 | 71 | 414 | 753 | 882 | 1186 | 2178 | 1963 | 518 | 77 | 14 | 0 | 8067 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.9% | 5.2% | 9.4% | 10.9% | 14.7% | 26.9% | 24.3% | 6.4% | 0.9% | 0.1% | 0.0% | 100% |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

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

Statistical Information...

15th Percentile Speed
34.8 mph

85th Percentile Speed
53.5 mph

Median Speed
46.7 mph

Average Speed
45.0 mph

10 MPH Pace Speed
45 mph to 55 mph
4141 vehicles in pace
Representing 51.3% of the total vehicles

Vehicles > 45 MPH
4750
58.9%

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 1 | 0 | 0 | 0 | 10 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 6 | 0 | 0 | 0 | 0 | 16 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 4 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 28 | 17 | 2 | 0 | 0 | 0 | 57 |
| 01:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 6 | 6 | 2 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 11 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 24 | 16 | 2 | 0 | 0 | 0 | 51 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 22 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 12 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 7 | 7 | 1 | 0 | 0 | 0 | 18 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 13 | 20 | 23 | 2 | 0 | 0 | 0 | 60 |
| 03:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 16 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 17 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 7 | 3 | 0 | 0 | 0 | 23 |
| 04:00 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 6 | 11 | 13 | 1 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 13 | 34 | 31 | 5 | 0 | 0 | 0 | 90 |
| 04:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 12 | 12 | 3 | 0 | 0 | 0 | 35 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 12 | 28 | 5 | 0 | 0 | 0 | 51 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 9 | 22 | 28 | 2 | 0 | 0 | 0 | 76 |
| 05:00 | 0 | 0 | 0 | 1 | 3 | 8 | 3 | 8 | 27 | 28 | 4 | 1 | 0 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 1 | 5 | 16 | 13 | 26 | 73 | 96 | 14 | 1 | 0 | 0 | 245 |
| 05:15 | 0 | 0 | 0 | 0 | 6 | 4 | 4 | 16 | 17 | 37 | 10 | 1 | 0 | 0 | 95 |
| 05:30 | 0 | 0 | 0 | 1 | 4 | 9 | 9 | 15 | 32 | 45 | 10 | 2 | 0 | 0 | 127 |
| 05:45 | 0 | 0 | 0 | 0 | 9 | 12 | 14 | 17 | 44 | 52 | 11 | 0 | 1 | 2 | 162 |
| 06:00 | 0 | 0 | 0 | 0 | 6 | 19 | 10 | 16 | 35 | 57 | 9 | 1 | 1 | 0 | 154 |
| Hour Total | 0 | 0 | 0 | 1 | 25 | 44 | 37 | 64 | 128 | 191 | 40 | 4 | 2 | 2 | 538 |
| 06:15 | 0 | 0 | 0 | 2 | 4 | 21 | 18 | 18 | 36 | 53 | 19 | 1 | 0 | 0 | 172 |
| 06:30 | 0 | 0 | 0 | 1 | 14 | 19 | 18 | 30 | 40 | 56 | 9 | 3 | 0 | 0 | 190 |
| 06:45 | 0 | 0 | 0 | 3 | 8 | 11 | 32 | 43 | 64 | 46 | 11 | 1 | 0 | 0 | 219 |
| 07:00 | 0 | 0 | 0 | 0 | 14 | 21 | 29 | 35 | 36 | 42 | 11 | 2 | 0 | 0 | 190 |
| Hour Total | 0 | 0 | 0 | 6 | 40 | 72 | 97 | 126 | 176 | 197 | 50 | 7 | 0 | 0 | 771 |
| 07:15 | 0 | 0 | 0 | 6 | 9 | 31 | 35 | 44 | 65 | 48 | 7 | 1 | 0 | 0 | 246 |
| 07:30 | 0 | 0 | 1 | 3 | 16 | 33 | 69 | 58 | 37 | 22 | 6 | 0 | 0 | 0 | 245 |
| 07:45 | 1 | 0 | 2 | 3 | 30 | 39 | 50 | 64 | 51 | 17 | 2 | 0 | 0 | 0 | 259 |
| 08:00 | 0 | 0 | 0 | 4 | 10 | 27 | 23 | 26 | 46 | 40 | 4 | 2 | 0 | 0 | 182 |
| Hour Total | 1 | 0 | 3 | 16 | 65 | 130 | 177 | 192 | 199 | 127 | 19 | 3 | 0 | 0 | 932 |
| 08:15 | 0 | 0 | 1 | 4 | 10 | 28 | 24 | 29 | 44 | 36 | 6 | 2 | 0 | 0 | 184 |
| 08:30 | 0 | 0 | 0 | 3 | 11 | 17 | 14 | 21 | 25 | 34 | 14 | 2 | 0 | 0 | 141 |
| 08:45 | 0 | 0 | 0 | 3 | 8 | 14 | 25 | 16 | 30 | 32 | 13 | 4 | 0 | 0 | 145 |
| 09:00 | 0 | 0 | 2 | 1 | 6 | 21 | 10 | 15 | 16 | 38 | 5 | 0 | 0 | 0 | 114 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 3 | 11 | 35 | 80 | 73 | 81 | 115 | 140 | 38 | 8 | 0 | 0 | 584 |
| 09:15 | 0 | 0 | 0 | 0 | 9 | 11 | 9 | 14 | 33 | 27 | 8 | 0 | 0 | 0 | 111 |
| 09:30 | 0 | 0 | 0 | 2 | 5 | 8 | 7 | 11 | 32 | 33 | 12 | 1 | 0 | 0 | 111 |
| 09:45 | 0 | 0 | 0 | 2 | 7 | 4 | 13 | 13 | 36 | 26 | 2 | 1 | 0 | 0 | 104 |
| 10:00 | 0 | 0 | 0 | 1 | 4 | 5 | 8 | 19 | 21 | 23 | 8 | 1 | 0 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 5 | 25 | 28 | 37 | 57 | 122 | 109 | 30 | 3 | 0 | 0 | 416 |
| 10:15 | 0 | 0 | 0 | 4 | 6 | 9 | 10 | 22 | 28 | 18 | 4 | 0 | 0 | 0 | 101 |
| 10:30 | 0 | 0 | 0 | 0 | 9 | 4 | 4 | 13 | 27 | 27 | 11 | 3 | 0 | 0 | 98 |
| 10:45 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 21 | 30 | 34 | 8 | 0 | 0 | 0 | 107 |
| 11:00 | 0 | 0 | 1 | 1 | 4 | 4 | 6 | 13 | 23 | 34 | 13 | 0 | 0 | 0 | 99 |
| Hour Total | 0 | 0 | 1 | 5 | 23 | 22 | 25 | 69 | 108 | 113 | 36 | 3 | 0 | 0 | 405 |
| 11:15 | 0 | 0 | 0 | 0 | 3 | 6 | 10 | 19 | 27 | 16 | 9 | 1 | 1 | 0 | 92 |
| 11:30 | 0 | 0 | 0 | 2 | 13 | 7 | 7 | 9 | 29 | 21 | 1 | 1 | 0 | 0 | 90 |
| 11:45 | 0 | 0 | 0 | 1 | 2 | 10 | 10 | 13 | 28 | 19 | 3 | 0 | 0 | 0 | 86 |
| 12:00 | 0 | 0 | 0 | 0 | 4 | 7 | 7 | 9 | 31 | 23 | 4 | 4 | 0 | 0 | 89 |
| Hour Total | 0 | 0 | 0 | 3 | 22 | 30 | 34 | 50 | 115 | 79 | 17 | 6 | 1 | 0 | 357 |
| 12:15 | 0 | 0 | 0 | 0 | 7 | 6 | 6 | 16 | 37 | 18 | 12 | 0 | 0 | 0 | 102 |
| 12:30 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 18 | 37 | 26 | 3 | 0 | 0 | 0 | 94 |
| 12:45 | 0 | 0 | 0 | 1 | 4 | 16 | 11 | 7 | 33 | 15 | 2 | 3 | 0 | 0 | 92 |
| 13:00 | 0 | 0 | 2 | 0 | 4 | 8 | 8 | 10 | 21 | 23 | 7 | 1 | 0 | 0 | 84 |
| Hour Total | 0 | 0 | 2 | 1 | 18 | 32 | 30 | 51 | 128 | 82 | 24 | 4 | 0 | 0 | 372 |
| 13:15 | 0 | 0 | 0 | 1 | 4 | 7 | 6 | 10 | 32 | 18 | 3 | 2 | 0 | 0 | 83 |
| 13:30 | 0 | 0 | 0 | 1 | 3 | 9 | 10 | 13 | 25 | 19 | 5 | 1 | 0 | 0 | 86 |
| 13:45 | 0 | 0 | 0 | 0 | 7 | 3 | 8 | 18 | 17 | 25 | 10 | 2 | 0 | 0 | 90 |
| 14:00 | 0 | 0 | 0 | 0 | 6 | 11 | 8 | 13 | 14 | 28 | 5 | 1 | 0 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 2 | 20 | 30 | 32 | 54 | 88 | 90 | 23 | 6 | 0 | 0 | 345 |
| 14:15 | 0 | 0 | 0 | 0 | 5 | 4 | 8 | 11 | 18 | 32 | 11 | 1 | 0 | 0 | 90 |
| 14:30 | 0 | 0 | 0 | 1 | 5 | 6 | 5 | 12 | 25 | 30 | 12 | 2 | 0 | 0 | 98 |
| 14:45 | 0 | 0 | 0 | 1 | 4 | 11 | 6 | 17 | 27 | 34 | 5 | 0 | 0 | 0 | 105 |
| 15:00 | 0 | 0 | 0 | 0 | 4 | 9 | 10 | 13 | 32 | 32 | 7 | 2 | 1 | 0 | 110 |
| Hour Total | 0 | 0 | 0 | 2 | 18 | 30 | 29 | 53 | 102 | 128 | 35 | 5 | 1 | 0 | 403 |
| 15:15 | 0 | 0 | 0 | 1 | 4 | 4 | 6 | 7 | 21 | 38 | 8 | 2 | 0 | 0 | 91 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 9 | 3 | 6 | 29 | 38 | 12 | 0 | 1 | 0 | 101 |
| 15:45 | 0 | 0 | 0 | 1 | 3 | 8 | 13 | 14 | 19 | 33 | 10 | 0 | 0 | 0 | 101 |
| 16:00 | 0 | 0 | 0 | 2 | 5 | 4 | 4 | 15 | 36 | 37 | 7 | 2 | 0 | 0 | 112 |
| Hour Total | 0 | 0 | 0 | 5 | 14 | 25 | 26 | 42 | 105 | 146 | 37 | 4 | 1 | 0 | 405 |
| 16:15 | 1 | 0 | 0 | 0 | 3 | 5 | 8 | 18 | 25 | 28 | 11 | 1 | 0 | 0 | 100 |
| 16:30 | 0 | 0 | 0 | 4 | 6 | 14 | 11 | 32 | 31 | 32 | 3 | 1 | 0 | 0 | 134 |
| 16:45 | 0 | 0 | 0 | 2 | 3 | 9 | 14 | 23 | 37 | 35 | 6 | 3 | 0 | 0 | 132 |
| 17:00 | 0 | 0 | 0 | 0 | 7 | 11 | 19 | 9 | 31 | 40 | 11 | 3 | 0 | 1 | 132 |
| Hour Total | 1 | 0 | 0 | 6 | 19 | 39 | 52 | 82 | 124 | 135 | 31 | 8 | 0 | 1 | 498 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 2 | 10 | 20 | 22 | 43 | 18 | 9 | 0 | 0 | 0 | 124 |
| 17:30 | 0 | 0 | 0 | 0 | 7 | 21 | 9 | 12 | 30 | 38 | 4 | 0 | 0 | 0 | 121 |
| 17:45 | 0 | 0 | 0 | 0 | 7 | 18 | 14 | 25 | 30 | 36 | 6 | 1 | 0 | 0 | 137 |
| 18:00 | 1 | 0 | 0 | 1 | 5 | 13 | 7 | 15 | 24 | 30 | 9 | 0 | 0 | 0 | 105 |
| Hour Total | 1 | 0 | 0 | 1 | 21 | 62 | 50 | 74 | 127 | 122 | 28 | 1 | 0 | 0 | 487 |
| 18:15 | 0 | 0 | 0 | 0 | 4 | 6 | 14 | 19 | 30 | 27 | 6 | 0 | 1 | 0 | 107 |
| 18:30 | 1 | 0 | 0 | 0 | 8 | 12 | 6 | 10 | 22 | 32 | 7 | 2 | 0 | 0 | 100 |
| 18:45 | 0 | 0 | 0 | 2 | 5 | 10 | 4 | 12 | 24 | 38 | 4 | 0 | 0 | 0 | 99 |
| 19:00 | 0 | 0 | 0 | 0 | 8 | 11 | 7 | 13 | 14 | 23 | 5 | 2 | 0 | 0 | 83 |
| Hour Total | 1 | 0 | 0 | 2 | 25 | 39 | 31 | 54 | 90 | 120 | 22 | 4 | 1 | 0 | 389 |
| 19:15 | 0 | 0 | 0 | 2 | 1 | 6 | 3 | 9 | 25 | 24 | 5 | 0 | 1 | 0 | 76 |
| 19:30 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 7 | 29 | 17 | 6 | 0 | 0 | 0 | 68 |
| 19:45 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 14 | 21 | 31 | 2 | 0 | 0 | 0 | 79 |
| 20:00 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 14 | 11 | 8 | 7 | 0 | 1 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 3 | 8 | 20 | 9 | 44 | 86 | 80 | 20 | 0 | 2 | 0 | 272 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 6 | 2 | 6 | 20 | 9 | 2 | 0 | 0 | 0 | 49 |
| 20:30 | 0 | 0 | 1 | 0 | 5 | 3 | 2 | 1 | 13 | 14 | 3 | 0 | 0 | 0 | 42 |
| 20:45 | 0 | 0 | 0 | 0 | 3 | 5 | 4 | 6 | 12 | 9 | 2 | 1 | 0 | 0 | 42 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 5 | 14 | 10 | 4 | 0 | 0 | 0 | 39 |
| Hour Total | 0 | 0 | 1 | 1 | 14 | 16 | 9 | 18 | 59 | 42 | 11 | 1 | 0 | 0 | 172 |
| 21:15 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 4 | 17 | 11 | 2 | 2 | 0 | 0 | 43 |
| 21:30 | 0 | 0 | 0 | 1 | 2 | 6 | 5 | 5 | 7 | 8 | 1 | 0 | 0 | 0 | 35 |
| 21:45 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 5 | 10 | 14 | 1 | 0 | 0 | 0 | 37 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 14 | 9 | 1 | 0 | 0 | 0 | 31 |
| Hour Total | 0 | 0 | 0 | 2 | 10 | 11 | 8 | 18 | 48 | 42 | 5 | 2 | 0 | 0 | 146 |
| 22:15 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 3 | 17 | 6 | 0 | 0 | 0 | 0 | 32 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 15 | 6 | 1 | 0 | 0 | 0 | 33 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 10 | 12 | 1 | 0 | 1 | 0 | 31 |
| 23:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 9 | 6 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 5 | 6 | 18 | 51 | 30 | 2 | 0 | 1 | 0 | 117 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 7 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 7 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 10 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 13 | 8 | 2 | 2 | 0 | 0 | 33 |
| DAY TOTAL | 4 | 0 | 10 | 76 | 414 | 732 | 781 | 1222 | 2163 | 2164 | 495 | 72 | 9 | 3 | 8145 |
| PERCENTS | 0.1% | 0.0% | 0.2% | 1.0% | 5.1% | 9.0% | 9.6% | 15.1% | 26.5% | 26.5% | 6.0% | 0.8% | 0.1% | 0.0% | 100% |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

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

Statistical Information...

15th Percentile Speed
34.9 mph

85th Percentile Speed
53.5 mph

Median Speed
46.9 mph

Average Speed
45.2 mph

10 MPH Pace Speed
45 mph to 55 mph
4327 vehicles in pace
Representing 53.1% of the total vehicles

Vehicles > 45 MPH
4906
60.2%

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 6 | 1 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 17 | 12 | 2 | 0 | 0 | 0 | 40 |
| 01:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 16 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 8 | 1 | 0 | 1 | 0 | 20 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 5 | 3 | 0 | 0 | 0 | 24 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 7 | 1 | 0 | 0 | 0 | 14 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 13 | 27 | 22 | 6 | 0 | 1 | 0 | 74 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 11 |
| 02:30 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 5 | 8 | 7 | 1 | 0 | 1 | 0 | 25 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 7 | 1 | 0 | 0 | 0 | 24 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 18 | 25 | 20 | 2 | 0 | 1 | 0 | 72 |
| 03:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 13 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 16 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 9 | 0 | 0 | 0 | 0 | 20 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 8 | 11 | 2 | 0 | 0 | 0 | 26 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 18 | 23 | 27 | 3 | 0 | 0 | 0 | 75 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 14 | 2 | 1 | 0 | 0 | 38 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 7 | 20 | 27 | 4 | 0 | 0 | 0 | 63 |
| 04:45 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 7 | 31 | 30 | 6 | 0 | 0 | 0 | 82 |
| 05:00 | 0 | 0 | 0 | 0 | 7 | 11 | 8 | 12 | 14 | 30 | 4 | 1 | 0 | 0 | 87 |
| Hour Total | 0 | 0 | 1 | 0 | 10 | 15 | 14 | 30 | 81 | 101 | 16 | 2 | 0 | 0 | 270 |
| 05:15 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 11 | 21 | 31 | 12 | 4 | 0 | 0 | 91 |
| 05:30 | 1 | 0 | 0 | 0 | 4 | 9 | 10 | 14 | 39 | 34 | 11 | 1 | 0 | 0 | 123 |
| 05:45 | 0 | 0 | 0 | 1 | 8 | 10 | 13 | 14 | 44 | 43 | 13 | 2 | 1 | 0 | 149 |
| 06:00 | 0 | 0 | 0 | 0 | 9 | 21 | 16 | 22 | 39 | 41 | 9 | 2 | 0 | 0 | 159 |
| Hour Total | 1 | 0 | 0 | 1 | 26 | 44 | 42 | 61 | 143 | 149 | 45 | 9 | 1 | 0 | 522 |
| 06:15 | 0 | 0 | 0 | 0 | 13 | 11 | 17 | 32 | 39 | 54 | 6 | 2 | 0 | 1 | 175 |
| 06:30 | 0 | 0 | 1 | 1 | 11 | 24 | 21 | 27 | 67 | 33 | 9 | 2 | 0 | 0 | 196 |
| 06:45 | 0 | 0 | 0 | 7 | 13 | 31 | 28 | 29 | 68 | 40 | 2 | 2 | 0 | 0 | 220 |
| 07:00 | 0 | 0 | 0 | 1 | 10 | 27 | 20 | 24 | 58 | 43 | 4 | 1 | 0 | 0 | 188 |
| Hour Total | 0 | 0 | 1 | 9 | 47 | 93 | 86 | 112 | 232 | 170 | 21 | 7 | 0 | 1 | 779 |
| 07:15 | 0 | 0 | 6 | 6 | 18 | 37 | 46 | 24 | 48 | 46 | 9 | 0 | 0 | 0 | 240 |
| 07:30 | 0 | 0 | 0 | 2 | 22 | 33 | 59 | 32 | 43 | 36 | 8 | 3 | 0 | 0 | 238 |
| 07:45 | 2 | 0 | 0 | 4 | 13 | 48 | 66 | 74 | 22 | 20 | 4 | 1 | 0 | 0 | 254 |
| 08:00 | 0 | 0 | 0 | 2 | 11 | 26 | 27 | 41 | 41 | 26 | 6 | 4 | 0 | 0 | 184 |
| Hour Total | 2 | 0 | 6 | 14 | 64 | 144 | 198 | 171 | 154 | 128 | 27 | 8 | 0 | 0 | 916 |
| 08:15 | 0 | 0 | 0 | 3 | 5 | 18 | 11 | 26 | 50 | 16 | 14 | 1 | 0 | 0 | 144 |
| 08:30 | 0 | 0 | 1 | 2 | 5 | 20 | 12 | 14 | 29 | 29 | 18 | 5 | 0 | 0 | 135 |
| 08:45 | 0 | 0 | 0 | 1 | 11 | 17 | 19 | 17 | 34 | 36 | 10 | 0 | 0 | 0 | 145 |
| 09:00 | 0 | 0 | 0 | 1 | 6 | 7 | 8 | 21 | 28 | 30 | 13 | 0 | 0 | 0 | 114 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 1 | 7 | 27 | 62 | 50 | 78 | 141 | 111 | 55 | 6 | 0 | 0 | 538 |
| 09:15 | 0 | 0 | 0 | 0 | 4 | 12 | 13 | 19 | 26 | 42 | 11 | 0 | 0 | 0 | 127 |
| 09:30 | 0 | 0 | 0 | 1 | 4 | 11 | 10 | 29 | 25 | 22 | 11 | 1 | 0 | 0 | 114 |
| 09:45 | 0 | 1 | 0 | 0 | 5 | 13 | 5 | 13 | 39 | 22 | 3 | 0 | 0 | 0 | 101 |
| 10:00 | 0 | 0 | 2 | 0 | 4 | 18 | 7 | 17 | 21 | 30 | 9 | 1 | 1 | 0 | 110 |
| Hour Total | 0 | 1 | 2 | 1 | 17 | 54 | 35 | 78 | 111 | 116 | 34 | 2 | 1 | 0 | 452 |
| 10:15 | 0 | 0 | 0 | 1 | 13 | 5 | 6 | 13 | 24 | 16 | 3 | 0 | 0 | 0 | 81 |
| 10:30 | 0 | 0 | 1 | 1 | 5 | 8 | 11 | 18 | 18 | 24 | 12 | 1 | 0 | 0 | 99 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 6 | 7 | 11 | 24 | 33 | 7 | 2 | 0 | 0 | 94 |
| 11:00 | 0 | 0 | 0 | 1 | 9 | 9 | 12 | 11 | 18 | 27 | 8 | 0 | 0 | 0 | 95 |
| Hour Total | 0 | 0 | 1 | 4 | 30 | 28 | 36 | 53 | 84 | 100 | 30 | 3 | 0 | 0 | 369 |
| 11:15 | 0 | 0 | 0 | 1 | 7 | 3 | 11 | 20 | 20 | 23 | 4 | 2 | 0 | 0 | 91 |
| 11:30 | 1 | 0 | 2 | 1 | 3 | 8 | 6 | 12 | 27 | 28 | 12 | 2 | 0 | 0 | 102 |
| 11:45 | 0 | 0 | 1 | 2 | 5 | 8 | 9 | 13 | 17 | 23 | 7 | 4 | 0 | 0 | 89 |
| 12:00 | 0 | 0 | 0 | 0 | 6 | 11 | 9 | 11 | 28 | 20 | 5 | 2 | 0 | 0 | 92 |
| Hour Total | 1 | 0 | 3 | 4 | 21 | 30 | 35 | 56 | 92 | 94 | 28 | 10 | 0 | 0 | 374 |
| 12:15 | 1 | 0 | 0 | 2 | 7 | 6 | 5 | 7 | 24 | 18 | 9 | 0 | 0 | 0 | 79 |
| 12:30 | 0 | 0 | 0 | 0 | 4 | 7 | 6 | 9 | 26 | 30 | 7 | 2 | 0 | 0 | 91 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 6 | 7 | 14 | 20 | 14 | 4 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 0 | 0 | 0 | 7 | 4 | 8 | 7 | 28 | 25 | 10 | 1 | 0 | 0 | 90 |
| Hour Total | 1 | 0 | 0 | 2 | 22 | 23 | 26 | 37 | 98 | 87 | 30 | 3 | 0 | 0 | 329 |
| 13:15 | 0 | 0 | 0 | 0 | 6 | 10 | 6 | 9 | 18 | 25 | 10 | 2 | 0 | 0 | 86 |
| 13:30 | 0 | 0 | 0 | 0 | 3 | 8 | 17 | 19 | 28 | 16 | 3 | 3 | 0 | 0 | 97 |
| 13:45 | 0 | 0 | 0 | 0 | 6 | 13 | 7 | 11 | 20 | 25 | 10 | 2 | 0 | 0 | 94 |
| 14:00 | 0 | 0 | 0 | 0 | 6 | 3 | 5 | 11 | 31 | 31 | 10 | 3 | 0 | 0 | 100 |
| Hour Total | 0 | 0 | 0 | 0 | 21 | 34 | 35 | 50 | 97 | 97 | 33 | 10 | 0 | 0 | 377 |
| 14:15 | 0 | 0 | 0 | 0 | 6 | 7 | 7 | 12 | 17 | 30 | 9 | 0 | 0 | 0 | 88 |
| 14:30 | 0 | 0 | 0 | 3 | 6 | 11 | 10 | 13 | 20 | 33 | 3 | 1 | 0 | 0 | 100 |
| 14:45 | 0 | 0 | 0 | 3 | 8 | 10 | 6 | 6 | 19 | 27 | 8 | 9 | 1 | 0 | 97 |
| 15:00 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 7 | 25 | 25 | 15 | 2 | 0 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 6 | 25 | 31 | 25 | 38 | 81 | 115 | 35 | 12 | 1 | 0 | 369 |
| 15:15 | 0 | 0 | 0 | 1 | 5 | 6 | 3 | 9 | 22 | 37 | 12 | 1 | 0 | 0 | 96 |
| 15:30 | 0 | 0 | 0 | 0 | 9 | 14 | 9 | 9 | 19 | 26 | 11 | 3 | 0 | 0 | 100 |
| 15:45 | 0 | 0 | 0 | 1 | 6 | 12 | 8 | 10 | 24 | 34 | 5 | 2 | 0 | 0 | 102 |
| 16:00 | 0 | 0 | 0 | 2 | 7 | 6 | 6 | 7 | 25 | 25 | 10 | 1 | 0 | 0 | 89 |
| Hour Total | 0 | 0 | 0 | 4 | 27 | 38 | 26 | 35 | 90 | 122 | 38 | 7 | 0 | 0 | 387 |
| 16:15 | 0 | 0 | 0 | 0 | 3 | 11 | 11 | 20 | 32 | 31 | 7 | 3 | 0 | 0 | 118 |
| 16:30 | 0 | 0 | 0 | 2 | 1 | 16 | 21 | 13 | 29 | 32 | 14 | 2 | 0 | 0 | 130 |
| 16:45 | 0 | 0 | 0 | 0 | 5 | 6 | 8 | 16 | 32 | 43 | 10 | 2 | 0 | 0 | 122 |
| 17:00 | 0 | 0 | 0 | 0 | 4 | 13 | 21 | 10 | 20 | 37 | 7 | 0 | 0 | 0 | 112 |
| Hour Total | 0 | 0 | 0 | 2 | 13 | 46 | 61 | 59 | 113 | 143 | 38 | 7 | 0 | 0 | 482 |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 10 | 30 | 17 | 18 | 34 | 23 | 1 | 3 | 1 | 0 | 137 |
| 17:30 | 0 | 0 | 0 | 0 | 7 | 6 | 9 | 17 | 39 | 41 | 12 | 3 | 0 | 0 | 134 |
| 17:45 | 1 | 0 | 0 | 0 | 2 | 13 | 10 | 26 | 38 | 38 | 11 | 2 | 0 | 0 | 141 |
| 18:00 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 23 | 30 | 38 | 9 | 1 | 1 | 0 | 115 |
| Hour Total | 1 | 0 | 0 | 1 | 21 | 57 | 38 | 84 | 141 | 140 | 33 | 9 | 2 | 0 | 527 |
| 18:15 | 0 | 0 | 0 | 1 | 4 | 14 | 11 | 11 | 36 | 28 | 12 | 1 | 1 | 0 | 119 |
| 18:30 | 0 | 0 | 0 | 1 | 1 | 9 | 10 | 10 | 33 | 18 | 11 | 1 | 0 | 1 | 95 |
| 18:45 | 0 | 0 | 0 | 1 | 8 | 5 | 22 | 13 | 32 | 28 | 6 | 3 | 0 | 0 | 118 |
| 19:00 | 0 | 0 | 0 | 2 | 5 | 9 | 6 | 10 | 18 | 22 | 4 | 0 | 0 | 0 | 76 |
| Hour Total | 0 | 0 | 0 | 5 | 18 | 37 | 49 | 44 | 119 | 96 | 33 | 5 | 1 | 1 | 408 |
| 19:15 | 0 | 0 | 0 | 0 | 5 | 3 | 7 | 15 | 27 | 22 | 5 | 1 | 0 | 0 | 85 |
| 19:30 | 0 | 0 | 0 | 1 | 3 | 2 | 7 | 13 | 16 | 15 | 7 | 0 | 0 | 0 | 64 |
| 19:45 | 0 | 0 | 1 | 0 | 2 | 4 | 5 | 13 | 22 | 24 | 1 | 2 | 0 | 0 | 74 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 9 | 18 | 17 | 9 | 1 | 0 | 0 | 62 |
| Hour Total | 0 | 0 | 1 | 1 | 12 | 12 | 22 | 50 | 83 | 78 | 22 | 4 | 0 | 0 | 285 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 11 | 17 | 11 | 3 | 1 | 0 | 0 | 55 |
| 20:30 | 0 | 0 | 0 | 2 | 6 | 8 | 7 | 4 | 15 | 19 | 3 | 0 | 0 | 0 | 64 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 11 | 15 | 7 | 0 | 1 | 0 | 0 | 43 |
| 21:00 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 7 | 19 | 14 | 4 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 3 | 13 | 17 | 16 | 33 | 66 | 51 | 10 | 2 | 0 | 0 | 211 |
| 21:15 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 5 | 22 | 13 | 5 | 0 | 0 | 0 | 50 |
| 21:30 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 2 | 12 | 11 | 1 | 1 | 0 | 0 | 34 |
| 21:45 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 4 | 10 | 10 | 1 | 0 | 0 | 0 | 30 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 6 | 11 | 8 | 2 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 3 | 8 | 5 | 6 | 17 | 55 | 42 | 9 | 1 | 0 | 0 | 146 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 14 | 18 | 2 | 0 | 0 | 0 | 40 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 9 | 1 | 11 | 15 | 9 | 3 | 3 | 0 | 0 | 53 |
| 22:45 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 3 | 10 | 9 | 1 | 1 | 0 | 0 | 30 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 3 | 1 | 0 | 1 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 1 | 6 | 11 | 3 | 20 | 43 | 39 | 7 | 4 | 1 | 0 | 135 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 6 | 3 | 0 | 0 | 0 | 16 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 4 | 2 | 0 | 0 | 0 | 14 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 6 | 0 | 2 | 0 | 0 | 15 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 14 | 10 | 22 | 5 | 2 | 0 | 0 | 59 |
| DAY TOTAL | 7 | 1 | 17 | 69 | 432 | 791 | 811 | 1174 | 2126 | 2082 | 562 | 113 | 9 | 2 | 8196 |
| PERCENTS | 0.1% | 0.1% | 0.3% | 0.9% | 5.3% | 9.7% | 9.8% | 14.3% | 25.9% | 25.4% | 6.8% | 1.3% | 0.1% | 0.0% | 100% |

Station #: Site A-NBO
Site ID: 000000003590
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: NORTH
Lane: 1

File: D1002024.prn
City: 17-311 RS Max
County: 36.95419, -76.52858

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 16 | 2 | 32 | 216 | 1260 | 2276 | 2474 | 3582 | 6467 | 6209 | 1575 | 262 | 32 | 5 | 24408 |
| PERCENTS | 0.1% | 0.1% | 0.2% | 0.9% | 5.2% | 9.4% | 10.2% | 14.6% | 26.4% | 25.4% | 6.4% | 1.0% | 0.1% | 0.0% | 100% |

Statistical Information...

15th Percentile Speed
34.5 mph

85th Percentile Speed
53.7 mph

Median Speed
46.9 mph

Average Speed
45.2 mph

10 MPH Pace Speed
45 mph to 55 mph
4208 vehicles in pace
Representing 51.3% of the total vehicles

Vehicles > 45 MPH
4894
59.7%

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 35 | 7 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 01:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:30 | 2 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:45 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 2 | 37 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 02:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 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 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 06:15 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 06:30 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 06:45 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:00 | 0 | 17 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hour Total | 0 | 76 | 28 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 07:15 | 1 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:30 | 2 | 32 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:45 | 0 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:00 | 0 | 45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 3 | 147 | 38 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 08:15 | 1 | 52 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 08:30 | 0 | 51 | 15 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 08:45 | 0 | 45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 09:00 | 0 | 49 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 197 | 42 | 0 | 1 | 2 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 09:15 | 0 | 40 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:30 | 0 | 50 | 25 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:45 | 1 | 58 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 31 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hour Total | 1 | 179 | 55 | 1 | 1 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 10:15 | 1 | 26 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:30 | 0 | 34 | 15 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 10:45 | 0 | 32 | 13 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 1 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 2 | 119 | 49 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 11:15 | 0 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:30 | 0 | 27 | 14 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:45 | 0 | 23 | 10 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 38 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 114 | 43 | 0 | 1 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 12:15 | 0 | 29 | 14 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 12:30 | 0 | 32 | 14 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:45 | 0 | 37 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:00 | 1 | 28 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hour Total | 1 | 126 | 53 | 1 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 190 |
| 13:15 | 0 | 51 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:30 | 1 | 37 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 13:45 | 0 | 34 | 21 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:00 | 0 | 36 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hour Total | 1 | 158 | 61 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 14:15 | 0 | 42 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 59 |
| 14:30 | 0 | 54 | 9 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:45 | 0 | 48 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 15:00 | 0 | 48 | 17 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Hour Total | 0 | 192 | 62 | 1 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 263 |
| 15:15 | 0 | 51 | 25 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 15:30 | 0 | 64 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:45 | 1 | 69 | 34 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 2 | 101 | 29 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| Hour Total | 3 | 285 | 110 | 0 | 2 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 407 |
| 16:15 | 2 | 113 | 42 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 16:30 | 4 | 137 | 47 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 16:45 | 6 | 133 | 60 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 17:00 | 2 | 194 | 75 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 281 |
| Hour Total | 14 | 577 | 224 | 2 | 5 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 835 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 177 | 72 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 259 |
| 17:30 | 1 | 185 | 57 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 248 |
| 17:45 | 2 | 173 | 58 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 18:00 | 3 | 186 | 64 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| Hour Total | 6 | 721 | 251 | 3 | 5 | 3 | 0 | 3 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 999 |
| 18:15 | 0 | 193 | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 18:30 | 2 | 156 | 51 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 213 |
| 18:45 | 2 | 136 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 19:00 | 1 | 131 | 37 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| Hour Total | 5 | 616 | 184 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 813 |
| 19:15 | 0 | 91 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 19:30 | 1 | 88 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 19:45 | 0 | 83 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 20:00 | 0 | 68 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Hour Total | 1 | 330 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| 20:15 | 2 | 61 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 20:30 | 0 | 53 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 20:45 | 1 | 54 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:00 | 1 | 38 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| Hour Total | 4 | 206 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 21:15 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:30 | 0 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 21:45 | 0 | 52 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 22:00 | 0 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hour Total | 0 | 168 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 22:15 | 1 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:30 | 2 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:45 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:00 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hour Total | 3 | 81 | 27 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 23:15 | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:30 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:45 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 24:00 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 71 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| DAY TOTAL | 47 | 4482 | 1434 | 10 | 29 | 25 | 14 | 11 | 37 | 2 | 0 | 4 | 5 | 0 | 0 | 6100 |
| PERCENTS | 0.8% | 73.5% | 23.6% | 0.2% | 0.5% | 0.5% | 0.2% | 0.1% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.7% Trucks & Buses 2.2%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:45 | 08:15 | 09:30 | 02:30 | 09:45 | 11:15 | 08:30 | 10:45 | 00:30 | | | | | | | 09:00 |
| AM Peaks | 3 | 197 | 59 | 1 | 2 | 4 | 3 | 2 | 3 | | | | | | | 259 |
| PM Times | 16:00 | 17:30 | 16:45 | 17:00 | 16:45 | 15:45 | 13:45 | 16:30 | 22:30 | 12:15 | | 16:30 | 16:30 | | | 17:00 |
| PM Peaks | 14 | 737 | 264 | 4 | 9 | 5 | 2 | 5 | 5 | 1 | | 3 | 4 | | | 1025 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 01:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:30 | 1 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 1 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 03:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 06:15 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 06:30 | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:45 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 | 0 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 0 | 94 | 22 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 07:15 | 0 | 29 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 07:30 | 0 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 07:45 | 0 | 27 | 11 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 08:00 | 0 | 44 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 140 | 33 | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 08:15 | 1 | 51 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 08:30 | 0 | 50 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 08:45 | 0 | 37 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 09:00 | 1 | 44 | 14 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
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Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 182 | 52 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 09:15 | 0 | 46 | 17 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 09:30 | 0 | 40 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 09:45 | 0 | 38 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 133 | 36 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 10:15 | 1 | 63 | 26 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 10:30 | 0 | 26 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 10:45 | 0 | 27 | 9 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 11:00 | 0 | 26 | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hour Total | 1 | 142 | 51 | 2 | 3 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 11:15 | 0 | 28 | 9 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:30 | 0 | 25 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:45 | 0 | 19 | 13 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 1 | 38 | 11 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| Hour Total | 1 | 110 | 42 | 0 | 3 | 2 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 12:15 | 1 | 39 | 14 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 12:30 | 0 | 38 | 12 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:45 | 0 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 48 |
| 13:00 | 1 | 34 | 13 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 2 | 144 | 52 | 0 | 1 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 208 |
| 13:15 | 0 | 54 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 13:30 | 0 | 42 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 63 |
| 13:45 | 0 | 44 | 12 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:00 | 0 | 46 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 0 | 186 | 65 | 0 | 3 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 262 |
| 14:15 | 3 | 51 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 14:30 | 0 | 52 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 14:45 | 0 | 50 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 15:00 | 3 | 53 | 20 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 6 | 206 | 66 | 1 | 1 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 15:15 | 1 | 54 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 15:30 | 0 | 73 | 24 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 100 |
| 15:45 | 0 | 65 | 33 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:00 | 0 | 102 | 25 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| Hour Total | 1 | 294 | 94 | 1 | 3 | 2 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 402 |
| 16:15 | 1 | 123 | 40 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 16:30 | 2 | 132 | 42 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 16:45 | 6 | 142 | 49 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 17:00 | 1 | 203 | 70 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 282 |
| Hour Total | 10 | 600 | 201 | 1 | 3 | 6 | 0 | 1 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 831 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 2 | 191 | 67 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 268 |
| 17:30 | 2 | 221 | 57 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 284 |
| 17:45 | 2 | 173 | 51 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 18:00 | 3 | 181 | 49 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| Hour Total | 9 | 766 | 224 | 0 | 3 | 4 | 1 | 2 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1017 |
| 18:15 | 1 | 177 | 47 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| 18:30 | 2 | 187 | 49 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 239 |
| 18:45 | 0 | 137 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 19:00 | 1 | 127 | 30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| Hour Total | 4 | 628 | 162 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 799 |
| 19:15 | 0 | 125 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 19:30 | 0 | 88 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 19:45 | 0 | 75 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 20:00 | 0 | 73 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 0 | 361 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 |
| 20:15 | 0 | 70 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 20:30 | 0 | 53 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 20:45 | 1 | 50 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 21:00 | 0 | 45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 1 | 218 | 51 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| 21:15 | 0 | 47 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 21:30 | 0 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 21:45 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:00 | 0 | 37 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 155 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 22:15 | 1 | 32 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 22:30 | 0 | 45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 22:45 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 1 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Hour Total | 2 | 130 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 23:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:30 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 23:45 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 24:00 | 1 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 1 | 73 | 19 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| DAY TOTAL | 41 | 4691 | 1376 | 7 | 28 | 43 | 9 | 11 | 40 | 0 | 3 | 5 | 6 | 0 | 0 | 6260 |
| PERCENTS | 0.7% | 75.0% | 22.0% | 0.2% | 0.5% | 0.7% | 0.2% | 0.1% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.5%  Trucks & Buses 2.4%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:15 | 08:00 | 08:30 | 09:00 | 09:00 | 10:15 | 10:30 | 11:00 | 07:00 | | | | | | | 08:30 |
| AM Peaks | 2 | 182 | 60 | 2 | 5 | 9 | 3 | 1 | 5 | | | | | | | 246 |
| PM Times | 16:30 | 17:00 | 17:00 | 15:30 | 15:45 | 15:30 | 12:15 | 15:00 | 13:00 | 15:15 | 16:15 | 16:45 | | | | 17:00 |
| PM Peaks | 11 | 788 | 245 | 2 | 4 | 6 | 2 | 3 | 5 | 2 | 5 | 5 | | | | 1063 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:30 | 0 | 10 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 00:45 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 1 | 29 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 01:15 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:30 | 1 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 1 | 53 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 02:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:00 | 0 | 10 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 26 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:15 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 06:30 | 0 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 06:45 | 0 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:00 | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 1 | 70 | 23 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 07:15 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:30 | 0 | 37 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:45 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 08:00 | 0 | 43 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 151 | 34 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 08:15 | 1 | 53 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:30 | 0 | 60 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 08:45 | 0 | 52 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 09:00 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 212 | 41 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 256 |
| 09:15 | 0 | 52 | 10 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 09:30 | 0 | 47 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 09:45 | 1 | 47 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 10:00 | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Hour Total | 1 | 170 | 51 | 0 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 10:15 | 0 | 25 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:30 | 0 | 29 | 13 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 10:45 | 1 | 30 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 11:00 | 0 | 26 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 1 | 110 | 42 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 11:15 | 1 | 30 | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 11:30 | 0 | 30 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 11:45 | 0 | 28 | 9 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:00 | 1 | 32 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hour Total | 2 | 120 | 36 | 0 | 2 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 12:15 | 1 | 39 | 16 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:30 | 0 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 12:45 | 0 | 43 | 13 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 13:00 | 0 | 32 | 10 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 1 | 145 | 49 | 2 | 2 | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 208 |
| 13:15 | 1 | 48 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:30 | 1 | 38 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 13:45 | 1 | 45 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 14:00 | 0 | 57 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Hour Total | 3 | 188 | 72 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 267 |
| 14:15 | 0 | 52 | 15 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 71 |
| 14:30 | 1 | 58 | 19 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 14:45 | 0 | 47 | 15 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 15:00 | 1 | 55 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 2 | 212 | 61 | 1 | 1 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 288 |
| 15:15 | 0 | 54 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 15:30 | 0 | 78 | 28 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 15:45 | 2 | 78 | 25 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 2 | 84 | 34 | 0 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 127 |
| Hour Total | 4 | 294 | 108 | 0 | 3 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 420 |
| 16:15 | 1 | 104 | 42 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 16:30 | 2 | 132 | 49 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 16:45 | 2 | 154 | 63 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 17:00 | 3 | 158 | 58 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| Hour Total | 8 | 548 | 212 | 0 | 2 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 778 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002001.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 6 | 170 | 64 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 251 |
| 17:30 | 2 | 207 | 62 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 274 |
| 17:45 | 3 | 187 | 76 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 269 |
| 18:00 | 3 | 197 | 77 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 282 |
| Hour Total | 14 | 761 | 279 | 1 | 4 | 2 | 1 | 3 | 2 | 0 | 2 | 3 | 4 | 0 | 0 | 1076 |
| 18:15 | 0 | 163 | 39 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 18:30 | 3 | 164 | 46 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 18:45 | 1 | 176 | 47 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| 19:00 | 1 | 121 | 32 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| Hour Total | 5 | 624 | 164 | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 800 |
| 19:15 | 1 | 121 | 30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 19:30 | 1 | 98 | 36 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 19:45 | 0 | 91 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 20:00 | 1 | 80 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 3 | 390 | 103 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 501 |
| 20:15 | 2 | 63 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 20:30 | 0 | 71 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 20:45 | 1 | 48 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 21:00 | 1 | 42 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 4 | 224 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 21:15 | 0 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:30 | 1 | 37 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 21:45 | 2 | 43 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 22:00 | 0 | 30 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Hour Total | 3 | 155 | 37 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 22:15 | 1 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:30 | 1 | 19 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:45 | 0 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 23:00 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Hour Total | 2 | 93 | 25 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 23:15 | 0 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 23:30 | 0 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 23:45 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 24:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 94 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| DAY TOTAL | 57 | 4714 | 1435 | 7 | 30 | 41 | 6 | 9 | 35 | 2 | 2 | 3 | 6 | 0 | 0 | 6347 |
| PERCENTS | 0.9% | 74.3% | 22.7% | 0.2% | 0.5% | 0.7% | 0.1% | 0.1% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.7% Trucks & Buses 2.2%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 00:45 | 08:15 | 09:45 | 05:45 | 08:45 | 10:15 | | 06:15 | 09:15 | | | | | | | 08:30 |
| AM Peaks | 2 | 212 | 58 | 1 | 3 | 7 | | 1 | 4 | | | | | | | 260 |
| PM Times | 17:00 | 17:15 | 17:15 | 12:15 | 15:30 | 15:30 | 12:15 | 16:30 | 12:15 | 12:15 | 16:30 | 17:15 | 17:00 | | | 17:15 |
| PM Peaks | 14 | 761 | 279 | 2 | 4 | 7 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | 1076 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 145 | 4245 | | 87 | | 29 | | 112 | | 5 | | 17 | | 0 | | |
| | 13887 | | 24 | | 109 | | 31 | | 4 | | 12 | | 0 | | 18707 | |
| PERCENTS | 0.8% | 74.3% | 22.7% | 0.2% | 0.5% | 0.6% | 0.2% | 0.2% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 0 | 0 | 9 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 0 | 3 | 0 | 0 | 15 |
| 00:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 | 1 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 | 18 | 5 | 7 | 0 | 0 | 45 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 6 | 1 | 0 | 0 | 20 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 10 | 3 | 0 | 0 | 0 | 26 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 7 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 20 | 9 | 2 | 0 | 0 | 55 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 6 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 1 | 2 | 0 | 9 |
| 05:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 1 | 4 | 8 | 8 | 2 | 0 | 0 | 28 |
| 06:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2 | 9 | 4 | 3 | 1 | 0 | 23 |
| 06:30 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 1 | 12 | 7 | 3 | 1 | 0 | 29 |
| 06:45 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 0 | 3 | 1 | 9 | 8 | 1 | 0 | 30 |
| 07:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 9 | 7 | 4 | 0 | 0 | 25 |
| Hour Total | 0 | 0 | 1 | 4 | 6 | 3 | 2 | 4 | 8 | 31 | 27 | 18 | 3 | 0 | 107 |
| 07:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 6 | 17 | 11 | 0 | 1 | 0 | 39 |
| 07:30 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 6 | 15 | 12 | 2 | 1 | 0 | 44 |
| 07:45 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 3 | 2 | 11 | 12 | 4 | 0 | 0 | 49 |
| 08:00 | 0 | 0 | 0 | 1 | 3 | 4 | 1 | 0 | 11 | 24 | 8 | 6 | 0 | 0 | 58 |
| Hour Total | 0 | 0 | 0 | 11 | 8 | 13 | 3 | 6 | 25 | 67 | 43 | 12 | 2 | 0 | 190 |
| 08:15 | 0 | 0 | 0 | 2 | 7 | 4 | 0 | 3 | 11 | 16 | 12 | 10 | 1 | 0 | 66 |
| 08:30 | 0 | 0 | 0 | 1 | 5 | 10 | 4 | 3 | 4 | 16 | 14 | 14 | 0 | 0 | 71 |
| 08:45 | 0 | 0 | 0 | 2 | 6 | 7 | 1 | 6 | 7 | 9 | 13 | 2 | 0 | 0 | 53 |
| 09:00 | 0 | 0 | 0 | 4 | 7 | 6 | 1 | 0 | 6 | 20 | 13 | 1 | 0 | 0 | 58 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 9 | 25 | 27 | 6 | 12 | 28 | 61 | 52 | 27 | 1 | 0 | 248 |
| 09:15 | 0 | 0 | 0 | 2 | 3 | 7 | 5 | 1 | 4 | 18 | 9 | 2 | 0 | 0 | 51 |
| 09:30 | 0 | 0 | 3 | 5 | 8 | 12 | 12 | 16 | 12 | 7 | 3 | 1 | 1 | 0 | 80 |
| 09:45 | 0 | 0 | 0 | 2 | 4 | 2 | 3 | 2 | 8 | 27 | 15 | 6 | 1 | 0 | 70 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 6 | 14 | 9 | 5 | 3 | 0 | 44 |
| Hour Total | 0 | 0 | 3 | 10 | 17 | 23 | 21 | 20 | 30 | 66 | 36 | 14 | 5 | 0 | 245 |
| 10:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 9 | 15 | 9 | 4 | 0 | 0 | 41 |
| 10:30 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 11 | 18 | 13 | 2 | 1 | 0 | 52 |
| 10:45 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 1 | 8 | 7 | 14 | 7 | 1 | 0 | 47 |
| 11:00 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 2 | 10 | 14 | 1 | 1 | 0 | 36 |
| Hour Total | 0 | 0 | 1 | 2 | 9 | 10 | 2 | 5 | 30 | 50 | 50 | 14 | 3 | 0 | 176 |
| 11:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 7 | 16 | 6 | 2 | 0 | 0 | 37 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 24 | 9 | 4 | 0 | 0 | 44 |
| 11:45 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 4 | 14 | 10 | 3 | 0 | 0 | 37 |
| 12:00 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 3 | 19 | 19 | 2 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 2 | 8 | 3 | 5 | 5 | 16 | 73 | 44 | 11 | 0 | 0 | 167 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 3 | 7 | 16 | 10 | 0 | 0 | 0 | 47 |
| 12:30 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 9 | 18 | 11 | 3 | 0 | 1 | 49 |
| 12:45 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 4 | 6 | 9 | 18 | 3 | 2 | 0 | 50 |
| 13:00 | 0 | 0 | 0 | 1 | 2 | 4 | 3 | 2 | 7 | 12 | 8 | 4 | 0 | 1 | 44 |
| Hour Total | 0 | 0 | 0 | 3 | 11 | 13 | 9 | 9 | 29 | 55 | 47 | 10 | 2 | 2 | 190 |
| 13:15 | 0 | 0 | 0 | 1 | 3 | 9 | 8 | 2 | 5 | 20 | 11 | 3 | 2 | 0 | 64 |
| 13:30 | 1 | 0 | 1 | 3 | 3 | 3 | 4 | 2 | 4 | 17 | 17 | 1 | 0 | 0 | 56 |
| 13:45 | 0 | 0 | 0 | 1 | 8 | 5 | 1 | 2 | 9 | 15 | 14 | 2 | 0 | 0 | 57 |
| 14:00 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 5 | 7 | 13 | 11 | 3 | 0 | 0 | 46 |
| Hour Total | 1 | 0 | 1 | 6 | 15 | 19 | 16 | 11 | 25 | 65 | 53 | 9 | 2 | 0 | 223 |
| 14:15 | 0 | 0 | 0 | 0 | 8 | 5 | 2 | 5 | 5 | 15 | 13 | 5 | 1 | 0 | 59 |
| 14:30 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 5 | 11 | 31 | 12 | 1 | 0 | 0 | 66 |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 5 | 7 | 23 | 19 | 5 | 3 | 0 | 70 |
| 15:00 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 3 | 5 | 27 | 19 | 3 | 0 | 0 | 68 |
| Hour Total | 0 | 0 | 0 | 4 | 17 | 11 | 8 | 18 | 28 | 96 | 63 | 14 | 4 | 0 | 263 |
| 15:15 | 0 | 0 | 0 | 0 | 3 | 8 | 10 | 5 | 8 | 20 | 20 | 5 | 0 | 0 | 79 |
| 15:30 | 0 | 0 | 0 | 0 | 5 | 1 | 1 | 4 | 4 | 41 | 23 | 7 | 0 | 0 | 86 |
| 15:45 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 18 | 44 | 30 | 6 | 0 | 1 | 107 |
| 16:00 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 5 | 32 | 56 | 29 | 2 | 1 | 0 | 135 |
| Hour Total | 0 | 0 | 0 | 1 | 12 | 12 | 18 | 17 | 62 | 161 | 102 | 20 | 1 | 1 | 407 |
| 16:15 | 1 | 0 | 0 | 2 | 2 | 21 | 18 | 14 | 37 | 42 | 21 | 3 | 0 | 0 | 161 |
| 16:30 | 0 | 0 | 0 | 2 | 5 | 12 | 14 | 16 | 49 | 69 | 20 | 5 | 0 | 0 | 192 |
| 16:45 | 0 | 0 | 0 | 0 | 7 | 12 | 25 | 22 | 39 | 65 | 24 | 5 | 2 | 0 | 201 |
| 17:00 | 12 | 16 | 19 | 62 | 34 | 49 | 52 | 28 | 8 | 1 | 0 | 0 | 0 | 0 | 281 |
| Hour Total | 13 | 16 | 19 | 66 | 48 | 94 | 109 | 80 | 133 | 177 | 65 | 13 | 2 | 0 | 835 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 6 | 22 | 32 | 29 | 55 | 64 | 32 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 259 |
| 17:30 | 1 | 0 | 2 | 5 | 15 | 12 | 26 | 57 | 78 | 38 | 8 | 6 | 0 | 0 | 248 |
| 17:45 | 0 | 0 | 0 | 5 | 3 | 33 | 53 | 52 | 53 | 35 | 3 | 0 | 0 | 0 | 237 |
| 18:00 | 0 | 0 | 0 | 0 | 16 | 35 | 49 | 54 | 76 | 21 | 4 | 0 | 0 | 0 | 255 |
| Hour Total | 7 | 22 | 34 | 39 | 89 | 144 | 160 | 174 | 215 | 94 | 15 | 6 | 0 | 0 | 999 |
| 18:15 | 0 | 0 | 5 | 8 | 16 | 11 | 34 | 51 | 45 | 56 | 15 | 1 | 0 | 0 | 242 |
| 18:30 | 1 | 0 | 0 | 2 | 2 | 24 | 11 | 19 | 54 | 85 | 14 | 1 | 0 | 0 | 213 |
| 18:45 | 0 | 0 | 0 | 2 | 2 | 16 | 18 | 21 | 57 | 62 | 9 | 1 | 0 | 0 | 188 |
| 19:00 | 0 | 0 | 0 | 0 | 11 | 4 | 14 | 28 | 52 | 51 | 8 | 2 | 0 | 0 | 170 |
| Hour Total | 1 | 0 | 5 | 12 | 31 | 55 | 77 | 119 | 208 | 254 | 46 | 5 | 0 | 0 | 813 |
| 19:15 | 0 | 0 | 0 | 1 | 7 | 13 | 8 | 11 | 27 | 33 | 13 | 3 | 0 | 0 | 116 |
| 19:30 | 0 | 0 | 0 | 0 | 5 | 21 | 1 | 7 | 18 | 34 | 16 | 3 | 0 | 0 | 105 |
| 19:45 | 0 | 0 | 0 | 1 | 4 | 7 | 3 | 9 | 21 | 40 | 22 | 1 | 0 | 0 | 108 |
| 20:00 | 0 | 0 | 0 | 3 | 5 | 7 | 1 | 1 | 18 | 28 | 16 | 6 | 0 | 0 | 85 |
| Hour Total | 0 | 0 | 0 | 5 | 21 | 48 | 13 | 28 | 84 | 135 | 67 | 13 | 0 | 0 | 414 |
| 20:15 | 0 | 0 | 0 | 2 | 6 | 5 | 4 | 0 | 14 | 30 | 13 | 3 | 0 | 0 | 77 |
| 20:30 | 0 | 0 | 0 | 0 | 5 | 8 | 2 | 8 | 12 | 25 | 9 | 1 | 0 | 0 | 70 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 8 | 32 | 15 | 3 | 0 | 0 | 66 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 14 | 15 | 17 | 1 | 0 | 0 | 55 |
| Hour Total | 0 | 0 | 0 | 2 | 13 | 15 | 11 | 15 | 48 | 102 | 54 | 8 | 0 | 0 | 268 |
| 21:15 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 14 | 12 | 4 | 3 | 0 | 0 | 40 |
| 21:30 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 2 | 8 | 24 | 8 | 0 | 0 | 0 | 52 |
| 21:45 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 11 | 26 | 14 | 2 | 0 | 0 | 61 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 9 | 26 | 5 | 0 | 0 | 0 | 44 |
| Hour Total | 0 | 0 | 0 | 0 | 11 | 3 | 9 | 8 | 42 | 88 | 31 | 5 | 0 | 0 | 197 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 4 | 6 | 8 | 11 | 0 | 0 | 0 | 34 |
| 22:30 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 2 | 2 | 14 | 3 | 0 | 0 | 0 | 31 |
| 22:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 10 | 7 | 0 | 0 | 0 | 24 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 6 | 0 | 0 | 0 | 25 |
| Hour Total | 0 | 0 | 0 | 1 | 5 | 7 | 4 | 7 | 22 | 41 | 27 | 0 | 0 | 0 | 114 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 6 | 12 | 3 | 1 | 0 | 0 | 28 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 7 | 9 | 5 | 5 | 0 | 0 | 31 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 7 | 2 | 2 | 0 | 0 | 15 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 4 | 1 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 5 | 20 | 33 | 14 | 9 | 0 | 0 | 88 |
| DAY TOTAL | 22 | 38 | 65 | 180 | 350 | 506 | 475 | 552 | 1095 | 1707 | 860 | 220 | 27 | 3 | 6100 |
| PERCENTS | 0.4% | 0.7% | 1.1% | 3.0% | 5.8% | 8.3% | 7.8% | 9.1% | 17.9% | 27.9% | 14.0% | 3.6% | 0.4% | 0.0% | 100% |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

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

Statistical Information...

15th Percentile Speed
32.6 mph

85th Percentile Speed
56.1 mph

Median Speed
48.9 mph

Average Speed
45.9 mph

10 MPH Pace Speed
45 mph to 55 mph
2802 vehicles in pace
Representing 45.9% of the total vehicles

Vehicles > 45 MPH
3912
64.1%

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 9 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 5 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 11 | 14 | 5 | 1 | 0 | 0 | 39 |
| 01:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 8 | 2 | 0 | 0 | 0 | 18 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 9 | 1 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 21 | 22 | 4 | 0 | 0 | 0 | 54 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 1 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 6 | 1 | 0 | 1 | 0 | 17 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 4 | 1 | 1 | 0 | 0 | 13 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 04:30 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 13 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 7 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 4 | 4 | 2 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 5 | 13 | 6 | 2 | 0 | 0 | 30 |
| 06:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 7 | 2 | 0 | 0 | 20 |
| 06:30 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | 17 | 6 | 2 | 1 | 0 | 34 |
| 06:45 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 2 | 5 | 7 | 10 | 3 | 1 | 1 | 37 |
| 07:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 2 | 2 | 4 | 11 | 1 | 2 | 0 | 28 |
| Hour Total | 0 | 0 | 0 | 3 | 6 | 6 | 4 | 6 | 10 | 37 | 34 | 8 | 4 | 1 | 119 |
| 07:15 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 12 | 9 | 3 | 2 | 0 | 35 |
| 07:30 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 5 | 22 | 10 | 5 | 0 | 0 | 48 |
| 07:45 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 2 | 5 | 13 | 9 | 2 | 0 | 0 | 41 |
| 08:00 | 0 | 0 | 0 | 2 | 7 | 8 | 2 | 4 | 5 | 11 | 12 | 4 | 1 | 0 | 56 |
| Hour Total | 0 | 0 | 0 | 5 | 16 | 13 | 3 | 10 | 18 | 58 | 40 | 14 | 3 | 0 | 180 |
| 08:15 | 0 | 0 | 0 | 0 | 5 | 5 | 6 | 3 | 7 | 11 | 20 | 4 | 0 | 0 | 61 |
| 08:30 | 0 | 0 | 0 | 3 | 2 | 6 | 5 | 6 | 4 | 16 | 16 | 6 | 0 | 0 | 64 |
| 08:45 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 3 | 3 | 16 | 10 | 4 | 2 | 1 | 53 |
| 09:00 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 10 | 20 | 12 | 7 | 1 | 0 | 64 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
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County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 6 | 16 | 24 | 14 | 12 | 24 | 63 | 58 | 21 | 3 | 1 | 242 |
| 09:15 | 0 | 0 | 0 | 1 | 8 | 3 | 4 | 3 | 10 | 21 | 10 | 2 | 2 | 1 | 65 |
| 09:30 | 0 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 11 | 14 | 8 | 4 | 1 | 0 | 48 |
| 09:45 | 0 | 0 | 0 | 2 | 1 | 6 | 2 | 2 | 5 | 19 | 8 | 6 | 0 | 0 | 51 |
| 10:00 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 8 | 14 | 14 | 8 | 6 | 30 | 54 | 26 | 12 | 4 | 1 | 177 |
| 10:15 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 6 | 23 | 30 | 19 | 7 | 2 | 0 | 96 |
| 10:30 | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 2 | 4 | 8 | 13 | 1 | 0 | 0 | 37 |
| 10:45 | 0 | 0 | 0 | 3 | 8 | 2 | 3 | 2 | 9 | 3 | 8 | 4 | 0 | 0 | 42 |
| 11:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 13 | 12 | 2 | 0 | 1 | 37 |
| Hour Total | 0 | 0 | 1 | 3 | 17 | 12 | 4 | 12 | 40 | 54 | 52 | 14 | 2 | 1 | 212 |
| 11:15 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 2 | 1 | 12 | 9 | 6 | 1 | 0 | 40 |
| 11:30 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 4 | 5 | 13 | 5 | 2 | 0 | 0 | 36 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 4 | 14 | 8 | 4 | 0 | 0 | 35 |
| 12:00 | 0 | 0 | 0 | 1 | 3 | 5 | 2 | 11 | 11 | 11 | 10 | 0 | 1 | 0 | 55 |
| Hour Total | 0 | 0 | 0 | 3 | 8 | 12 | 7 | 19 | 21 | 50 | 32 | 12 | 2 | 0 | 166 |
| 12:15 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 3 | 28 | 10 | 4 | 0 | 0 | 57 |
| 12:30 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 5 | 12 | 19 | 6 | 1 | 0 | 0 | 52 |
| 12:45 | 0 | 0 | 2 | 1 | 2 | 3 | 2 | 3 | 10 | 13 | 12 | 0 | 0 | 0 | 48 |
| 13:00 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 8 | 17 | 16 | 2 | 0 | 0 | 51 |
| Hour Total | 0 | 0 | 2 | 3 | 14 | 11 | 8 | 9 | 33 | 77 | 44 | 7 | 0 | 0 | 208 |
| 13:15 | 0 | 0 | 1 | 1 | 9 | 14 | 11 | 1 | 11 | 14 | 11 | 2 | 0 | 0 | 75 |
| 13:30 | 0 | 0 | 0 | 1 | 4 | 5 | 4 | 3 | 6 | 22 | 13 | 5 | 0 | 0 | 63 |
| 13:45 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 8 | 18 | 18 | 7 | 1 | 0 | 60 |
| 14:00 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 2 | 9 | 23 | 12 | 4 | 3 | 0 | 64 |
| Hour Total | 0 | 0 | 1 | 3 | 18 | 26 | 20 | 7 | 34 | 77 | 54 | 18 | 4 | 0 | 262 |
| 14:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 9 | 26 | 17 | 10 | 3 | 0 | 69 |
| 14:30 | 0 | 0 | 0 | 1 | 5 | 8 | 0 | 2 | 5 | 20 | 15 | 10 | 3 | 0 | 69 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 1 | 10 | 15 | 24 | 6 | 2 | 0 | 68 |
| 15:00 | 0 | 0 | 0 | 3 | 3 | 10 | 9 | 4 | 7 | 24 | 16 | 4 | 1 | 0 | 81 |
| Hour Total | 0 | 0 | 0 | 6 | 11 | 21 | 12 | 10 | 31 | 85 | 72 | 30 | 9 | 0 | 287 |
| 15:15 | 0 | 0 | 0 | 3 | 2 | 4 | 3 | 1 | 7 | 23 | 22 | 4 | 0 | 0 | 69 |
| 15:30 | 0 | 0 | 0 | 1 | 7 | 5 | 5 | 6 | 16 | 36 | 17 | 6 | 1 | 0 | 100 |
| 15:45 | 0 | 0 | 0 | 1 | 7 | 8 | 6 | 13 | 20 | 30 | 13 | 3 | 1 | 0 | 102 |
| 16:00 | 0 | 0 | 0 | 1 | 3 | 14 | 7 | 7 | 18 | 38 | 35 | 7 | 1 | 0 | 131 |
| Hour Total | 0 | 0 | 0 | 6 | 19 | 31 | 21 | 27 | 61 | 127 | 87 | 20 | 3 | 0 | 402 |
| 16:15 | 0 | 0 | 0 | 0 | 3 | 4 | 8 | 11 | 38 | 78 | 27 | 1 | 1 | 0 | 171 |
| 16:30 | 0 | 0 | 0 | 0 | 4 | 24 | 13 | 13 | 38 | 65 | 19 | 1 | 0 | 0 | 177 |
| 16:45 | 1 | 0 | 0 | 1 | 5 | 10 | 20 | 6 | 46 | 78 | 30 | 4 | 0 | 0 | 201 |
| 17:00 | 4 | 10 | 21 | 31 | 40 | 83 | 48 | 8 | 11 | 9 | 14 | 3 | 0 | 0 | 282 |
| Hour Total | 5 | 10 | 21 | 32 | 52 | 121 | 89 | 38 | 133 | 230 | 90 | 9 | 1 | 0 | 831 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 9 | 10 | 30 | 59 | 69 | 64 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| 17:30 | 3 | 2 | 3 | 28 | 39 | 39 | 62 | 47 | 43 | 18 | 0 | 0 | 0 | 0 | 284 |
| 17:45 | 0 | 0 | 0 | 4 | 4 | 27 | 40 | 23 | 54 | 64 | 11 | 2 | 0 | 0 | 229 |
| 18:00 | 0 | 0 | 0 | 9 | 11 | 41 | 42 | 38 | 49 | 25 | 19 | 2 | 0 | 0 | 236 |
| Hour Total | 12 | 12 | 33 | 100 | 123 | 171 | 168 | 111 | 146 | 107 | 30 | 4 | 0 | 0 | 1017 |
| 18:15 | 0 | 0 | 0 | 4 | 10 | 23 | 32 | 49 | 66 | 35 | 7 | 0 | 0 | 0 | 226 |
| 18:30 | 1 | 0 | 0 | 1 | 26 | 32 | 34 | 29 | 63 | 53 | 0 | 0 | 0 | 0 | 239 |
| 18:45 | 0 | 0 | 0 | 2 | 10 | 14 | 17 | 31 | 53 | 38 | 8 | 1 | 0 | 0 | 174 |
| 19:00 | 0 | 0 | 0 | 3 | 3 | 13 | 10 | 19 | 49 | 50 | 13 | 0 | 0 | 0 | 160 |
| Hour Total | 1 | 0 | 0 | 10 | 49 | 82 | 93 | 128 | 231 | 176 | 28 | 1 | 0 | 0 | 799 |
| 19:15 | 0 | 0 | 0 | 1 | 6 | 20 | 20 | 18 | 32 | 47 | 9 | 1 | 0 | 0 | 154 |
| 19:30 | 0 | 0 | 0 | 2 | 1 | 7 | 15 | 13 | 21 | 43 | 14 | 3 | 0 | 0 | 119 |
| 19:45 | 0 | 0 | 0 | 0 | 4 | 8 | 5 | 14 | 22 | 29 | 12 | 2 | 0 | 0 | 96 |
| 20:00 | 0 | 0 | 1 | 1 | 6 | 8 | 5 | 12 | 25 | 18 | 11 | 2 | 0 | 0 | 89 |
| Hour Total | 0 | 0 | 1 | 4 | 17 | 43 | 45 | 57 | 100 | 137 | 46 | 8 | 0 | 0 | 458 |
| 20:15 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 6 | 24 | 30 | 12 | 3 | 0 | 0 | 85 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 16 | 27 | 7 | 3 | 0 | 0 | 62 |
| 20:45 | 0 | 0 | 0 | 2 | 4 | 3 | 3 | 4 | 16 | 21 | 11 | 3 | 0 | 0 | 67 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 9 | 27 | 16 | 1 | 0 | 0 | 58 |
| Hour Total | 0 | 0 | 0 | 2 | 10 | 9 | 7 | 18 | 65 | 105 | 46 | 10 | 0 | 0 | 272 |
| 21:15 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 6 | 36 | 6 | 3 | 0 | 0 | 62 |
| 21:30 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 8 | 19 | 10 | 4 | 0 | 0 | 46 |
| 21:45 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 16 | 12 | 2 | 0 | 0 | 40 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 24 | 7 | 1 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 1 | 10 | 4 | 3 | 4 | 35 | 95 | 35 | 10 | 0 | 0 | 197 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 13 | 10 | 1 | 0 | 0 | 45 |
| 22:30 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 3 | 12 | 20 | 14 | 2 | 0 | 0 | 60 |
| 22:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 12 | 4 | 1 | 0 | 0 | 30 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 4 | 15 | 9 | 1 | 1 | 0 | 35 |
| Hour Total | 0 | 0 | 1 | 3 | 4 | 6 | 1 | 7 | 45 | 60 | 37 | 5 | 1 | 0 | 170 |
| 23:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 4 | 7 | 4 | 0 | 0 | 0 | 20 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 13 | 4 | 0 | 0 | 0 | 29 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 8 | 7 | 7 | 0 | 0 | 0 | 25 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 12 | 2 | 2 | 0 | 0 | 21 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 2 | 26 | 39 | 17 | 2 | 0 | 0 | 95 |
| DAY TOTAL | 18 | 22 | 60 | 204 | 410 | 613 | 512 | 499 | 1131 | 1694 | 846 | 210 | 37 | 4 | 6260 |
| PERCENTS | 0.3% | 0.4% | 1.0% | 3.3% | 6.6% | 9.8% | 8.2% | 8.0% | 18.1% | 27.0% | 13.5% | 3.3% | 0.5% | 0.0% | 100% |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

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

Statistical Information...

15th Percentile Speed
31.8 mph

85th Percentile Speed
55.9 mph

Median Speed
48.5 mph

Average Speed
45.5 mph

10 MPH Pace Speed
45 mph to 55 mph
2825 vehicles in pace
Representing 45.1% of the total vehicles

Vehicles > 45 MPH
3922
62.7%

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 8 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 3 | 6 | 0 | 0 | 16 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7 | 14 | 8 | 7 | 0 | 0 | 40 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 16 | 4 | 2 | 0 | 0 | 26 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 6 | 0 | 0 | 0 | 26 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 8 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | 33 | 11 | 4 | 0 | 0 | 64 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 7 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 8 | 7 | 2 | 1 | 0 | 0 | 21 |
| 03:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 6 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 7 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 5 | 3 | 2 | 0 | 0 | 19 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 13 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 8 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 6 |
| 06:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 6 | 2 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 6 | 6 | 15 | 4 | 0 | 0 | 0 | 34 |
| 06:15 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 3 | 5 | 11 | 1 | 1 | 0 | 26 |
| 06:30 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 10 | 8 | 0 | 1 | 0 | 22 |
| 06:45 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 2 | 4 | 6 | 2 | 8 | 1 | 0 | 30 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 5 | 6 | 3 | 0 | 1 | 20 |
| Hour Total | 0 | 0 | 0 | 1 | 7 | 6 | 3 | 4 | 8 | 26 | 27 | 12 | 3 | 1 | 98 |
| 07:15 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 12 | 8 | 2 | 2 | 0 | 32 |
| 07:30 | 0 | 0 | 1 | 1 | 3 | 5 | 1 | 4 | 4 | 14 | 10 | 4 | 0 | 0 | 47 |
| 07:45 | 0 | 0 | 0 | 1 | 5 | 4 | 7 | 5 | 4 | 17 | 5 | 2 | 2 | 0 | 52 |
| 08:00 | 0 | 0 | 0 | 1 | 8 | 10 | 5 | 2 | 5 | 12 | 7 | 4 | 2 | 0 | 56 |
| Hour Total | 0 | 0 | 1 | 5 | 18 | 19 | 14 | 13 | 14 | 55 | 30 | 12 | 6 | 0 | 187 |
| 08:15 | 0 | 0 | 0 | 1 | 6 | 3 | 3 | 1 | 0 | 17 | 23 | 7 | 1 | 1 | 63 |
| 08:30 | 0 | 0 | 0 | 1 | 3 | 3 | 4 | 1 | 3 | 28 | 20 | 8 | 1 | 0 | 72 |
| 08:45 | 0 | 0 | 0 | 0 | 8 | 11 | 3 | 4 | 15 | 15 | 5 | 2 | 0 | 1 | 64 |
| 09:00 | 0 | 0 | 0 | 0 | 6 | 9 | 1 | 0 | 7 | 13 | 16 | 4 | 0 | 1 | 57 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 2 | 23 | 26 | 11 | 6 | 25 | 73 | 64 | 21 | 2 | 3 | 256 |
| 09:15 | 0 | 0 | 0 | 2 | 5 | 9 | 7 | 5 | 6 | 14 | 15 | 3 | 1 | 0 | 67 |
| 09:30 | 0 | 0 | 0 | 4 | 6 | 6 | 3 | 1 | 5 | 13 | 10 | 5 | 0 | 1 | 54 |
| 09:45 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 2 | 5 | 21 | 18 | 13 | 0 | 0 | 69 |
| 10:00 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 2 | 5 | 16 | 4 | 5 | 0 | 0 | 42 |
| Hour Total | 0 | 0 | 0 | 8 | 17 | 23 | 14 | 10 | 21 | 64 | 47 | 26 | 1 | 1 | 232 |
| 10:15 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 3 | 12 | 5 | 5 | 3 | 0 | 36 |
| 10:30 | 0 | 0 | 1 | 1 | 5 | 3 | 0 | 4 | 9 | 13 | 9 | 0 | 0 | 0 | 45 |
| 10:45 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 2 | 9 | 13 | 15 | 2 | 1 | 0 | 49 |
| 11:00 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 4 | 13 | 8 | 0 | 1 | 0 | 32 |
| Hour Total | 0 | 0 | 1 | 4 | 12 | 9 | 2 | 9 | 25 | 51 | 37 | 7 | 5 | 0 | 162 |
| 11:15 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 3 | 6 | 11 | 9 | 3 | 0 | 0 | 44 |
| 11:30 | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 3 | 4 | 16 | 8 | 1 | 0 | 0 | 40 |
| 11:45 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 8 | 13 | 8 | 2 | 2 | 0 | 41 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 8 | 14 | 12 | 7 | 0 | 0 | 44 |
| Hour Total | 0 | 0 | 0 | 5 | 10 | 8 | 7 | 7 | 26 | 54 | 37 | 13 | 2 | 0 | 169 |
| 12:15 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 4 | 13 | 15 | 11 | 8 | 2 | 0 | 61 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 12 | 11 | 0 | 0 | 41 |
| 12:45 | 0 | 0 | 1 | 1 | 3 | 3 | 4 | 5 | 3 | 15 | 18 | 5 | 0 | 1 | 59 |
| 13:00 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 10 | 11 | 17 | 3 | 1 | 0 | 47 |
| Hour Total | 0 | 0 | 1 | 2 | 6 | 8 | 6 | 11 | 30 | 55 | 58 | 27 | 3 | 1 | 208 |
| 13:15 | 0 | 0 | 0 | 4 | 4 | 5 | 5 | 1 | 8 | 23 | 10 | 4 | 0 | 0 | 64 |
| 13:30 | 0 | 0 | 0 | 0 | 6 | 5 | 2 | 1 | 8 | 11 | 20 | 11 | 0 | 0 | 64 |
| 13:45 | 0 | 0 | 0 | 1 | 6 | 9 | 7 | 2 | 9 | 19 | 10 | 1 | 1 | 0 | 65 |
| 14:00 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 1 | 8 | 28 | 23 | 4 | 0 | 0 | 74 |
| Hour Total | 0 | 0 | 0 | 6 | 18 | 25 | 15 | 5 | 33 | 81 | 63 | 20 | 1 | 0 | 267 |
| 14:15 | 0 | 0 | 0 | 2 | 10 | 9 | 7 | 2 | 4 | 15 | 17 | 3 | 2 | 0 | 71 |
| 14:30 | 0 | 0 | 0 | 2 | 1 | 9 | 10 | 2 | 13 | 29 | 10 | 6 | 1 | 0 | 83 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 12 | 29 | 13 | 5 | 0 | 0 | 65 |
| 15:00 | 0 | 0 | 0 | 2 | 4 | 4 | 8 | 2 | 11 | 21 | 15 | 1 | 1 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 7 | 18 | 23 | 26 | 6 | 40 | 94 | 55 | 15 | 4 | 0 | 288 |
| 15:15 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 1 | 6 | 31 | 19 | 9 | 0 | 0 | 76 |
| 15:30 | 0 | 0 | 0 | 1 | 2 | 10 | 5 | 0 | 14 | 45 | 31 | 2 | 0 | 0 | 110 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 15 | 39 | 25 | 10 | 0 | 0 | 107 |
| 16:00 | 0 | 0 | 1 | 1 | 8 | 7 | 9 | 5 | 21 | 41 | 25 | 9 | 0 | 0 | 127 |
| Hour Total | 0 | 0 | 1 | 4 | 13 | 26 | 19 | 15 | 56 | 156 | 100 | 30 | 0 | 0 | 420 |
| 16:15 | 0 | 0 | 0 | 1 | 5 | 6 | 2 | 8 | 34 | 55 | 33 | 5 | 0 | 0 | 149 |
| 16:30 | 0 | 0 | 0 | 1 | 3 | 19 | 20 | 18 | 30 | 70 | 22 | 4 | 0 | 0 | 187 |
| 16:45 | 0 | 0 | 0 | 1 | 6 | 19 | 41 | 30 | 37 | 60 | 25 | 2 | 1 | 0 | 222 |
| 17:00 | 0 | 0 | 0 | 0 | 2 | 16 | 22 | 35 | 59 | 62 | 22 | 2 | 0 | 0 | 220 |
| Hour Total | 0 | 0 | 0 | 3 | 16 | 60 | 85 | 91 | 160 | 247 | 102 | 13 | 1 | 0 | 778 |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 7 | 17 | 21 | 40 | 73 | 58 | 13 | 6 | 9 | 6 | 1 | 0 | 0 | 0 | 251 |
| 17:30 | 1 | 0 | 13 | 25 | 62 | 83 | 68 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 274 |
| 17:45 | 12 | 19 | 20 | 45 | 56 | 78 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 18:00 | 3 | 9 | 22 | 20 | 80 | 96 | 44 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 282 |
| Hour Total | 23 | 45 | 76 | 130 | 271 | 315 | 161 | 35 | 13 | 6 | 1 | 0 | 0 | 0 | 1076 |
| 18:15 | 0 | 0 | 0 | 1 | 4 | 16 | 42 | 40 | 59 | 35 | 3 | 3 | 0 | 0 | 203 |
| 18:30 | 0 | 0 | 2 | 6 | 11 | 32 | 32 | 50 | 50 | 24 | 7 | 0 | 0 | 0 | 214 |
| 18:45 | 1 | 0 | 0 | 3 | 15 | 29 | 49 | 53 | 43 | 25 | 8 | 0 | 0 | 0 | 226 |
| 19:00 | 0 | 0 | 0 | 3 | 3 | 14 | 19 | 33 | 30 | 41 | 12 | 2 | 0 | 0 | 157 |
| Hour Total | 1 | 0 | 2 | 13 | 33 | 91 | 142 | 176 | 182 | 125 | 30 | 5 | 0 | 0 | 800 |
| 19:15 | 0 | 0 | 0 | 2 | 4 | 18 | 12 | 19 | 39 | 45 | 14 | 1 | 0 | 0 | 154 |
| 19:30 | 0 | 0 | 0 | 3 | 7 | 16 | 19 | 15 | 21 | 42 | 11 | 3 | 0 | 0 | 137 |
| 19:45 | 0 | 0 | 0 | 2 | 9 | 13 | 12 | 5 | 19 | 33 | 13 | 4 | 0 | 0 | 110 |
| 20:00 | 0 | 0 | 0 | 2 | 6 | 10 | 5 | 10 | 15 | 35 | 15 | 1 | 1 | 0 | 100 |
| Hour Total | 0 | 0 | 0 | 9 | 26 | 57 | 48 | 49 | 94 | 155 | 53 | 9 | 1 | 0 | 501 |
| 20:15 | 0 | 0 | 0 | 0 | 6 | 9 | 7 | 5 | 19 | 22 | 10 | 3 | 1 | 0 | 82 |
| 20:30 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 3 | 12 | 40 | 14 | 0 | 0 | 0 | 81 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 11 | 25 | 14 | 5 | 0 | 0 | 63 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 16 | 14 | 12 | 2 | 0 | 0 | 51 |
| Hour Total | 0 | 0 | 0 | 4 | 13 | 18 | 11 | 11 | 58 | 101 | 50 | 10 | 1 | 0 | 277 |
| 21:15 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 3 | 11 | 19 | 5 | 1 | 1 | 0 | 51 |
| 21:30 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 2 | 10 | 18 | 8 | 0 | 0 | 0 | 49 |
| 21:45 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 9 | 27 | 8 | 3 | 0 | 0 | 55 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 6 | 12 | 16 | 2 | 0 | 0 | 0 | 42 |
| Hour Total | 0 | 0 | 0 | 1 | 12 | 17 | 5 | 12 | 42 | 80 | 23 | 4 | 1 | 0 | 197 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 8 | 4 | 0 | 0 | 33 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 8 | 13 | 3 | 2 | 1 | 0 | 31 |
| 22:45 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 1 | 15 | 10 | 1 | 0 | 0 | 34 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 10 | 4 | 4 | 0 | 0 | 26 |
| Hour Total | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 5 | 18 | 56 | 25 | 11 | 1 | 0 | 124 |
| 23:15 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 10 | 14 | 6 | 4 | 0 | 0 | 41 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 11 | 5 | 1 | 0 | 0 | 27 |
| 23:45 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 3 | 17 | 6 | 1 | 0 | 0 | 32 |
| 24:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 4 | 3 | 1 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 2 | 4 | 6 | 1 | 3 | 27 | 46 | 20 | 7 | 0 | 0 | 116 |
| DAY TOTAL | 24 | 45 | 82 | 207 | 527 | 743 | 572 | 480 | 920 | 1601 | 852 | 256 | 32 | 6 | 6347 |
| PERCENTS | 0.4% | 0.8% | 1.3% | 3.3% | 8.4% | 11.8% | 9.0% | 7.5% | 14.4% | 25.2% | 13.4% | 4.0% | 0.5% | 0.0% | 100% |

Station #: Site A-SBI
Site ID: 000000009375
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002002.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 64 | 207 | 1287 | 1559 | 3146 | 2558 | 96 | 105 | 591 | 1862 | 1531 | 5002 | 686 | 13 | 18707 |
| PERCENTS | 0.4% | 0.6% | 1.2% | 3.2% | 6.9% | 10.0% | 8.4% | 8.1% | 16.8% | 26.7% | 13.6% | 3.6% | 0.5% | 0.0% | 100% |

Statistical Information...

15th Percentile Speed
30.5 mph

85th Percentile Speed
56.1 mph

Median Speed
47.7 mph

Average Speed
44.5 mph

10 MPH Pace Speed
45 mph to 55 mph
2521 vehicles in pace
Representing 39.7% of the total vehicles

Vehicles > 45 MPH
3667
57.8%

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 00:30 | 2 | 39 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 00:45 | 1 | 15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:00 | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 3 | 99 | 33 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 01:15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 01:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 02:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:30 | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 03:15 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:30 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 19 | 7 | 0 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:15 | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:30 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:45 | 0 | 19 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 25 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 73 | 12 | 1 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 05:15 | 0 | 45 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 05:30 | 0 | 61 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 05:45 | 1 | 50 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 06:00 | 0 | 61 | 13 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 1 | 217 | 39 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 06:15 | 1 | 60 | 19 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 06:30 | 2 | 76 | 15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 06:45 | 1 | 59 | 20 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 07:00 | 0 | 65 | 18 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 4 | 260 | 72 | 1 | 5 | 5 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 353 |
| 07:15 | 0 | 79 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 07:30 | 0 | 103 | 29 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 07:45 | 0 | 63 | 25 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 08:00 | 1 | 85 | 30 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| Hour Total | 1 | 330 | 103 | 0 | 1 | 2 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 449 |
| 08:15 | 1 | 68 | 20 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:30 | 0 | 69 | 24 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:45 | 0 | 71 | 29 | 0 | 2 | 1 | 2 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 112 |
| 09:00 | 0 | 76 | 33 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 284 | 106 | 0 | 7 | 3 | 8 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 419 |
| 09:15 | 0 | 51 | 23 | 0 | 1 | 1 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 09:30 | 0 | 55 | 36 | 0 | 3 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 09:45 | 0 | 59 | 25 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 10:00 | 0 | 45 | 26 | 0 | 4 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 0 | 210 | 110 | 0 | 11 | 4 | 9 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 361 |
| 10:15 | 1 | 46 | 22 | 1 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 10:30 | 2 | 55 | 26 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:45 | 0 | 54 | 20 | 0 | 5 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 11:00 | 0 | 62 | 26 | 0 | 2 | 4 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Hour Total | 3 | 217 | 94 | 1 | 11 | 11 | 6 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 357 |
| 11:15 | 0 | 59 | 22 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 11:30 | 0 | 65 | 22 | 1 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:45 | 0 | 83 | 22 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 12:00 | 1 | 72 | 18 | 0 | 2 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Hour Total | 1 | 279 | 84 | 1 | 9 | 5 | 11 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |
| 12:15 | 0 | 70 | 28 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 12:30 | 0 | 82 | 30 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 12:45 | 0 | 86 | 24 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 13:00 | 0 | 82 | 23 | 0 | 3 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| Hour Total | 0 | 320 | 105 | 2 | 6 | 4 | 6 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 13:15 | 0 | 87 | 24 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 13:30 | 0 | 74 | 24 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 13:45 | 0 | 92 | 27 | 1 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 129 |
| 14:00 | 2 | 98 | 34 | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Hour Total | 2 | 351 | 109 | 1 | 6 | 4 | 5 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 487 |
| 14:15 | 2 | 91 | 30 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 14:30 | 0 | 132 | 41 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 14:45 | 0 | 134 | 33 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 15:00 | 0 | 154 | 42 | 0 | 4 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| Hour Total | 2 | 511 | 146 | 1 | 9 | 4 | 4 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 686 |
| 15:15 | 1 | 165 | 42 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 215 |
| 15:30 | 0 | 196 | 63 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 266 |
| 15:45 | 0 | 174 | 60 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 237 |
| 16:00 | 1 | 196 | 73 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 282 |
| Hour Total | 2 | 731 | 238 | 2 | 5 | 4 | 2 | 2 | 6 | 1 | 0 | 4 | 3 | 0 | 0 | 1000 |
| 16:15 | 0 | 183 | 58 | 1 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 251 |
| 16:30 | 1 | 202 | 60 | 0 | 3 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 276 |
| 16:45 | 1 | 207 | 67 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| 17:00 | 2 | 199 | 66 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 274 |
| Hour Total | 4 | 791 | 251 | 2 | 8 | 5 | 0 | 2 | 8 | 2 | 3 | 1 | 2 | 0 | 0 | 1079 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 210 | 59 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 277 |
| 17:30 | 0 | 221 | 49 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 276 |
| 17:45 | 1 | 193 | 66 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 18:00 | 1 | 176 | 59 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| Hour Total | 2 | 800 | 233 | 0 | 3 | 2 | 2 | 3 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1051 |
| 18:15 | 2 | 151 | 31 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 18:30 | 0 | 141 | 30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 18:45 | 0 | 134 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 19:00 | 0 | 113 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| Hour Total | 2 | 539 | 124 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 669 |
| 19:15 | 0 | 99 | 32 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 19:30 | 0 | 97 | 34 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 19:45 | 0 | 98 | 28 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 20:00 | 0 | 88 | 24 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| Hour Total | 0 | 382 | 118 | 0 | 2 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 510 |
| 20:15 | 0 | 70 | 25 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 99 |
| 20:30 | 0 | 80 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 20:45 | 0 | 84 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 21:00 | 1 | 74 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Hour Total | 1 | 308 | 71 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 388 |
| 21:15 | 0 | 63 | 16 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 21:30 | 0 | 66 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 21:45 | 0 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 22:00 | 0 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Hour Total | 0 | 235 | 38 | 0 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 22:15 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 22:30 | 0 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 22:45 | 0 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 23:00 | 1 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 1 | 175 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 23:15 | 0 | 23 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 23:30 | 0 | 21 | 5 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 23:45 | 0 | 24 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 24:00 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 93 | 26 | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| DAY TOTAL | 30 | 7286 | 2156 | 12 | 96 | 65 | 59 | 26 | 139 | 6 | 4 | 6 | 6 | 0 | 0 | 9891 |
| PERCENTS | 0.4% | 73.7% | 21.8% | 0.2% | 1.0% | 0.7% | 0.6% | 0.2% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.7% Trucks & Buses 4.2%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:45 | 07:15 | 08:45 | 04:15 | 10:00 | 10:15 | 08:30 | 05:30 | 08:45 | 06:15 | 05:45 | | 08:00 | | | 07:15 |
| AM Peaks | 4 | 330 | 121 | 1 | 13 | 11 | 11 | 3 | 19 | 1 | 1 | | 1 | | | 449 |
| PM Times | 13:30 | 16:45 | 16:00 | 12:15 | 14:45 | 12:30 | 13:45 | 16:45 | 15:45 | 15:45 | 16:15 | 15:15 | 15:45 | | | 16:30 |
| PM Peaks | 4 | 837 | 258 | 2 | 11 | 6 | 7 | 5 | 11 | 3 | 3 | 4 | 5 | | | 1105 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 00:30 | 3 | 29 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 00:45 | 0 | 12 | 7 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 17 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 3 | 76 | 36 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 01:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 01:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 02:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:15 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 7 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 14 | 9 | 0 | 1 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:15 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:30 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:45 | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:00 | 0 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Hour Total | 0 | 78 | 14 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 05:15 | 0 | 39 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 05:30 | 0 | 60 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 05:45 | 0 | 55 | 15 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 06:00 | 0 | 66 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 0 | 220 | 43 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 06:15 | 1 | 61 | 17 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 82 |
| 06:30 | 2 | 71 | 16 | 0 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 06:45 | 0 | 58 | 15 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 07:00 | 0 | 69 | 22 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 3 | 259 | 70 | 1 | 7 | 6 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 352 |
| 07:15 | 0 | 77 | 20 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 07:30 | 0 | 86 | 26 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 07:45 | 0 | 81 | 30 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 08:00 | 1 | 70 | 33 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 110 |
| Hour Total | 1 | 314 | 109 | 0 | 5 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 444 |
| 08:15 | 0 | 66 | 23 | 0 | 3 | 6 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 08:30 | 0 | 66 | 27 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:45 | 1 | 66 | 25 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 09:00 | 1 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 218 | 80 | 0 | 8 | 10 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 09:15 | 0 | 82 | 37 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 09:30 | 0 | 57 | 20 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 86 |
| 09:45 | 0 | 46 | 23 | 1 | 0 | 4 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:00 | 0 | 52 | 23 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| Hour Total | 0 | 237 | 103 | 2 | 7 | 9 | 4 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 372 |
| 10:15 | 1 | 46 | 23 | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 10:30 | 0 | 49 | 29 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 10:45 | 0 | 75 | 21 | 0 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 11:00 | 0 | 60 | 15 | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 83 |
| Hour Total | 1 | 230 | 88 | 0 | 4 | 14 | 2 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 350 |
| 11:15 | 0 | 87 | 23 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 11:30 | 0 | 73 | 25 | 0 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 11:45 | 1 | 70 | 31 | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 12:00 | 1 | 67 | 19 | 0 | 3 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 2 | 297 | 98 | 1 | 10 | 9 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 431 |
| 12:15 | 1 | 87 | 28 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:30 | 1 | 85 | 37 | 0 | 2 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 12:45 | 0 | 87 | 35 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 13:00 | 0 | 91 | 28 | 1 | 0 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 127 |
| Hour Total | 2 | 350 | 128 | 1 | 2 | 6 | 5 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 505 |
| 13:15 | 1 | 97 | 38 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 13:30 | 1 | 87 | 28 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 13:45 | 1 | 92 | 26 | 0 | 3 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 129 |
| 14:00 | 0 | 101 | 25 | 0 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| Hour Total | 3 | 377 | 117 | 0 | 8 | 5 | 4 | 3 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 530 |
| 14:15 | 1 | 103 | 36 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 14:30 | 0 | 104 | 40 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 149 |
| 14:45 | 2 | 137 | 39 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| 15:00 | 2 | 141 | 41 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| Hour Total | 5 | 485 | 156 | 0 | 11 | 5 | 1 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 670 |
| 15:15 | 0 | 186 | 43 | 0 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 15:30 | 2 | 162 | 60 | 0 | 0 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 15:45 | 0 | 183 | 57 | 1 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 16:00 | 1 | 175 | 82 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 268 |
| Hour Total | 3 | 706 | 242 | 1 | 6 | 9 | 0 | 5 | 9 | 0 | 0 | 2 | 3 | 0 | 0 | 986 |
| 16:15 | 2 | 169 | 60 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 242 |
| 16:30 | 1 | 210 | 64 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 281 |
| 16:45 | 0 | 192 | 59 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 257 |
| 17:00 | 1 | 193 | 54 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 254 |
| Hour Total | 4 | 764 | 237 | 1 | 9 | 2 | 0 | 3 | 4 | 0 | 1 | 0 | 9 | 0 | 0 | 1034 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 195 | 67 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 17:30 | 1 | 219 | 51 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 275 |
| 17:45 | 2 | 192 | 56 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 253 |
| 18:00 | 1 | 183 | 49 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| Hour Total | 5 | 789 | 223 | 1 | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 1029 |
| 18:15 | 1 | 162 | 41 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 18:30 | 0 | 141 | 43 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 18:45 | 3 | 115 | 23 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 19:00 | 0 | 125 | 22 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| Hour Total | 4 | 543 | 129 | 0 | 1 | 1 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 690 |
| 19:15 | 0 | 99 | 20 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 19:30 | 0 | 106 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 19:45 | 1 | 102 | 24 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 20:00 | 0 | 85 | 22 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 1 | 392 | 87 | 0 | 3 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 488 |
| 20:15 | 0 | 101 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 20:30 | 0 | 73 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 20:45 | 0 | 83 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 21:00 | 0 | 82 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Hour Total | 0 | 339 | 59 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 21:15 | 0 | 82 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 21:30 | 1 | 90 | 17 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 21:45 | 0 | 59 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 22:00 | 0 | 50 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 1 | 281 | 50 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 22:15 | 1 | 43 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 22:30 | 1 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 22:45 | 0 | 44 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 23:00 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 2 | 165 | 30 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 23:15 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:30 | 0 | 16 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:45 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 24:00 | 0 | 25 | 8 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 1 | 86 | 23 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| DAY TOTAL | 43 | 7279 | 2148 | 10 | 93 | 94 | 23 | 32 | 125 | 1 | 2 | 5 | 16 | 0 | 0 | 9871 |
| PERCENTS | 0.5% | 73.8% | 21.8% | 0.2% | 1.0% | 0.9% | 0.2% | 0.3% | 1.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.9% Trucks & Buses 4.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 00:45 | 07:15 | 07:45 | 09:15 | 08:00 | 09:45 | 10:45 | 05:45 | 07:45 | | | | 05:30 | | | 07:15 |
| AM Peaks | 3 | 314 | 113 | 2 | 10 | 14 | 6 | 3 | 10 | | | | 1 | | | 444 |
| PM Times | 14:45 | 16:45 | 16:00 | 16:30 | 14:30 | 15:00 | 12:30 | 15:15 | 13:00 | 12:15 | 13:00 | 15:15 | 16:00 | | | 16:30 |
| PM Peaks | 6 | 799 | 265 | 2 | 12 | 10 | 6 | 5 | 13 | 1 | 1 | 2 | 10 | | | 1059 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 00:30 | 3 | 36 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 00:45 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 01:00 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 3 | 94 | 32 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 01:15 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:30 | 0 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 47 | 10 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 02:15 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 03:15 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:30 | 0 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:00 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 29 | 11 | 0 | 0 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 04:15 | 0 | 14 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:30 | 1 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:45 | 0 | 22 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:00 | 0 | 24 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 1 | 74 | 17 | 1 | 3 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 05:15 | 0 | 35 | 10 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 05:30 | 0 | 48 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:45 | 1 | 62 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 06:00 | 0 | 57 | 13 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Hour Total | 1 | 202 | 43 | 0 | 1 | 1 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 06:15 | 0 | 56 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 06:30 | 1 | 80 | 16 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 06:45 | 0 | 69 | 14 | 3 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:00 | 0 | 73 | 23 | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Hour Total | 1 | 278 | 71 | 4 | 3 | 7 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 07:15 | 0 | 89 | 18 | 0 | 2 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 07:30 | 0 | 87 | 27 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 07:45 | 0 | 60 | 30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 08:00 | 0 | 68 | 29 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Hour Total | 0 | 304 | 104 | 0 | 2 | 8 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 429 |
| 08:15 | 0 | 75 | 22 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 105 |
| 08:30 | 0 | 74 | 22 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 08:45 | 1 | 76 | 25 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 108 |
| 09:00 | 0 | 61 | 20 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 286 | 89 | 1 | 8 | 11 | 0 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 405 |
| 09:15 | 0 | 51 | 12 | 0 | 2 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 09:30 | 0 | 52 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 09:45 | 0 | 60 | 23 | 1 | 4 | 3 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:00 | 0 | 57 | 30 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 220 | 83 | 1 | 8 | 10 | 0 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 336 |
| 10:15 | 0 | 64 | 25 | 1 | 2 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 100 |
| 10:30 | 0 | 57 | 26 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 10:45 | 0 | 48 | 28 | 1 | 2 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 11:00 | 0 | 71 | 26 | 0 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| Hour Total | 0 | 240 | 105 | 2 | 11 | 11 | 2 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 384 |
| 11:15 | 1 | 72 | 28 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 11:30 | 0 | 57 | 29 | 0 | 1 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:45 | 0 | 46 | 25 | 1 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:00 | 0 | 59 | 24 | 0 | 5 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Hour Total | 1 | 234 | 106 | 1 | 11 | 7 | 1 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 375 |
| 12:15 | 1 | 69 | 25 | 0 | 2 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 12:30 | 0 | 82 | 24 | 2 | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 12:45 | 1 | 81 | 31 | 1 | 3 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 128 |
| 13:00 | 0 | 69 | 42 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| Hour Total | 2 | 301 | 122 | 3 | 8 | 9 | 1 | 1 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 466 |
| 13:15 | 0 | 66 | 20 | 0 | 2 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 13:30 | 0 | 103 | 41 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 13:45 | 1 | 88 | 15 | 0 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 14:00 | 1 | 78 | 31 | 0 | 1 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Hour Total | 2 | 335 | 107 | 0 | 5 | 10 | 1 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 476 |
| 14:15 | 0 | 75 | 39 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 123 |
| 14:30 | 3 | 131 | 45 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 14:45 | 1 | 127 | 32 | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 171 |
| 15:00 | 0 | 146 | 49 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| Hour Total | 4 | 479 | 165 | 1 | 7 | 7 | 1 | 4 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 681 |
| 15:15 | 1 | 153 | 68 | 2 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 15:30 | 2 | 172 | 48 | 2 | 4 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 15:45 | 0 | 171 | 63 | 1 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 247 |
| 16:00 | 0 | 151 | 74 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| Hour Total | 3 | 647 | 253 | 6 | 15 | 9 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 941 |
| 16:15 | 1 | 182 | 61 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 254 |
| 16:30 | 1 | 177 | 64 | 1 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 257 |
| 16:45 | 2 | 199 | 51 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 261 |
| 17:00 | 3 | 170 | 69 | 0 | 2 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 255 |
| Hour Total | 7 | 728 | 245 | 1 | 10 | 3 | 0 | 5 | 6 | 1 | 0 | 6 | 15 | 0 | 0 | 1027 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002003.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 196 | 67 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 271 |
| 17:30 | 1 | 185 | 68 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 261 |
| 17:45 | 1 | 192 | 67 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 268 |
| 18:00 | 2 | 161 | 46 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 213 |
| Hour Total | 5 | 734 | 248 | 1 | 10 | 4 | 0 | 4 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 1013 |
| 18:15 | 3 | 163 | 48 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 18:30 | 1 | 162 | 40 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 18:45 | 0 | 115 | 26 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 19:00 | 0 | 112 | 37 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| Hour Total | 4 | 552 | 151 | 0 | 4 | 1 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 727 |
| 19:15 | 1 | 122 | 24 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 19:30 | 0 | 126 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 19:45 | 0 | 110 | 27 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 20:00 | 1 | 85 | 23 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| Hour Total | 2 | 443 | 101 | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 554 |
| 20:15 | 1 | 71 | 18 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 20:30 | 0 | 88 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 20:45 | 0 | 83 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 21:00 | 0 | 71 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Hour Total | 1 | 313 | 77 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| 21:15 | 0 | 68 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 21:30 | 0 | 64 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 21:45 | 0 | 63 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 22:00 | 0 | 42 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 237 | 55 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| 22:15 | 0 | 61 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 22:30 | 0 | 49 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 22:45 | 0 | 52 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 23:00 | 0 | 37 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| Hour Total | 0 | 199 | 41 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 23:15 | 1 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 23:30 | 0 | 25 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 23:45 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 24:00 | 1 | 28 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 2 | 94 | 26 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| DAY TOTAL | 40 | 7093 | 2266 | 22 | 110 | 111 | 7 | 58 | 134 | 3 | 4 | 7 | 22 | 0 | 0 | 9877 |
| PERCENTS | 0.5% | 71.9% | 23.0% | 0.3% | 1.2% | 1.1% | 0.0% | 0.5% | 1.3% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.1%  Trucks & Buses 4.8%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 00:45 | 06:45 | 10:45 | 06:00 | 11:00 | 08:30 | 10:00 | 06:00 | 10:45 | 09:00 | | | 08:00 | | | 07:00 |
| AM Peaks | 3 | 318 | 111 | 4 | 12 | 13 | 2 | 5 | 16 | 2 | | | 2 | | | 429 |
| PM Times | 16:15 | 16:45 | 17:00 | 15:15 | 15:00 | 13:45 | 13:30 | 18:15 | 12:15 | 16:15 | 14:00 | 16:15 | 16:15 | | | 17:00 |
| PM Peaks | 7 | 750 | 271 | 6 | 17 | 12 | 2 | 9 | 18 | 1 | 2 | 6 | 15 | | | 1055 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 113 | 6570 | | 299 | | 89 | | 398 | | 10 | | 44 | | 0 | | |
| | 21658 | | 44 | | 270 | | 116 | | 10 | | 18 | | 0 | | 29639 | |
| PERCENTS | 0.4% | 73.1% | 22.2% | 0.2% | 1.1% | 1.0% | 0.3% | 0.3% | 1.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 100% |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 12 | 20 | 5 | 1 | 0 | 0 | 41 |
| 00:30 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 11 | 18 | 24 | 2 | 0 | 0 | 0 | 59 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 12 | 2 | 0 | 0 | 0 | 24 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 17 | 42 | 62 | 11 | 1 | 0 | 0 | 139 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 3 | 2 | 0 | 0 | 0 | 17 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 8 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 1 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 15 | 17 | 4 | 1 | 0 | 0 | 44 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 7 |
| 02:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 1 | 0 | 0 | 0 | 14 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 11 | 16 | 5 | 0 | 0 | 0 | 37 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 7 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5 | 4 | 1 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 11 | 12 | 3 | 0 | 0 | 0 | 34 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 2 | 1 | 0 | 0 | 11 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 10 | 3 | 1 | 0 | 0 | 25 |
| 04:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 4 | 12 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 9 | 13 | 5 | 3 | 0 | 1 | 34 |
| Hour Total | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 10 | 26 | 36 | 10 | 5 | 0 | 1 | 93 |
| 05:15 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 2 | 8 | 21 | 11 | 3 | 0 | 0 | 52 |
| 05:30 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 1 | 12 | 30 | 15 | 1 | 0 | 0 | 70 |
| 05:45 | 0 | 0 | 1 | 4 | 6 | 3 | 1 | 4 | 16 | 19 | 8 | 1 | 2 | 0 | 65 |
| 06:00 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 2 | 21 | 33 | 11 | 1 | 0 | 0 | 78 |
| Hour Total | 0 | 0 | 1 | 11 | 13 | 13 | 5 | 9 | 57 | 103 | 45 | 6 | 2 | 0 | 265 |
| 06:15 | 0 | 0 | 0 | 5 | 4 | 0 | 1 | 10 | 23 | 31 | 5 | 4 | 0 | 0 | 83 |
| 06:30 | 0 | 0 | 0 | 4 | 6 | 5 | 3 | 6 | 28 | 29 | 12 | 3 | 1 | 0 | 97 |
| 06:45 | 0 | 0 | 0 | 3 | 7 | 8 | 6 | 10 | 24 | 24 | 5 | 0 | 0 | 0 | 87 |
| 07:00 | 0 | 0 | 0 | 5 | 16 | 3 | 3 | 8 | 21 | 20 | 7 | 2 | 1 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 17 | 33 | 16 | 13 | 34 | 96 | 104 | 29 | 9 | 2 | 0 | 353 |
| 07:15 | 0 | 0 | 0 | 10 | 18 | 1 | 0 | 5 | 21 | 35 | 8 | 1 | 0 | 0 | 99 |
| 07:30 | 0 | 0 | 0 | 5 | 9 | 23 | 6 | 8 | 30 | 45 | 8 | 3 | 0 | 0 | 137 |
| 07:45 | 0 | 0 | 0 | 0 | 7 | 17 | 2 | 7 | 23 | 23 | 10 | 1 | 0 | 0 | 90 |
| 08:00 | 0 | 0 | 1 | 7 | 9 | 13 | 6 | 10 | 28 | 33 | 14 | 2 | 0 | 0 | 123 |
| Hour Total | 0 | 0 | 1 | 22 | 43 | 54 | 14 | 30 | 102 | 136 | 40 | 7 | 0 | 0 | 449 |
| 08:15 | 0 | 0 | 1 | 8 | 13 | 9 | 5 | 5 | 24 | 20 | 6 | 4 | 0 | 0 | 95 |
| 08:30 | 1 | 3 | 4 | 10 | 20 | 11 | 6 | 27 | 10 | 5 | 1 | 2 | 0 | 0 | 100 |
| 08:45 | 0 | 0 | 0 | 6 | 13 | 4 | 1 | 21 | 28 | 30 | 9 | 0 | 0 | 0 | 112 |
| 09:00 | 0 | 0 | 1 | 3 | 9 | 3 | 2 | 17 | 34 | 31 | 8 | 4 | 0 | 0 | 112 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 3 | 6 | 27 | 55 | 27 | 14 | 70 | 96 | 86 | 24 | 10 | 0 | 0 | 419 |
| 09:15 | 0 | 0 | 1 | 1 | 9 | 4 | 2 | 7 | 33 | 23 | 6 | 0 | 0 | 0 | 86 |
| 09:30 | 0 | 0 | 0 | 3 | 3 | 7 | 1 | 6 | 41 | 30 | 5 | 6 | 0 | 0 | 102 |
| 09:45 | 0 | 0 | 0 | 3 | 8 | 8 | 3 | 7 | 19 | 32 | 9 | 1 | 0 | 0 | 90 |
| 10:00 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 9 | 27 | 30 | 2 | 0 | 0 | 1 | 83 |
| Hour Total | 0 | 0 | 1 | 9 | 25 | 26 | 6 | 29 | 120 | 115 | 22 | 7 | 0 | 1 | 361 |
| 10:15 | 0 | 0 | 0 | 2 | 8 | 1 | 3 | 5 | 28 | 26 | 3 | 1 | 0 | 0 | 77 |
| 10:30 | 0 | 0 | 1 | 2 | 5 | 2 | 1 | 13 | 28 | 30 | 9 | 1 | 0 | 0 | 92 |
| 10:45 | 0 | 0 | 0 | 5 | 8 | 5 | 1 | 15 | 21 | 24 | 5 | 4 | 1 | 0 | 89 |
| 11:00 | 0 | 0 | 0 | 2 | 5 | 7 | 3 | 11 | 34 | 26 | 10 | 1 | 0 | 0 | 99 |
| Hour Total | 0 | 0 | 1 | 11 | 26 | 15 | 8 | 44 | 111 | 106 | 27 | 7 | 1 | 0 | 357 |
| 11:15 | 0 | 1 | 0 | 4 | 3 | 11 | 3 | 10 | 36 | 15 | 3 | 0 | 0 | 0 | 86 |
| 11:30 | 0 | 0 | 0 | 2 | 7 | 6 | 5 | 10 | 27 | 24 | 14 | 1 | 0 | 0 | 96 |
| 11:45 | 0 | 0 | 1 | 1 | 9 | 6 | 0 | 5 | 45 | 37 | 12 | 0 | 0 | 1 | 117 |
| 12:00 | 0 | 0 | 2 | 8 | 7 | 4 | 6 | 8 | 30 | 27 | 9 | 2 | 0 | 0 | 103 |
| Hour Total | 0 | 1 | 3 | 15 | 26 | 27 | 14 | 33 | 138 | 103 | 38 | 3 | 0 | 1 | 402 |
| 12:15 | 0 | 0 | 3 | 3 | 10 | 14 | 3 | 8 | 24 | 27 | 11 | 1 | 0 | 0 | 104 |
| 12:30 | 0 | 0 | 0 | 5 | 11 | 14 | 4 | 5 | 28 | 30 | 16 | 6 | 0 | 0 | 119 |
| 12:45 | 0 | 0 | 0 | 6 | 11 | 7 | 3 | 17 | 31 | 28 | 12 | 1 | 0 | 0 | 116 |
| 13:00 | 0 | 0 | 0 | 1 | 5 | 7 | 4 | 11 | 45 | 31 | 9 | 1 | 0 | 0 | 114 |
| Hour Total | 0 | 0 | 3 | 15 | 37 | 42 | 14 | 41 | 128 | 116 | 48 | 9 | 0 | 0 | 453 |
| 13:15 | 0 | 0 | 0 | 6 | 8 | 5 | 6 | 17 | 22 | 39 | 11 | 1 | 0 | 0 | 115 |
| 13:30 | 0 | 0 | 0 | 2 | 4 | 0 | 21 | 14 | 24 | 29 | 5 | 1 | 0 | 0 | 100 |
| 13:45 | 0 | 0 | 2 | 4 | 9 | 8 | 7 | 20 | 41 | 29 | 8 | 1 | 0 | 0 | 129 |
| 14:00 | 0 | 0 | 0 | 12 | 12 | 6 | 2 | 10 | 42 | 39 | 16 | 4 | 0 | 0 | 143 |
| Hour Total | 0 | 0 | 2 | 24 | 33 | 19 | 36 | 61 | 129 | 136 | 40 | 7 | 0 | 0 | 487 |
| 14:15 | 0 | 0 | 1 | 1 | 18 | 20 | 12 | 12 | 29 | 26 | 8 | 2 | 0 | 0 | 129 |
| 14:30 | 0 | 0 | 0 | 0 | 6 | 7 | 6 | 24 | 62 | 59 | 13 | 1 | 0 | 0 | 178 |
| 14:45 | 0 | 0 | 1 | 1 | 8 | 6 | 2 | 16 | 58 | 60 | 17 | 2 | 0 | 0 | 171 |
| 15:00 | 0 | 0 | 0 | 1 | 7 | 8 | 8 | 31 | 77 | 62 | 13 | 1 | 0 | 0 | 208 |
| Hour Total | 0 | 0 | 2 | 3 | 39 | 41 | 28 | 83 | 226 | 207 | 51 | 6 | 0 | 0 | 686 |
| 15:15 | 0 | 0 | 0 | 2 | 23 | 23 | 32 | 47 | 50 | 31 | 6 | 1 | 0 | 0 | 215 |
| 15:30 | 0 | 1 | 5 | 10 | 17 | 34 | 19 | 41 | 87 | 46 | 6 | 0 | 0 | 0 | 266 |
| 15:45 | 0 | 0 | 4 | 8 | 6 | 37 | 27 | 33 | 56 | 56 | 9 | 1 | 0 | 0 | 237 |
| 16:00 | 14 | 34 | 18 | 72 | 74 | 41 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 282 |
| Hour Total | 14 | 35 | 27 | 92 | 120 | 135 | 99 | 128 | 193 | 134 | 21 | 2 | 0 | 0 | 1000 |
| 16:15 | 10 | 19 | 35 | 59 | 58 | 59 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 16:30 | 3 | 1 | 4 | 27 | 38 | 24 | 22 | 82 | 52 | 19 | 4 | 0 | 0 | 0 | 276 |
| 16:45 | 0 | 0 | 0 | 2 | 23 | 67 | 89 | 58 | 29 | 9 | 1 | 0 | 0 | 0 | 278 |
| 17:00 | 1 | 1 | 8 | 5 | 45 | 40 | 36 | 79 | 46 | 11 | 1 | 1 | 0 | 0 | 274 |
| Hour Total | 14 | 21 | 47 | 93 | 164 | 190 | 157 | 220 | 127 | 39 | 6 | 1 | 0 | 0 | 1079 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 2 | 5 | 20 | 33 | 60 | 49 | 43 | 44 | 20 | 0 | 0 | 0 | 0 | 277 |
| 17:30 | 0 | 0 | 0 | 4 | 14 | 33 | 38 | 69 | 91 | 23 | 3 | 1 | 0 | 0 | 276 |
| 17:45 | 0 | 0 | 0 | 3 | 17 | 12 | 30 | 75 | 91 | 32 | 1 | 0 | 0 | 0 | 261 |
| 18:00 | 0 | 0 | 2 | 4 | 8 | 9 | 30 | 75 | 76 | 32 | 1 | 0 | 0 | 0 | 237 |
| Hour Total | 1 | 2 | 7 | 31 | 72 | 114 | 147 | 262 | 302 | 107 | 5 | 1 | 0 | 0 | 1051 |
| 18:15 | 0 | 0 | 0 | 5 | 15 | 38 | 24 | 35 | 44 | 20 | 4 | 0 | 1 | 0 | 186 |
| 18:30 | 0 | 0 | 0 | 1 | 17 | 40 | 9 | 24 | 38 | 37 | 6 | 0 | 0 | 0 | 172 |
| 18:45 | 0 | 0 | 0 | 6 | 16 | 16 | 8 | 24 | 58 | 33 | 4 | 0 | 0 | 0 | 165 |
| 19:00 | 0 | 0 | 0 | 4 | 20 | 18 | 5 | 18 | 40 | 35 | 4 | 2 | 0 | 0 | 146 |
| Hour Total | 0 | 0 | 0 | 16 | 68 | 112 | 46 | 101 | 180 | 125 | 18 | 2 | 1 | 0 | 669 |
| 19:15 | 0 | 0 | 0 | 2 | 14 | 9 | 8 | 17 | 38 | 36 | 5 | 3 | 1 | 0 | 133 |
| 19:30 | 0 | 0 | 0 | 1 | 11 | 14 | 9 | 14 | 52 | 30 | 1 | 1 | 0 | 0 | 133 |
| 19:45 | 0 | 0 | 0 | 3 | 7 | 1 | 3 | 15 | 46 | 42 | 13 | 0 | 0 | 0 | 130 |
| 20:00 | 0 | 0 | 0 | 1 | 5 | 6 | 4 | 22 | 42 | 26 | 7 | 1 | 0 | 0 | 114 |
| Hour Total | 0 | 0 | 0 | 7 | 37 | 30 | 24 | 68 | 178 | 134 | 26 | 5 | 1 | 0 | 510 |
| 20:15 | 1 | 0 | 0 | 0 | 4 | 4 | 0 | 12 | 42 | 30 | 6 | 0 | 0 | 0 | 99 |
| 20:30 | 0 | 0 | 0 | 3 | 4 | 5 | 5 | 16 | 36 | 24 | 4 | 0 | 0 | 0 | 97 |
| 20:45 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 18 | 46 | 27 | 5 | 1 | 0 | 0 | 104 |
| 21:00 | 1 | 0 | 1 | 3 | 2 | 3 | 4 | 14 | 27 | 22 | 10 | 1 | 0 | 0 | 88 |
| Hour Total | 2 | 0 | 1 | 6 | 12 | 13 | 13 | 60 | 151 | 103 | 25 | 2 | 0 | 0 | 388 |
| 21:15 | 0 | 0 | 1 | 1 | 5 | 8 | 1 | 15 | 26 | 18 | 8 | 0 | 0 | 0 | 83 |
| 21:30 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 15 | 24 | 20 | 1 | 1 | 0 | 0 | 73 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 25 | 5 | 1 | 0 | 0 | 65 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 21 | 16 | 7 | 0 | 0 | 0 | 61 |
| Hour Total | 0 | 0 | 1 | 3 | 9 | 14 | 2 | 51 | 100 | 79 | 21 | 2 | 0 | 0 | 282 |
| 22:15 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 8 | 17 | 17 | 3 | 0 | 0 | 0 | 48 |
| 22:30 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 11 | 26 | 16 | 4 | 0 | 0 | 0 | 62 |
| 22:45 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 10 | 28 | 12 | 3 | 0 | 0 | 0 | 58 |
| 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 13 | 15 | 2 | 0 | 0 | 0 | 39 |
| Hour Total | 0 | 0 | 0 | 3 | 5 | 3 | 4 | 36 | 84 | 60 | 12 | 0 | 0 | 0 | 207 |
| 23:15 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 7 | 12 | 5 | 2 | 1 | 0 | 0 | 35 |
| 23:30 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 9 | 5 | 7 | 1 | 0 | 0 | 29 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 7 | 2 | 0 | 0 | 0 | 30 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 13 | 8 | 0 | 1 | 0 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 3 | 4 | 3 | 4 | 25 | 48 | 25 | 11 | 3 | 0 | 0 | 126 |
| DAY TOTAL | 32 | 62 | 104 | 411 | 824 | 899 | 650 | 1429 | 2671 | 2161 | 542 | 96 | 7 | 3 | 9891 |
| PERCENTS | 0.4% | 0.7% | 1.1% | 4.2% | 8.4% | 9.1% | 6.6% | 14.4% | 27.0% | 21.8% | 5.4% | 0.9% | 0.0% | 0.0% | 100% |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

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

Statistical Information...

15th Percentile Speed
30.3 mph

85th Percentile Speed
53.1 mph

Median Speed
46.0 mph

Average Speed
43.2 mph

10 MPH Pace Speed
45 mph to 55 mph
4832 vehicles in pace
Representing 48.8% of the total vehicles

Vehicles > 45 MPH
5480
55.4%

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 17 | 7 | 0 | 0 | 0 | 0 | 29 |
| 00:30 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 28 | 9 | 0 | 0 | 0 | 0 | 49 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 7 | 7 | 1 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 5 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 1 | 1 | 0 | 4 | 3 | 20 | 63 | 28 | 1 | 0 | 0 | 0 | 121 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 | 0 | 1 | 0 | 0 | 15 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 6 | 2 | 0 | 0 | 0 | 19 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 1 | 0 | 0 | 12 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 21 | 3 | 2 | 0 | 0 | 52 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 8 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 6 | 6 | 2 | 0 | 0 | 26 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 9 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | 3 | 1 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 3 | 12 | 8 | 3 | 0 | 0 | 0 | 32 |
| 04:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 9 | 0 | 1 | 0 | 0 | 18 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 6 | 0 | 0 | 0 | 21 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 8 | 6 | 1 | 0 | 0 | 0 | 24 |
| 05:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 11 | 13 | 3 | 1 | 1 | 0 | 33 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 8 | 33 | 35 | 10 | 2 | 1 | 0 | 96 |
| 05:15 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 15 | 15 | 7 | 1 | 0 | 0 | 46 |
| 05:30 | 0 | 0 | 1 | 2 | 3 | 3 | 1 | 4 | 14 | 25 | 17 | 4 | 0 | 0 | 74 |
| 05:45 | 0 | 0 | 1 | 2 | 8 | 10 | 4 | 3 | 16 | 18 | 7 | 4 | 0 | 0 | 73 |
| 06:00 | 0 | 0 | 0 | 5 | 5 | 12 | 1 | 6 | 21 | 19 | 7 | 2 | 0 | 0 | 78 |
| Hour Total | 0 | 0 | 2 | 9 | 19 | 27 | 7 | 15 | 66 | 77 | 38 | 11 | 0 | 0 | 271 |
| 06:15 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 1 | 18 | 34 | 14 | 4 | 1 | 0 | 82 |
| 06:30 | 0 | 0 | 0 | 3 | 6 | 7 | 2 | 12 | 23 | 28 | 12 | 4 | 0 | 0 | 97 |
| 06:45 | 0 | 0 | 0 | 5 | 7 | 10 | 5 | 2 | 19 | 23 | 5 | 2 | 0 | 0 | 78 |
| 07:00 | 0 | 0 | 0 | 5 | 10 | 10 | 2 | 9 | 25 | 25 | 6 | 3 | 0 | 0 | 95 |
| Hour Total | 0 | 0 | 0 | 14 | 25 | 33 | 10 | 24 | 85 | 110 | 37 | 13 | 1 | 0 | 352 |
| 07:15 | 0 | 0 | 0 | 5 | 15 | 5 | 1 | 5 | 21 | 38 | 8 | 5 | 0 | 0 | 103 |
| 07:30 | 0 | 0 | 0 | 6 | 15 | 11 | 11 | 7 | 19 | 38 | 8 | 2 | 0 | 0 | 117 |
| 07:45 | 0 | 0 | 1 | 3 | 14 | 11 | 3 | 8 | 34 | 30 | 7 | 2 | 1 | 0 | 114 |
| 08:00 | 0 | 0 | 3 | 6 | 7 | 5 | 0 | 5 | 38 | 34 | 6 | 6 | 0 | 0 | 110 |
| Hour Total | 0 | 0 | 4 | 20 | 51 | 32 | 15 | 25 | 112 | 140 | 29 | 15 | 1 | 0 | 444 |
| 08:15 | 0 | 0 | 2 | 7 | 8 | 11 | 2 | 6 | 29 | 34 | 4 | 0 | 0 | 0 | 103 |
| 08:30 | 0 | 0 | 0 | 4 | 10 | 9 | 7 | 15 | 24 | 24 | 4 | 2 | 1 | 0 | 100 |
| 08:45 | 0 | 0 | 0 | 3 | 7 | 11 | 3 | 9 | 29 | 34 | 4 | 0 | 0 | 0 | 100 |
| 09:00 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 2 | 11 | 4 | 0 | 1 | 0 | 0 | 26 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 3 | 18 | 28 | 31 | 12 | 32 | 93 | 96 | 12 | 3 | 1 | 0 | 329 |
| 09:15 | 0 | 0 | 0 | 1 | 10 | 10 | 11 | 31 | 23 | 26 | 10 | 2 | 0 | 0 | 124 |
| 09:30 | 0 | 0 | 1 | 2 | 9 | 8 | 0 | 5 | 18 | 30 | 11 | 2 | 0 | 0 | 86 |
| 09:45 | 0 | 0 | 0 | 2 | 13 | 6 | 5 | 9 | 17 | 17 | 8 | 3 | 0 | 0 | 80 |
| 10:00 | 0 | 0 | 0 | 3 | 11 | 7 | 4 | 6 | 16 | 26 | 8 | 1 | 0 | 0 | 82 |
| Hour Total | 0 | 0 | 1 | 8 | 43 | 31 | 20 | 51 | 74 | 99 | 37 | 8 | 0 | 0 | 372 |
| 10:15 | 0 | 0 | 0 | 1 | 4 | 9 | 5 | 3 | 23 | 25 | 3 | 4 | 0 | 0 | 77 |
| 10:30 | 0 | 0 | 0 | 2 | 14 | 6 | 1 | 8 | 25 | 22 | 7 | 0 | 0 | 0 | 85 |
| 10:45 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 10 | 38 | 28 | 14 | 3 | 1 | 0 | 105 |
| 11:00 | 0 | 0 | 0 | 4 | 8 | 3 | 2 | 8 | 28 | 23 | 7 | 0 | 0 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 7 | 31 | 22 | 10 | 29 | 114 | 98 | 31 | 7 | 1 | 0 | 350 |
| 11:15 | 0 | 0 | 0 | 6 | 6 | 13 | 14 | 9 | 37 | 24 | 9 | 0 | 0 | 0 | 118 |
| 11:30 | 0 | 0 | 1 | 4 | 7 | 7 | 3 | 10 | 39 | 27 | 8 | 0 | 0 | 0 | 106 |
| 11:45 | 0 | 0 | 2 | 5 | 11 | 6 | 5 | 9 | 39 | 21 | 10 | 1 | 0 | 0 | 109 |
| 12:00 | 1 | 0 | 0 | 1 | 6 | 5 | 5 | 7 | 26 | 37 | 9 | 1 | 0 | 0 | 98 |
| Hour Total | 1 | 0 | 3 | 16 | 30 | 31 | 27 | 35 | 141 | 109 | 36 | 2 | 0 | 0 | 431 |
| 12:15 | 0 | 0 | 1 | 3 | 18 | 15 | 4 | 13 | 30 | 26 | 7 | 4 | 0 | 0 | 121 |
| 12:30 | 0 | 0 | 0 | 3 | 8 | 18 | 6 | 3 | 46 | 30 | 12 | 4 | 1 | 0 | 131 |
| 12:45 | 0 | 0 | 1 | 2 | 2 | 7 | 1 | 10 | 36 | 51 | 13 | 3 | 0 | 0 | 126 |
| 13:00 | 0 | 0 | 0 | 5 | 13 | 13 | 9 | 9 | 29 | 37 | 9 | 3 | 0 | 0 | 127 |
| Hour Total | 0 | 0 | 2 | 13 | 41 | 53 | 20 | 35 | 141 | 144 | 41 | 14 | 1 | 0 | 505 |
| 13:15 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | 14 | 51 | 57 | 12 | 3 | 0 | 0 | 146 |
| 13:30 | 0 | 2 | 0 | 4 | 8 | 5 | 1 | 14 | 36 | 30 | 18 | 2 | 1 | 0 | 121 |
| 13:45 | 0 | 0 | 0 | 2 | 8 | 6 | 0 | 8 | 44 | 43 | 15 | 3 | 0 | 0 | 129 |
| 14:00 | 0 | 0 | 0 | 2 | 10 | 20 | 5 | 10 | 42 | 36 | 8 | 1 | 0 | 0 | 134 |
| Hour Total | 0 | 2 | 1 | 11 | 28 | 33 | 7 | 46 | 173 | 166 | 53 | 9 | 1 | 0 | 530 |
| 14:15 | 0 | 0 | 0 | 2 | 12 | 12 | 2 | 17 | 36 | 42 | 20 | 4 | 0 | 0 | 147 |
| 14:30 | 0 | 0 | 2 | 2 | 10 | 3 | 6 | 12 | 46 | 51 | 15 | 2 | 0 | 0 | 149 |
| 14:45 | 0 | 0 | 0 | 2 | 5 | 41 | 14 | 31 | 39 | 42 | 8 | 2 | 1 | 0 | 185 |
| 15:00 | 0 | 0 | 1 | 3 | 22 | 20 | 11 | 21 | 45 | 49 | 15 | 2 | 0 | 0 | 189 |
| Hour Total | 0 | 0 | 3 | 9 | 49 | 76 | 33 | 81 | 166 | 184 | 58 | 10 | 1 | 0 | 670 |
| 15:15 | 0 | 0 | 0 | 1 | 12 | 9 | 13 | 49 | 99 | 45 | 9 | 0 | 0 | 0 | 237 |
| 15:30 | 0 | 0 | 8 | 7 | 11 | 36 | 17 | 30 | 66 | 51 | 6 | 0 | 0 | 0 | 232 |
| 15:45 | 0 | 0 | 0 | 6 | 13 | 14 | 21 | 28 | 87 | 68 | 10 | 1 | 1 | 0 | 249 |
| 16:00 | 11 | 17 | 23 | 36 | 77 | 53 | 12 | 4 | 19 | 11 | 4 | 1 | 0 | 0 | 268 |
| Hour Total | 11 | 17 | 31 | 50 | 113 | 112 | 63 | 111 | 271 | 175 | 29 | 2 | 1 | 0 | 986 |
| 16:15 | 14 | 22 | 57 | 54 | 58 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 16:30 | 4 | 12 | 15 | 22 | 56 | 59 | 61 | 46 | 5 | 1 | 0 | 0 | 0 | 0 | 281 |
| 16:45 | 0 | 2 | 1 | 6 | 20 | 37 | 38 | 71 | 59 | 17 | 5 | 1 | 0 | 0 | 257 |
| 17:00 | 3 | 0 | 0 | 9 | 38 | 63 | 39 | 41 | 41 | 17 | 2 | 1 | 0 | 0 | 254 |
| Hour Total | 21 | 36 | 73 | 91 | 172 | 188 | 146 | 158 | 105 | 35 | 7 | 2 | 0 | 0 | 1034 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 9 | 23 | 63 | 41 | 64 | 45 | 18 | 4 | 0 | 0 | 0 | 267 |
| 17:30 | 8 | 7 | 3 | 26 | 44 | 30 | 38 | 73 | 35 | 11 | 0 | 0 | 0 | 0 | 275 |
| 17:45 | 2 | 9 | 3 | 22 | 27 | 46 | 21 | 34 | 70 | 17 | 2 | 0 | 0 | 0 | 253 |
| 18:00 | 0 | 0 | 1 | 5 | 17 | 14 | 33 | 57 | 85 | 22 | 0 | 0 | 0 | 0 | 234 |
| Hour Total | 10 | 16 | 7 | 62 | 111 | 153 | 133 | 228 | 235 | 68 | 6 | 0 | 0 | 0 | 1029 |
| 18:15 | 1 | 0 | 0 | 2 | 23 | 43 | 30 | 33 | 48 | 20 | 6 | 0 | 0 | 0 | 206 |
| 18:30 | 0 | 0 | 1 | 1 | 21 | 26 | 12 | 23 | 58 | 38 | 8 | 0 | 0 | 0 | 188 |
| 18:45 | 0 | 0 | 0 | 3 | 15 | 14 | 10 | 30 | 36 | 31 | 5 | 0 | 0 | 0 | 144 |
| 19:00 | 0 | 0 | 0 | 2 | 11 | 19 | 16 | 33 | 46 | 24 | 1 | 0 | 0 | 0 | 152 |
| Hour Total | 1 | 0 | 1 | 8 | 70 | 102 | 68 | 119 | 188 | 113 | 20 | 0 | 0 | 0 | 690 |
| 19:15 | 0 | 0 | 1 | 3 | 5 | 5 | 1 | 14 | 61 | 27 | 5 | 0 | 0 | 0 | 122 |
| 19:30 | 0 | 0 | 0 | 1 | 7 | 7 | 3 | 14 | 56 | 31 | 7 | 1 | 0 | 0 | 127 |
| 19:45 | 0 | 0 | 0 | 1 | 8 | 6 | 3 | 34 | 50 | 22 | 6 | 0 | 0 | 0 | 130 |
| 20:00 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 12 | 45 | 34 | 6 | 2 | 0 | 1 | 109 |
| Hour Total | 0 | 0 | 1 | 5 | 22 | 21 | 11 | 74 | 212 | 114 | 24 | 3 | 0 | 1 | 488 |
| 20:15 | 0 | 0 | 0 | 2 | 10 | 4 | 2 | 20 | 46 | 28 | 4 | 2 | 0 | 0 | 118 |
| 20:30 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 9 | 38 | 27 | 11 | 0 | 0 | 0 | 91 |
| 20:45 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 17 | 43 | 32 | 0 | 2 | 0 | 0 | 97 |
| 21:00 | 0 | 0 | 0 | 1 | 4 | 8 | 0 | 20 | 38 | 23 | 3 | 0 | 0 | 0 | 97 |
| Hour Total | 0 | 0 | 0 | 5 | 17 | 14 | 4 | 66 | 165 | 110 | 18 | 4 | 0 | 0 | 403 |
| 21:15 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 17 | 39 | 22 | 7 | 1 | 0 | 0 | 93 |
| 21:30 | 0 | 0 | 0 | 0 | 6 | 3 | 8 | 27 | 45 | 21 | 2 | 0 | 0 | 0 | 112 |
| 21:45 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 11 | 23 | 26 | 5 | 0 | 0 | 0 | 70 |
| 22:00 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 8 | 28 | 19 | 3 | 0 | 0 | 0 | 64 |
| Hour Total | 0 | 0 | 0 | 3 | 12 | 6 | 14 | 63 | 135 | 88 | 17 | 1 | 0 | 0 | 339 |
| 22:15 | 0 | 0 | 1 | 1 | 1 | 4 | 0 | 6 | 23 | 13 | 4 | 1 | 0 | 0 | 54 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 20 | 6 | 1 | 1 | 0 | 61 |
| 22:45 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 7 | 22 | 16 | 4 | 1 | 0 | 1 | 56 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 13 | 6 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 1 | 1 | 2 | 7 | 1 | 19 | 87 | 62 | 20 | 3 | 1 | 1 | 205 |
| 23:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 8 | 7 | 0 | 0 | 0 | 0 | 22 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 10 | 2 | 0 | 0 | 0 | 24 |
| 23:45 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 14 | 10 | 1 | 1 | 0 | 0 | 34 |
| 24:00 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 6 | 7 | 15 | 5 | 0 | 0 | 0 | 36 |
| Hour Total | 0 | 0 | 0 | 4 | 2 | 2 | 3 | 16 | 38 | 42 | 8 | 1 | 0 | 0 | 116 |
| DAY TOTAL | 44 | 71 | 134 | 358 | 871 | 983 | 608 | 1270 | 2734 | 2128 | 544 | 114 | 10 | 2 | 9871 |
| PERCENTS | 0.5% | 0.8% | 1.4% | 3.7% | 8.9% | 10.0% | 6.1% | 12.8% | 27.6% | 21.5% | 5.5% | 1.1% | 0.1% | 0.0% | 100% |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

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

Statistical Information...

15th Percentile Speed
30.0 mph

85th Percentile Speed
53.1 mph

Median Speed
46.1 mph

Average Speed
43.1 mph

10 MPH Pace Speed
45 mph to 55 mph
4862 vehicles in pace
Representing 49.2% of the total vehicles

Vehicles > 45 MPH
5532
56.0%

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 16 | 3 | 0 | 0 | 0 | 37 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 22 | 4 | 1 | 0 | 1 | 55 |
| 00:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 10 | 6 | 0 | 1 | 0 | 1 | 22 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 8 | 2 | 1 | 0 | 0 | 18 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 14 | 49 | 52 | 9 | 3 | 0 | 2 | 132 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 2 | 0 | 0 | 0 | 13 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 8 | 1 | 0 | 0 | 0 | 24 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 0 | 1 | 0 | 0 | 12 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 1 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 33 | 16 | 4 | 1 | 0 | 0 | 61 |
| 02:15 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 2 | 2 | 1 | 0 | 0 | 11 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 10 | 11 | 2 | 1 | 0 | 0 | 28 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 10 |
| 03:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 13 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 2 | 0 | 0 | 0 | 14 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 2 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 15 | 16 | 9 | 0 | 0 | 0 | 49 |
| 04:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 6 | 5 | 2 | 0 | 0 | 0 | 17 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 9 | 3 | 0 | 0 | 0 | 21 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 14 | 3 | 1 | 0 | 0 | 30 |
| 05:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 10 | 12 | 5 | 3 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 8 | 32 | 40 | 13 | 4 | 0 | 0 | 102 |
| 05:15 | 0 | 1 | 1 | 3 | 4 | 1 | 0 | 2 | 11 | 16 | 9 | 2 | 0 | 0 | 50 |
| 05:30 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 16 | 19 | 11 | 2 | 1 | 0 | 57 |
| 05:45 | 0 | 0 | 1 | 3 | 6 | 3 | 1 | 4 | 22 | 21 | 13 | 4 | 0 | 0 | 78 |
| 06:00 | 0 | 0 | 0 | 1 | 7 | 4 | 1 | 4 | 17 | 23 | 11 | 2 | 3 | 0 | 73 |
| Hour Total | 0 | 1 | 2 | 9 | 18 | 10 | 2 | 13 | 66 | 79 | 44 | 10 | 4 | 0 | 258 |
| 06:15 | 0 | 0 | 0 | 2 | 7 | 6 | 2 | 7 | 12 | 23 | 13 | 5 | 0 | 0 | 77 |
| 06:30 | 0 | 0 | 0 | 5 | 12 | 12 | 3 | 10 | 24 | 27 | 7 | 1 | 0 | 0 | 101 |
| 06:45 | 0 | 0 | 0 | 1 | 11 | 14 | 3 | 7 | 20 | 22 | 10 | 3 | 0 | 0 | 91 |
| 07:00 | 0 | 0 | 1 | 11 | 9 | 5 | 2 | 8 | 27 | 31 | 7 | 2 | 0 | 0 | 103 |
| Hour Total | 0 | 0 | 1 | 19 | 39 | 37 | 10 | 32 | 83 | 103 | 37 | 11 | 0 | 0 | 372 |
| 07:15 | 0 | 0 | 1 | 8 | 17 | 10 | 1 | 7 | 14 | 41 | 15 | 3 | 0 | 0 | 117 |
| 07:30 | 0 | 0 | 0 | 6 | 10 | 12 | 2 | 10 | 20 | 38 | 16 | 2 | 0 | 0 | 116 |
| 07:45 | 0 | 0 | 0 | 6 | 16 | 12 | 4 | 4 | 19 | 27 | 4 | 0 | 1 | 0 | 93 |
| 08:00 | 0 | 0 | 0 | 5 | 9 | 9 | 5 | 6 | 20 | 28 | 19 | 2 | 0 | 0 | 103 |
| Hour Total | 0 | 0 | 1 | 25 | 52 | 43 | 12 | 27 | 73 | 134 | 54 | 7 | 1 | 0 | 429 |
| 08:15 | 0 | 0 | 0 | 8 | 10 | 13 | 11 | 17 | 21 | 13 | 9 | 2 | 1 | 0 | 105 |
| 08:30 | 0 | 0 | 0 | 2 | 7 | 9 | 5 | 16 | 28 | 27 | 6 | 3 | 0 | 1 | 104 |
| 08:45 | 0 | 0 | 3 | 3 | 15 | 6 | 4 | 11 | 25 | 36 | 5 | 0 | 0 | 0 | 108 |
| 09:00 | 0 | 0 | 0 | 2 | 4 | 6 | 4 | 9 | 29 | 29 | 3 | 2 | 0 | 0 | 88 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 3 | 15 | 36 | 34 | 24 | 53 | 103 | 105 | 23 | 7 | 1 | 1 | 405 |
| 09:15 | 0 | 0 | 0 | 4 | 2 | 4 | 2 | 13 | 24 | 20 | 2 | 2 | 0 | 0 | 73 |
| 09:30 | 0 | 0 | 0 | 8 | 10 | 9 | 5 | 9 | 19 | 10 | 1 | 0 | 0 | 0 | 71 |
| 09:45 | 0 | 0 | 0 | 0 | 6 | 14 | 5 | 12 | 24 | 25 | 10 | 2 | 0 | 0 | 98 |
| 10:00 | 0 | 0 | 0 | 2 | 7 | 2 | 0 | 11 | 32 | 28 | 10 | 2 | 0 | 0 | 94 |
| Hour Total | 0 | 0 | 0 | 14 | 25 | 29 | 12 | 45 | 99 | 83 | 23 | 6 | 0 | 0 | 336 |
| 10:15 | 0 | 0 | 0 | 4 | 20 | 6 | 2 | 4 | 24 | 30 | 8 | 2 | 0 | 0 | 100 |
| 10:30 | 0 | 0 | 0 | 0 | 7 | 5 | 3 | 7 | 25 | 35 | 7 | 1 | 0 | 0 | 90 |
| 10:45 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 10 | 25 | 25 | 13 | 2 | 0 | 0 | 86 |
| 11:00 | 0 | 1 | 0 | 4 | 4 | 3 | 5 | 7 | 31 | 38 | 14 | 1 | 0 | 0 | 108 |
| Hour Total | 0 | 1 | 0 | 11 | 36 | 16 | 11 | 28 | 105 | 128 | 42 | 6 | 0 | 0 | 384 |
| 11:15 | 0 | 0 | 0 | 1 | 4 | 5 | 6 | 19 | 27 | 26 | 16 | 2 | 0 | 0 | 106 |
| 11:30 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 | 32 | 37 | 11 | 5 | 0 | 0 | 95 |
| 11:45 | 0 | 0 | 1 | 3 | 6 | 5 | 5 | 9 | 11 | 24 | 9 | 7 | 0 | 1 | 81 |
| 12:00 | 0 | 0 | 1 | 0 | 4 | 6 | 3 | 6 | 20 | 30 | 20 | 2 | 1 | 0 | 93 |
| Hour Total | 0 | 0 | 2 | 5 | 15 | 16 | 16 | 40 | 90 | 117 | 56 | 16 | 1 | 1 | 375 |
| 12:15 | 0 | 0 | 0 | 8 | 7 | 16 | 2 | 12 | 19 | 23 | 17 | 2 | 0 | 0 | 106 |
| 12:30 | 0 | 0 | 0 | 4 | 6 | 8 | 2 | 7 | 32 | 34 | 20 | 1 | 1 | 0 | 115 |
| 12:45 | 0 | 0 | 0 | 5 | 15 | 10 | 5 | 5 | 28 | 43 | 14 | 2 | 0 | 1 | 128 |
| 13:00 | 0 | 0 | 0 | 2 | 11 | 4 | 2 | 3 | 39 | 40 | 14 | 2 | 0 | 0 | 117 |
| Hour Total | 0 | 0 | 0 | 19 | 39 | 38 | 11 | 27 | 118 | 140 | 65 | 7 | 1 | 1 | 466 |
| 13:15 | 0 | 0 | 0 | 6 | 7 | 7 | 1 | 0 | 25 | 32 | 12 | 4 | 0 | 1 | 95 |
| 13:30 | 0 | 0 | 0 | 3 | 19 | 19 | 9 | 12 | 28 | 37 | 20 | 2 | 1 | 0 | 150 |
| 13:45 | 0 | 0 | 0 | 1 | 2 | 8 | 2 | 9 | 38 | 40 | 8 | 4 | 0 | 0 | 112 |
| 14:00 | 0 | 0 | 0 | 5 | 12 | 9 | 3 | 5 | 37 | 35 | 11 | 1 | 1 | 0 | 119 |
| Hour Total | 0 | 0 | 0 | 15 | 40 | 43 | 15 | 26 | 128 | 144 | 51 | 11 | 2 | 1 | 476 |
| 14:15 | 0 | 0 | 1 | 1 | 5 | 8 | 4 | 3 | 25 | 45 | 27 | 3 | 1 | 0 | 123 |
| 14:30 | 0 | 0 | 0 | 2 | 4 | 8 | 18 | 15 | 65 | 53 | 16 | 5 | 0 | 0 | 186 |
| 14:45 | 0 | 0 | 0 | 1 | 3 | 23 | 9 | 17 | 40 | 55 | 21 | 2 | 0 | 0 | 171 |
| 15:00 | 0 | 0 | 2 | 1 | 13 | 21 | 12 | 33 | 41 | 53 | 22 | 3 | 0 | 0 | 201 |
| Hour Total | 0 | 0 | 3 | 5 | 25 | 60 | 43 | 68 | 171 | 206 | 86 | 13 | 1 | 0 | 681 |
| 15:15 | 0 | 0 | 0 | 3 | 9 | 19 | 9 | 32 | 71 | 72 | 15 | 2 | 0 | 0 | 232 |
| 15:30 | 0 | 0 | 0 | 2 | 23 | 41 | 27 | 32 | 43 | 56 | 9 | 1 | 0 | 0 | 234 |
| 15:45 | 0 | 0 | 5 | 9 | 17 | 31 | 33 | 37 | 55 | 44 | 15 | 0 | 0 | 1 | 247 |
| 16:00 | 0 | 0 | 0 | 0 | 11 | 23 | 37 | 39 | 75 | 39 | 4 | 0 | 0 | 0 | 228 |
| Hour Total | 0 | 0 | 5 | 14 | 60 | 114 | 106 | 140 | 244 | 211 | 43 | 3 | 0 | 1 | 941 |
| 16:15 | 13 | 30 | 38 | 48 | 62 | 36 | 3 | 15 | 9 | 0 | 0 | 0 | 0 | 0 | 254 |
| 16:30 | 5 | 11 | 15 | 26 | 77 | 102 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 257 |
| 16:45 | 30 | 23 | 27 | 60 | 65 | 43 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 17:00 | 10 | 33 | 22 | 49 | 97 | 29 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| Hour Total | 58 | 97 | 102 | 183 | 301 | 210 | 45 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 1027 |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 1 | 2 | 19 | 53 | 48 | 46 | 41 | 41 | 20 | 0 | 0 | 0 | 0 | 271 |
| 17:30 | 2 | 2 | 4 | 5 | 42 | 57 | 55 | 59 | 28 | 6 | 1 | 0 | 0 | 0 | 261 |
| 17:45 | 3 | 10 | 1 | 17 | 27 | 106 | 54 | 21 | 22 | 7 | 0 | 0 | 0 | 0 | 268 |
| 18:00 | 2 | 4 | 4 | 7 | 13 | 25 | 14 | 43 | 60 | 34 | 7 | 0 | 0 | 0 | 213 |
| Hour Total | 7 | 17 | 11 | 48 | 135 | 236 | 169 | 164 | 151 | 67 | 8 | 0 | 0 | 0 | 1013 |
| 18:15 | 0 | 0 | 1 | 5 | 17 | 38 | 27 | 53 | 48 | 25 | 6 | 0 | 0 | 0 | 220 |
| 18:30 | 0 | 0 | 0 | 8 | 30 | 24 | 32 | 29 | 39 | 40 | 5 | 1 | 1 | 0 | 209 |
| 18:45 | 0 | 0 | 1 | 5 | 16 | 16 | 9 | 19 | 36 | 32 | 6 | 5 | 0 | 0 | 145 |
| 19:00 | 0 | 0 | 1 | 2 | 17 | 10 | 13 | 16 | 46 | 41 | 6 | 1 | 0 | 0 | 153 |
| Hour Total | 0 | 0 | 3 | 20 | 80 | 88 | 81 | 117 | 169 | 138 | 23 | 7 | 1 | 0 | 727 |
| 19:15 | 0 | 0 | 0 | 3 | 10 | 13 | 2 | 22 | 44 | 46 | 8 | 1 | 0 | 0 | 149 |
| 19:30 | 0 | 0 | 0 | 0 | 6 | 5 | 8 | 21 | 57 | 48 | 6 | 2 | 1 | 0 | 154 |
| 19:45 | 0 | 0 | 0 | 2 | 1 | 7 | 8 | 23 | 45 | 36 | 15 | 2 | 0 | 0 | 139 |
| 20:00 | 0 | 0 | 0 | 4 | 8 | 13 | 1 | 16 | 32 | 30 | 8 | 0 | 0 | 0 | 112 |
| Hour Total | 0 | 0 | 0 | 9 | 25 | 38 | 19 | 82 | 178 | 160 | 37 | 5 | 1 | 0 | 554 |
| 20:15 | 1 | 0 | 0 | 2 | 6 | 15 | 3 | 14 | 31 | 19 | 3 | 0 | 0 | 0 | 94 |
| 20:30 | 0 | 0 | 0 | 1 | 5 | 11 | 4 | 17 | 30 | 31 | 8 | 1 | 1 | 0 | 109 |
| 20:45 | 0 | 0 | 0 | 1 | 9 | 14 | 3 | 12 | 31 | 30 | 4 | 3 | 0 | 0 | 107 |
| 21:00 | 0 | 0 | 0 | 1 | 6 | 6 | 5 | 10 | 32 | 19 | 7 | 2 | 0 | 0 | 88 |
| Hour Total | 1 | 0 | 0 | 5 | 26 | 46 | 15 | 53 | 124 | 99 | 22 | 6 | 1 | 0 | 398 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 14 | 35 | 22 | 10 | 2 | 0 | 0 | 86 |
| 21:30 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 9 | 25 | 33 | 7 | 1 | 0 | 0 | 84 |
| 21:45 | 0 | 0 | 0 | 2 | 3 | 7 | 5 | 11 | 16 | 19 | 6 | 1 | 0 | 0 | 70 |
| 22:00 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 12 | 21 | 12 | 3 | 1 | 0 | 0 | 56 |
| Hour Total | 0 | 0 | 0 | 3 | 7 | 15 | 11 | 46 | 97 | 86 | 26 | 5 | 0 | 0 | 296 |
| 22:15 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 11 | 25 | 18 | 6 | 2 | 0 | 0 | 68 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 27 | 16 | 6 | 1 | 0 | 0 | 59 |
| 22:45 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 8 | 30 | 18 | 4 | 1 | 0 | 1 | 67 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 17 | 17 | 5 | 4 | 0 | 0 | 48 |
| Hour Total | 0 | 0 | 0 | 2 | 4 | 6 | 4 | 28 | 99 | 69 | 21 | 8 | 0 | 1 | 242 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 13 | 7 | 1 | 0 | 0 | 33 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 11 | 3 | 1 | 0 | 0 | 33 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 8 | 2 | 1 | 0 | 0 | 23 |
| 24:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 | 6 | 13 | 6 | 1 | 0 | 0 | 36 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 18 | 36 | 45 | 18 | 4 | 0 | 0 | 125 |
| DAY TOTAL | 66 | 116 | 133 | 424 | 969 | 1080 | 613 | 1066 | 2282 | 2249 | 716 | 141 | 14 | 8 | 9877 |
| PERCENTS | 0.7% | 1.2% | 1.4% | 4.3% | 9.9% | 11.0% | 6.3% | 10.7% | 23.1% | 22.7% | 7.2% | 1.4% | 0.1% | 0.0% | 100% |

Station #: Site A-SBO
Site ID: 000000003806
Location: Carrollton, btw Eagle Hbr & Whippingham
Direction: SOUTH
Lane: 1

File: D1002004.prn
City: 17-311 Rs Max
County: 36.95585, -76.52655

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 142 | 371 | 2664 | 1871 | 7687 | 1802 | 31 | | | | | | | | |
| | 249 | 1193 | 2962 | 3765 | 6538 | 351 | 13 | 29639 | | | | | | | |
| PERCENTS | 0.5% | 0.9% | 1.3% | 4.1% | 9.0% | 10.0% | 6.4% | 12.7% | 25.9% | 22.0% | 6.0% | 1.1% | 0.1% | 0.0% | 100% |

Statistical Information...

15th Percentile Speed
28.8 mph

85th Percentile Speed
53.7 mph

Median Speed
46.0 mph

Average Speed
42.7 mph

10 MPH Pace Speed
45 mph to 55 mph
4531 vehicles in pace
Representing 45.8% of the total vehicles

Vehicles > 45 MPH
5410
54.8%

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 1 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:30 | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:45 | 0 | 32 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 05:00 | 0 | 22 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 0 | 92 | 38 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 05:15 | 0 | 47 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 05:30 | 1 | 62 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 05:45 | 2 | 67 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 06:00 | 2 | 58 | 30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 5 | 234 | 122 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 364 |
| 06:15 | 3 | 77 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 06:30 | 0 | 98 | 40 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 06:45 | 1 | 112 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 07:00 | 0 | 122 | 35 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| Hour Total | 4 | 409 | 144 | 2 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568 |
| 07:15 | 2 | 144 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| 07:30 | 1 | 143 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 07:45 | 0 | 181 | 50 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 08:00 | 0 | 118 | 20 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Hour Total | 3 | 586 | 153 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 751 |
| 08:15 | 0 | 82 | 21 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 08:30 | 2 | 84 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 08:45 | 0 | 77 | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 09:00 | 0 | 85 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 328 | 121 | 1 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 461 |
| 09:15 | 0 | 74 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 09:30 | 0 | 68 | 26 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 09:45 | 1 | 63 | 19 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:00 | 0 | 55 | 21 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 1 | 260 | 91 | 0 | 5 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 366 |
| 10:15 | 1 | 62 | 22 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:30 | 1 | 62 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 10:45 | 0 | 51 | 21 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 11:00 | 0 | 54 | 23 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 2 | 229 | 83 | 1 | 8 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 11:15 | 0 | 52 | 14 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:30 | 0 | 60 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 11:45 | 0 | 58 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 | 0 | 68 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 238 | 72 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 12:15 | 1 | 65 | 19 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 12:30 | 0 | 52 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:45 | 1 | 60 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:00 | 0 | 61 | 22 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Hour Total | 2 | 238 | 69 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 13:15 | 1 | 50 | 26 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:30 | 3 | 58 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 13:45 | 0 | 64 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 14:00 | 0 | 75 | 27 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Hour Total | 4 | 247 | 104 | 1 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 14:15 | 0 | 69 | 28 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 14:30 | 0 | 62 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 14:45 | 1 | 68 | 29 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 15:00 | 1 | 70 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Hour Total | 2 | 269 | 97 | 1 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 377 |
| 15:15 | 0 | 83 | 18 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:30 | 0 | 78 | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 15:45 | 0 | 78 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 16:00 | 1 | 83 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 1 | 322 | 91 | 1 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 16:15 | 0 | 88 | 26 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 16:30 | 1 | 96 | 29 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:45 | 0 | 82 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 17:00 | 0 | 108 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Hour Total | 1 | 374 | 110 | 3 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 497 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 2 | 120 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 17:30 | 1 | 117 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 17:45 | 1 | 114 | 35 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 18:00 | 3 | 99 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| Hour Total | 7 | 450 | 138 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| 18:15 | 0 | 103 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 18:30 | 0 | 87 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18:45 | 0 | 83 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 19:00 | 0 | 55 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 0 | 328 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| 19:15 | 0 | 58 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 19:30 | 1 | 54 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:45 | 0 | 45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 20:00 | 0 | 60 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 1 | 217 | 61 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 |
| 20:15 | 0 | 53 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 20:30 | 1 | 52 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:45 | 0 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 21:00 | 0 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 1 | 171 | 34 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 21:15 | 0 | 27 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 21:30 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:45 | 1 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:00 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 1 | 91 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 22:15 | 1 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:30 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:45 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 1 | 61 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 23:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:45 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 24:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| DAY TOTAL | 39 | 5242 | 1668 | 14 | 76 | 13 | 5 | 10 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 7086 |
| PERCENTS | 0.6% | 74.0% | 23.6% | 0.2% | 1.1% | 0.2% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.0% Trucks & Buses 1.9%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:00 | 07:00 | 06:15 | 06:30 | 04:15 | 09:30 | 06:15 | 09:30 | | | | | | | 07:00 |
| AM Peaks | 8 | 590 | 168 | 2 | 8 | 2 | 1 | 2 | 7 | | | | | | | 772 |
| PM Times | 17:15 | 17:00 | 17:15 | 15:45 | 13:30 | 12:15 | 12:30 | 15:45 | 14:45 | | | | | | | 17:00 |
| PM Peaks | 7 | 459 | 138 | 3 | 7 | 2 | 2 | 2 | 3 | | | | | | | 603 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 1 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:00 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:15 | 1 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:30 | 0 | 17 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:45 | 0 | 25 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:00 | 0 | 24 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Hour Total | 1 | 74 | 39 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 05:15 | 0 | 38 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:30 | 0 | 58 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 05:45 | 2 | 70 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 06:00 | 4 | 66 | 29 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 6 | 232 | 118 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 06:15 | 0 | 87 | 33 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 06:30 | 2 | 92 | 40 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 137 |
| 06:45 | 2 | 123 | 41 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 07:00 | 1 | 97 | 34 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| Hour Total | 5 | 399 | 148 | 0 | 6 | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 564 |
| 07:15 | 1 | 152 | 41 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 07:30 | 1 | 137 | 48 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 07:45 | 0 | 178 | 37 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 08:00 | 0 | 112 | 26 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Hour Total | 2 | 579 | 152 | 3 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 744 |
| 08:15 | 3 | 100 | 32 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 08:30 | 0 | 73 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:45 | 0 | 83 | 32 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 09:00 | 0 | 90 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 3 | 346 | 107 | 3 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 |
| 09:15 | 0 | 51 | 24 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:30 | 0 | 50 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:45 | 0 | 65 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:00 | 0 | 55 | 14 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 0 | 221 | 87 | 0 | 3 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 10:15 | 0 | 67 | 23 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:30 | 3 | 49 | 29 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 10:45 | 1 | 46 | 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 11:00 | 0 | 66 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 4 | 228 | 94 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 11:15 | 0 | 68 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:30 | 0 | 48 | 22 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 11:45 | 0 | 62 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:00 | 0 | 38 | 16 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hour Total | 0 | 216 | 90 | 1 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 12:15 | 1 | 73 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 12:30 | 0 | 60 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:45 | 0 | 58 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 13:00 | 2 | 51 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 3 | 242 | 88 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 13:15 | 0 | 57 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:30 | 1 | 61 | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 13:45 | 0 | 57 | 19 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 14:00 | 0 | 62 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Hour Total | 1 | 237 | 83 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 14:15 | 1 | 62 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 14:30 | 3 | 69 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 14:45 | 2 | 62 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 15:00 | 0 | 80 | 27 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 6 | 273 | 94 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 379 |
| 15:15 | 1 | 74 | 42 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 15:30 | 1 | 65 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 85 |
| 15:45 | 0 | 72 | 26 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 16:00 | 1 | 94 | 32 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| Hour Total | 3 | 305 | 117 | 0 | 3 | 3 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 438 |
| 16:15 | 0 | 93 | 31 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 16:30 | 0 | 116 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 16:45 | 2 | 107 | 33 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 17:00 | 0 | 103 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| Hour Total | 2 | 419 | 124 | 4 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 555 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
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Lane: 1

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City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 136 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 17:30 | 0 | 103 | 37 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 17:45 | 1 | 102 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 18:00 | 2 | 100 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| Hour Total | 4 | 441 | 142 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 590 |
| 18:15 | 0 | 117 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 18:30 | 1 | 65 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 18:45 | 1 | 91 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 19:00 | 2 | 84 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 4 | 357 | 92 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 19:15 | 1 | 52 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 19:30 | 1 | 53 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 19:45 | 2 | 55 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 20:00 | 0 | 59 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 4 | 219 | 71 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 20:15 | 0 | 45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 20:30 | 0 | 48 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 20:45 | 0 | 51 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 21:00 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Hour Total | 0 | 178 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 21:15 | 1 | 38 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 21:30 | 1 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 21:45 | 0 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 22:00 | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 2 | 137 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 22:15 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:30 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 22:45 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 69 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 23:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| DAY TOTAL | 51 | 5255 | 1742 | 12 | 53 | 17 | 5 | 20 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 7169 |
| PERCENTS | 0.8% | 73.4% | 24.3% | 0.2% | 0.8% | 0.2% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.3% Trucks & Buses 1.6%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:45 | 07:15 | 06:45 | 07:30 | 08:15 | 04:00 | 09:30 | 09:45 | 09:15 | | | 05:45 | | | | 07:15 |
| AM Peaks | 8 | 579 | 164 | 4 | 9 | 2 | 2 | 4 | 2 | | | 1 | | | | 744 |
| PM Times | 14:00 | 16:30 | 17:15 | 16:00 | 16:45 | 15:00 | 14:30 | 13:00 | 14:30 | | 14:45 | | | | | 16:30 |
| PM Peaks | 6 | 462 | 142 | 4 | 6 | 3 | 1 | 3 | 2 | | 1 | | | | | 597 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 01:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:45 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 17 | 10 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:15 | 0 | 12 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:30 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 04:45 | 0 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 05:00 | 0 | 24 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 0 | 85 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 05:15 | 0 | 47 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 05:30 | 1 | 58 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 05:45 | 2 | 57 | 33 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 06:00 | 2 | 69 | 45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| Hour Total | 5 | 231 | 128 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 06:15 | 1 | 90 | 47 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 06:30 | 1 | 107 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 06:45 | 4 | 107 | 38 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 07:00 | 0 | 88 | 43 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 133 |
| Hour Total | 6 | 392 | 169 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 575 |
| 07:15 | 1 | 145 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 07:30 | 0 | 145 | 36 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:45 | 0 | 174 | 50 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 08:00 | 0 | 101 | 23 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| Hour Total | 1 | 565 | 143 | 2 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 719 |
| 08:15 | 1 | 104 | 22 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 08:30 | 0 | 70 | 43 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 08:45 | 0 | 110 | 24 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 09:00 | 1 | 70 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 97 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 354 | 113 | 1 | 7 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 482 |
| 09:15 | 0 | 57 | 16 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 09:30 | 0 | 77 | 15 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 09:45 | 0 | 61 | 27 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 10:00 | 0 | 63 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 0 | 258 | 81 | 1 | 8 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| 10:15 | 0 | 58 | 29 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:30 | 0 | 49 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 10:45 | 1 | 63 | 19 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 11:00 | 0 | 50 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 74 |
| Hour Total | 1 | 220 | 84 | 1 | 7 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 319 |
| 11:15 | 0 | 55 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:30 | 0 | 67 | 28 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 11:45 | 1 | 67 | 17 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 12:00 | 0 | 55 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Hour Total | 1 | 244 | 82 | 0 | 6 | 3 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 12:15 | 1 | 74 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 12:30 | 0 | 55 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 12:45 | 1 | 58 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 13:00 | 0 | 64 | 22 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Hour Total | 2 | 251 | 79 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 337 |
| 13:15 | 2 | 54 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 13:30 | 0 | 71 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 101 |
| 13:45 | 0 | 65 | 23 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:00 | 1 | 76 | 23 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Hour Total | 3 | 266 | 97 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 374 |
| 14:15 | 1 | 70 | 29 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 14:30 | 0 | 65 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 14:45 | 2 | 66 | 25 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:00 | 1 | 74 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 4 | 275 | 99 | 1 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 387 |
| 15:15 | 1 | 89 | 26 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 15:30 | 0 | 81 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 15:45 | 1 | 97 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 16:00 | 0 | 99 | 48 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| Hour Total | 2 | 366 | 124 | 0 | 3 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 500 |
| 16:15 | 1 | 94 | 18 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 16:30 | 0 | 98 | 31 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 16:45 | 1 | 99 | 41 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 17:00 | 1 | 105 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Hour Total | 3 | 396 | 125 | 3 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 539 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002009.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 130 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 17:30 | 0 | 143 | 45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:45 | 2 | 149 | 34 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 18:00 | 2 | 119 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| Hour Total | 5 | 541 | 154 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 704 |
| 18:15 | 3 | 123 | 29 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 18:30 | 0 | 96 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 18:45 | 4 | 86 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 19:00 | 0 | 77 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 7 | 382 | 87 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 480 |
| 19:15 | 0 | 75 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:30 | 0 | 52 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 19:45 | 1 | 62 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 20:00 | 1 | 55 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 2 | 244 | 58 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 20:15 | 0 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 20:30 | 0 | 56 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 20:45 | 0 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:00 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 0 | 173 | 30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 21:15 | 0 | 47 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 21:30 | 0 | 35 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 21:45 | 0 | 26 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 22:00 | 1 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 1 | 128 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 22:15 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:30 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 22:45 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:00 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 87 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 23:15 | 1 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:30 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 24:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 1 | 36 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| DAY TOTAL | 46 | 5560 | 1769 | 11 | 73 | 16 | 5 | 18 | 16 | 1 | 3 | 1 | 0 | 0 | 0 | 7519 |
| PERCENTS | 0.7% | 74.0% | 23.6% | 0.2% | 0.9% | 0.2% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.0% Trucks & Buses 1.9%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:00 | 07:15 | 06:00 | 06:45 | 09:00 | 09:30 | | 09:30 | 03:00 | 10:00 | 06:15 | 08:15 | | | | 07:00 |
| AM Peaks | 8 | 565 | 171 | 2 | 9 | 3 | | 4 | 2 | 1 | 1 | 1 | | | | 725 |
| PM Times | 18:00 | 17:15 | 16:45 | 16:00 | 16:00 | 13:30 | 14:30 | 17:30 | 14:30 | | 12:45 | | | | | 17:15 |
| PM Peaks | 9 | 541 | 163 | 3 | 12 | 3 | 3 | 3 | 3 | | 1 | | | | | 704 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 136 | | 5179 | | 202 | | 15 | | 47 | | 4 | | 0 | | 0 | |
| | 16057 | | 37 | | 46 | | 48 | | 1 | | 2 | | 0 | | 21774 | |
| PERCENTS | 0.7% | 73.8% | 23.8% | 0.2% | 0.9% | 0.2% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 7 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 6 | 2 | 2 | 0 | 19 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 2 | 0 | 0 | 14 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 1 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 7 | 1 | 1 | 0 | 15 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 7 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 0 | 0 | 11 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 13 | 6 | 1 | 0 | 34 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 7 | 1 | 0 | 15 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 12 | 13 | 6 | 0 | 35 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 15 | 21 | 5 | 0 | 46 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 16 | 5 | 0 | 36 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 42 | 57 | 17 | 0 | 132 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37 | 20 | 1 | 0 | 65 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 39 | 43 | 6 | 0 | 96 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 52 | 6 | 1 | 111 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 31 | 33 | 9 | 1 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 | 155 | 148 | 22 | 2 | 364 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 54 | 34 | 14 | 0 | 112 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 60 | 46 | 7 | 0 | 140 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 71 | 46 | 9 | 1 | 152 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 82 | 43 | 4 | 0 | 164 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 89 | 267 | 169 | 34 | 1 | 568 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 96 | 64 | 9 | 1 | 194 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29 | 90 | 50 | 5 | 0 | 181 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 78 | 92 | 46 | 7 | 0 | 233 |
| 08:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 5 | 26 | 64 | 37 | 4 | 1 | 143 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 22 | 157 | 342 | 197 | 25 | 2 | 751 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 39 | 36 | 7 | 0 | 108 |
| 08:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 29 | 45 | 39 | 4 | 0 | 124 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | 49 | 35 | 5 | 0 | 110 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 33 | 61 | 15 | 3 | 0 | 119 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 15 | 104 | 194 | 125 | 19 | 0 | 461 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 27 | 45 | 24 | 2 | 0 | 101 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 17 | 47 | 25 | 2 | 0 | 98 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31 | 40 | 12 | 1 | 0 | 88 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 23 | 19 | 1 | 0 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 9 | 110 | 155 | 80 | 6 | 0 | 366 |
| 10:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 5 | 33 | 34 | 14 | 2 | 0 | 92 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 30 | 35 | 14 | 0 | 0 | 82 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 24 | 26 | 13 | 2 | 1 | 75 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 33 | 13 | 2 | 0 | 81 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 14 | 119 | 128 | 54 | 6 | 1 | 330 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 | 30 | 13 | 1 | 0 | 69 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 13 | 48 | 9 | 0 | 0 | 76 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 29 | 21 | 3 | 0 | 77 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 33 | 37 | 10 | 1 | 2 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 20 | 88 | 144 | 53 | 5 | 2 | 316 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 28 | 31 | 15 | 4 | 0 | 88 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 21 | 30 | 16 | 2 | 0 | 70 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 22 | 32 | 14 | 2 | 0 | 74 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 29 | 30 | 17 | 5 | 0 | 85 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 14 | 100 | 123 | 62 | 13 | 0 | 317 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8 | 19 | 26 | 22 | 2 | 0 | 81 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 44 | 14 | 2 | 1 | 88 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 46 | 12 | 3 | 0 | 91 |
| 14:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 21 | 43 | 25 | 4 | 0 | 105 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 23 | 90 | 159 | 73 | 11 | 1 | 365 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 30 | 40 | 25 | 3 | 0 | 101 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 13 | 35 | 23 | 1 | 0 | 83 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 55 | 24 | 3 | 0 | 100 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 42 | 22 | 6 | 0 | 93 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 78 | 172 | 94 | 13 | 0 | 377 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 44 | 24 | 6 | 3 | 105 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 41 | 26 | 7 | 0 | 102 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 54 | 27 | 2 | 1 | 108 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 27 | 53 | 18 | 5 | 1 | 109 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 98 | 192 | 95 | 20 | 5 | 424 |
| 16:15 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 6 | 4 | 25 | 51 | 23 | 4 | 1 | 120 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 27 | 63 | 23 | 1 | 1 | 130 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 46 | 34 | 7 | 0 | 106 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 22 | 69 | 32 | 7 | 1 | 141 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 9 | 26 | 92 | 229 | 112 | 19 | 3 | 497 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 29 | 73 | 37 | 2 | 2 | 147 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 35 | 75 | 39 | 5 | 2 | 163 |
| 17:45 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 42 | 68 | 34 | 2 | 0 | 152 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 61 | 49 | 6 | 0 | 138 |
| Hour Total | 3 | 0 | 1 | 0 | 0 | 1 | 2 | 2 | 15 | 121 | 277 | 159 | 15 | 4 | 600 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 35 | 62 | 21 | 3 | 0 | 126 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 52 | 21 | 3 | 0 | 109 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 31 | 50 | 17 | 2 | 1 | 109 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 27 | 8 | 1 | 1 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 21 | 121 | 191 | 67 | 9 | 2 | 416 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 32 | 32 | 11 | 0 | 0 | 83 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 24 | 28 | 6 | 0 | 0 | 68 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 17 | 13 | 12 | 2 | 0 | 56 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 32 | 23 | 13 | 2 | 0 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 105 | 96 | 42 | 4 | 0 | 282 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 25 | 23 | 8 | 0 | 0 | 71 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 21 | 3 | 0 | 0 | 60 |
| 20:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 16 | 16 | 4 | 0 | 0 | 42 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 18 | 12 | 3 | 0 | 0 | 36 |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 29 | 85 | 72 | 18 | 0 | 0 | 209 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 13 | 4 | 0 | 0 | 33 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 14 | 5 | 0 | 0 | 29 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 4 | 0 | 0 | 24 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 11 | 3 | 0 | 0 | 23 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 28 | 48 | 16 | 0 | 0 | 109 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 6 | 1 | 0 | 21 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 7 | 6 | 0 | 0 | 24 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 8 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 29 | 24 | 15 | 1 | 0 | 76 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 6 | 0 | 1 | 0 | 16 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 1 | 0 | 11 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 0 | 8 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 1 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 8 | 11 | 4 | 0 | 44 |
| DAY TOTAL | 3 | 0 | 2 | 2 | 5 | 9 | 22 | 54 | 312 | 1700 | 3049 | 1658 | 247 | 23 | 7086 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.1% | 0.1% | 0.2% | 0.4% | 0.7% | 4.4% | 23.9% | 43.0% | 23.3% | 3.4% | 0.3% | 100% |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
51.9 mph

85th Percentile Speed
62.6 mph

Median Speed
57.4 mph

Average Speed
57.2 mph

10 MPH Pace Speed
50 mph to 60 mph
4749 vehicles in pace
Representing 67.0% of the total vehicles

Vehicles > 55 MPH
4977
70.2%

Station #: Site B-NBI
Site ID: 000000003810
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County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 7 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 6 | 5 | 1 | 0 | 21 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 6 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 4 | 3 | 0 | 0 | 14 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 1 | 0 | 0 | 14 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 1 | 0 | 8 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 1 | 0 | 12 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 0 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 11 | 10 | 2 | 0 | 32 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 0 | 0 | 15 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 11 | 1 | 0 | 23 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 14 | 6 | 0 | 38 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 14 | 3 | 0 | 40 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 51 | 43 | 10 | 0 | 116 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 19 | 26 | 1 | 2 | 54 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 36 | 6 | 1 | 91 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 45 | 51 | 7 | 1 | 112 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 40 | 42 | 5 | 1 | 102 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 29 | 148 | 155 | 19 | 5 | 359 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 50 | 49 | 6 | 0 | 123 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 77 | 43 | 4 | 0 | 137 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 80 | 45 | 6 | 0 | 168 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 21 | 69 | 40 | 3 | 0 | 136 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 84 | 276 | 177 | 19 | 0 | 564 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 78 | 71 | 9 | 0 | 196 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 93 | 43 | 14 | 0 | 188 |
| 07:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 49 | 98 | 56 | 5 | 3 | 218 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 31 | 72 | 32 | 4 | 0 | 142 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | 145 | 341 | 202 | 32 | 3 | 744 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 26 | 65 | 32 | 4 | 1 | 141 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 22 | 35 | 24 | 5 | 1 | 92 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 44 | 38 | 3 | 1 | 119 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 53 | 22 | 2 | 1 | 118 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 116 | 197 | 116 | 14 | 4 | 470 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 32 | 21 | 5 | 1 | 77 |
| 09:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 24 | 34 | 15 | 3 | 0 | 80 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26 | 39 | 10 | 6 | 0 | 88 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 35 | 14 | 2 | 0 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 15 | 84 | 140 | 60 | 16 | 1 | 317 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 40 | 21 | 1 | 0 | 92 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 24 | 33 | 19 | 3 | 0 | 83 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 14 | 35 | 11 | 3 | 0 | 67 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 25 | 43 | 17 | 2 | 0 | 91 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 84 | 151 | 68 | 9 | 0 | 333 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 33 | 41 | 6 | 2 | 1 | 95 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 35 | 15 | 3 | 0 | 75 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 19 | 44 | 13 | 3 | 0 | 89 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 24 | 11 | 5 | 0 | 57 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 21 | 88 | 144 | 45 | 13 | 1 | 316 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 23 | 53 | 17 | 3 | 0 | 100 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 23 | 27 | 15 | 3 | 0 | 78 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 34 | 29 | 16 | 3 | 0 | 85 |
| 13:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 34 | 16 | 3 | 0 | 76 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 16 | 97 | 143 | 64 | 12 | 0 | 339 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 32 | 15 | 3 | 0 | 73 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 22 | 42 | 18 | 3 | 0 | 90 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 26 | 22 | 23 | 1 | 0 | 78 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 23 | 38 | 18 | 0 | 0 | 85 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 15 | 90 | 134 | 74 | 7 | 0 | 326 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 26 | 29 | 18 | 2 | 0 | 80 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 40 | 28 | 3 | 0 | 92 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 15 | 49 | 23 | 4 | 0 | 98 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 28 | 48 | 20 | 6 | 1 | 109 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 15 | 88 | 166 | 89 | 15 | 1 | 379 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 39 | 47 | 26 | 5 | 0 | 124 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 40 | 18 | 3 | 0 | 85 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 49 | 32 | 5 | 1 | 100 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 31 | 57 | 31 | 4 | 1 | 129 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 104 | 193 | 107 | 17 | 2 | 438 |
| 16:15 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 2 | 5 | 19 | 61 | 27 | 6 | 0 | 127 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 37 | 55 | 37 | 7 | 1 | 147 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 43 | 51 | 32 | 9 | 0 | 145 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 25 | 52 | 45 | 6 | 1 | 136 |
| Hour Total | 0 | 0 | 1 | 0 | 1 | 3 | 7 | 3 | 26 | 124 | 219 | 141 | 28 | 2 | 555 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 52 | 65 | 43 | 6 | 0 | 169 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 35 | 59 | 42 | 2 | 0 | 143 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 63 | 39 | 8 | 0 | 143 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 57 | 27 | 7 | 0 | 135 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 154 | 244 | 151 | 23 | 0 | 590 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 58 | 39 | 6 | 0 | 141 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 49 | 19 | 4 | 0 | 96 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 41 | 30 | 31 | 4 | 1 | 111 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 31 | 51 | 17 | 3 | 0 | 107 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 131 | 188 | 106 | 17 | 1 | 455 |
| 19:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 28 | 17 | 13 | 3 | 0 | 75 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 30 | 12 | 2 | 0 | 77 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 32 | 23 | 7 | 2 | 0 | 76 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 41 | 12 | 1 | 0 | 70 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 36 | 97 | 111 | 44 | 8 | 0 | 298 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 20 | 21 | 7 | 1 | 0 | 54 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 24 | 17 | 9 | 1 | 0 | 58 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 27 | 23 | 7 | 0 | 0 | 64 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 14 | 6 | 1 | 0 | 38 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 15 | 85 | 75 | 29 | 3 | 0 | 214 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 19 | 6 | 2 | 0 | 48 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 18 | 4 | 3 | 0 | 48 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 18 | 8 | 0 | 0 | 38 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 4 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 58 | 72 | 22 | 5 | 0 | 168 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 8 | 4 | 0 | 0 | 25 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 12 | 6 | 5 | 1 | 0 | 29 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 0 | 1 | 0 | 14 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 1 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 29 | 23 | 11 | 3 | 0 | 81 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 5 | 1 | 1 | 0 | 13 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 11 | 4 | 1 | 0 | 26 |
| DAY TOTAL | 2 | 1 | 4 | 0 | 3 | 4 | 17 | 46 | 288 | 1729 | 3054 | 1727 | 274 | 20 | 7169 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% | 0.2% | 0.6% | 4.0% | 24.1% | 42.6% | 24.0% | 3.8% | 0.2% | 100% |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
52.1 mph

85th Percentile Speed
62.7 mph

Median Speed
57.5 mph

Average Speed
57.3 mph

10 MPH Pace Speed
50 mph to 60 mph
4783 vehicles in pace
Representing 66.7% of the total vehicles

Vehicles > 55 MPH
5075
70.8%

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 7 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 1 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 8 | 3 | 1 | 1 | 25 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 6 | 1 | 0 | 0 | 16 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 10 | 1 | 0 | 0 | 19 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 6 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 12 | 8 | 1 | 0 | 30 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 6 | 0 | 0 | 19 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 11 | 2 | 1 | 29 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 16 | 4 | 2 | 35 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16 | 13 | 5 | 0 | 39 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 46 | 46 | 11 | 3 | 122 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 27 | 7 | 0 | 69 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 24 | 48 | 10 | 0 | 88 |
| 05:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 39 | 41 | 3 | 0 | 94 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 55 | 39 | 5 | 0 | 118 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 | 144 | 155 | 25 | 0 | 369 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 63 | 54 | 8 | 0 | 139 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 76 | 36 | 10 | 2 | 150 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 72 | 39 | 7 | 1 | 153 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 66 | 47 | 7 | 0 | 133 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 83 | 277 | 176 | 32 | 3 | 575 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 79 | 56 | 13 | 1 | 182 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 69 | 75 | 10 | 0 | 183 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 37 | 93 | 80 | 10 | 2 | 227 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 60 | 41 | 5 | 0 | 127 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 104 | 301 | 252 | 38 | 3 | 719 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 58 | 41 | 10 | 1 | 131 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 50 | 19 | 6 | 1 | 117 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 30 | 51 | 40 | 7 | 0 | 137 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 17 | 44 | 27 | 4 | 1 | 97 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 104 | 203 | 127 | 27 | 3 | 482 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 17 | 31 | 20 | 4 | 0 | 76 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 24 | 38 | 29 | 2 | 1 | 98 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 25 | 35 | 22 | 4 | 0 | 93 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 41 | 16 | 1 | 0 | 87 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 92 | 145 | 87 | 11 | 1 | 354 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 54 | 22 | 0 | 0 | 92 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 24 | 18 | 2 | 0 | 67 |
| 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 20 | 41 | 13 | 2 | 1 | 86 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 15 | 36 | 11 | 2 | 1 | 74 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 16 | 70 | 155 | 64 | 6 | 2 | 319 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 33 | 19 | 2 | 0 | 77 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 47 | 23 | 6 | 0 | 101 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 28 | 44 | 10 | 2 | 1 | 90 |
| 12:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 17 | 42 | 9 | 1 | 0 | 73 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 13 | 86 | 166 | 61 | 11 | 1 | 341 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 30 | 41 | 19 | 1 | 0 | 98 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 26 | 14 | 3 | 0 | 74 |
| 12:45 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 27 | 27 | 19 | 0 | 0 | 77 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 25 | 28 | 24 | 2 | 0 | 88 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 19 | 107 | 122 | 76 | 6 | 0 | 337 |
| 13:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 27 | 29 | 16 | 2 | 0 | 80 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26 | 38 | 26 | 5 | 0 | 101 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 39 | 24 | 9 | 1 | 90 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 31 | 33 | 28 | 5 | 0 | 103 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 16 | 98 | 139 | 94 | 21 | 1 | 374 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 28 | 50 | 18 | 3 | 0 | 103 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 25 | 40 | 24 | 2 | 0 | 94 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 16 | 40 | 24 | 3 | 1 | 96 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 25 | 37 | 22 | 4 | 1 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 19 | 94 | 167 | 88 | 12 | 2 | 387 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 26 | 45 | 29 | 8 | 4 | 120 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 19 | 46 | 30 | 4 | 1 | 104 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 51 | 47 | 3 | 0 | 128 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 27 | 69 | 42 | 5 | 0 | 148 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 8 | 99 | 211 | 148 | 20 | 5 | 500 |
| 16:15 | 1 | 1 | 2 | 4 | 4 | 5 | 3 | 2 | 2 | 21 | 45 | 24 | 5 | 1 | 120 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 22 | 64 | 40 | 2 | 1 | 132 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 36 | 68 | 31 | 5 | 0 | 146 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 34 | 58 | 35 | 5 | 1 | 141 |
| Hour Total | 1 | 1 | 2 | 4 | 4 | 5 | 5 | 4 | 15 | 113 | 235 | 130 | 17 | 3 | 539 |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 54 | 68 | 37 | 6 | 1 | 173 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 56 | 72 | 44 | 6 | 2 | 189 |
| 17:45 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 3 | 7 | 43 | 86 | 34 | 5 | 1 | 187 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 49 | 70 | 26 | 2 | 1 | 155 |
| Hour Total | 1 | 0 | 0 | 4 | 1 | 1 | 3 | 3 | 28 | 202 | 296 | 141 | 19 | 5 | 704 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 49 | 58 | 31 | 3 | 1 | 158 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 39 | 42 | 18 | 1 | 0 | 120 |
| 18:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 44 | 20 | 4 | 0 | 111 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 41 | 11 | 3 | 0 | 91 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 50 | 146 | 185 | 80 | 11 | 1 | 480 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 41 | 6 | 0 | 1 | 90 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 19 | 28 | 11 | 0 | 0 | 67 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 28 | 31 | 10 | 2 | 0 | 78 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 18 | 38 | 8 | 2 | 0 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 22 | 100 | 138 | 35 | 4 | 1 | 307 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 18 | 10 | 3 | 0 | 60 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 24 | 7 | 5 | 0 | 65 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 23 | 7 | 1 | 0 | 51 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 8 | 4 | 0 | 0 | 29 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 72 | 73 | 28 | 9 | 0 | 205 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 18 | 12 | 4 | 0 | 59 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 11 | 22 | 6 | 1 | 0 | 46 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 9 | 10 | 1 | 0 | 29 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 10 | 4 | 0 | 0 | 28 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 42 | 59 | 32 | 6 | 0 | 162 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 11 | 7 | 0 | 0 | 31 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 12 | 10 | 0 | 1 | 37 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 4 | 0 | 0 | 25 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 2 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 32 | 44 | 23 | 0 | 1 | 109 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 3 | 0 | 0 | 15 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 2 | 0 | 0 | 12 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 2 | 0 | 0 | 9 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 15 | 8 | 0 | 0 | 44 |
| DAY TOTAL | 8 | 2 | 3 | 8 | 6 | 8 | 23 | 49 | 326 | 1741 | 3157 | 1864 | 288 | 36 | 7519 |
| PERCENTS | 0.2% | 0.1% | 0.1% | 0.2% | 0.1% | 0.2% | 0.3% | 0.6% | 4.3% | 23.1% | 41.9% | 24.7% | 3.8% | 0.4% | 100% |

Station #: Site B-NBI
Site ID: 000000003810
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002010.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 13 | 9 | 14 | 62 | 926 | 9260 | 809 | | | | | | | | |
| | 3 | 10 | 21 | 149 | 5170 | 5249 | 79 | | | | | | | | 21774 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.3% | 0.6% | 4.2% | 23.7% | 42.5% | 24.1% | 3.7% | 0.3% | 100% |

Statistical Information...

15th Percentile Speed
52.0 mph

85th Percentile Speed
62.9 mph

Median Speed
57.5 mph

Average Speed
57.3 mph

10 MPH Pace Speed
55 mph to 65 mph
5021 vehicles in pace
Representing 66.7% of the total vehicles

Vehicles > 55 MPH
5345
71.1%

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 9 | 2 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 12 | 5 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 03:15 | 0 | 9 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:45 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 04:00 | 0 | 6 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 41 | 18 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 04:15 | 1 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:30 | 1 | 32 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 04:45 | 1 | 39 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 05:00 | 0 | 29 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 3 | 118 | 69 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 05:15 | 0 | 53 | 27 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 05:30 | 3 | 75 | 31 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 05:45 | 1 | 79 | 35 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 06:00 | 1 | 53 | 28 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 5 | 260 | 121 | 1 | 2 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| 06:15 | 1 | 80 | 36 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 06:30 | 1 | 79 | 35 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 06:45 | 0 | 95 | 46 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 07:00 | 1 | 96 | 30 | 2 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Hour Total | 3 | 350 | 147 | 3 | 2 | 7 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| 07:15 | 3 | 114 | 39 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 07:30 | 1 | 111 | 34 | 1 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 07:45 | 0 | 125 | 39 | 1 | 1 | 2 | 3 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 178 |
| 08:00 | 0 | 91 | 30 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| Hour Total | 4 | 441 | 142 | 2 | 5 | 4 | 10 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 623 |
| 08:15 | 0 | 66 | 23 | 2 | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 08:30 | 0 | 84 | 18 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 08:45 | 0 | 92 | 20 | 1 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 122 |
| 09:00 | 0 | 77 | 20 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 319 | 81 | 3 | 6 | 7 | 4 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 431 |
| 09:15 | 2 | 48 | 20 | 1 | 2 | 2 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 84 |
| 09:30 | 5 | 50 | 24 | 0 | 3 | 2 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 09:45 | 0 | 39 | 19 | 1 | 2 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 10:00 | 0 | 42 | 16 | 0 | 0 | 2 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 7 | 179 | 79 | 2 | 7 | 9 | 8 | 2 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 320 |
| 10:15 | 1 | 46 | 24 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 10:30 | 0 | 53 | 19 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 10:45 | 0 | 47 | 21 | 1 | 2 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 11:00 | 0 | 54 | 18 | 0 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 1 | 200 | 82 | 1 | 7 | 4 | 3 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 11:15 | 0 | 41 | 29 | 1 | 1 | 2 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 11:30 | 0 | 50 | 12 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:45 | 0 | 43 | 25 | 0 | 6 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:00 | 1 | 45 | 13 | 2 | 2 | 7 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Hour Total | 1 | 179 | 79 | 3 | 11 | 10 | 8 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 12:15 | 0 | 50 | 22 | 0 | 4 | 5 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:30 | 0 | 44 | 19 | 0 | 1 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 12:45 | 2 | 54 | 15 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 13:00 | 0 | 46 | 24 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 194 | 80 | 0 | 7 | 10 | 8 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 13:15 | 1 | 42 | 19 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:30 | 0 | 57 | 18 | 1 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:45 | 0 | 48 | 14 | 2 | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 0 | 50 | 14 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 1 | 197 | 65 | 3 | 9 | 7 | 4 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 14:15 | 0 | 46 | 21 | 0 | 1 | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 14:30 | 2 | 44 | 19 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 14:45 | 2 | 69 | 26 | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 15:00 | 0 | 45 | 21 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 4 | 204 | 87 | 1 | 6 | 7 | 7 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 324 |
| 15:15 | 1 | 48 | 17 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 15:30 | 0 | 61 | 24 | 0 | 2 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:45 | 0 | 59 | 25 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 16:00 | 1 | 71 | 21 | 1 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| Hour Total | 2 | 239 | 87 | 3 | 6 | 6 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 16:15 | 0 | 53 | 17 | 2 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 16:30 | 0 | 80 | 19 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 16:45 | 1 | 76 | 14 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 17:00 | 0 | 81 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 290 | 68 | 3 | 4 | 6 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 380 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 79 | 29 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 17:30 | 2 | 82 | 30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 17:45 | 0 | 66 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:00 | 1 | 76 | 22 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 3 | 303 | 102 | 1 | 1 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 417 |
| 18:15 | 1 | 57 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 18:30 | 1 | 57 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 18:45 | 0 | 63 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:00 | 0 | 43 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 2 | 220 | 64 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 19:15 | 1 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 19:30 | 1 | 47 | 7 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:45 | 0 | 43 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 20:00 | 0 | 30 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 2 | 171 | 40 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 20:15 | 1 | 33 | 7 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 20:30 | 0 | 33 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:45 | 0 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 1 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Hour Total | 2 | 121 | 23 | 1 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 21:15 | 1 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:30 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 21:45 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 22:00 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 1 | 93 | 20 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 22:15 | 0 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:30 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 80 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 23:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 24:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| DAY TOTAL | 44 | 4275 | 1483 | 27 | 79 | 91 | 58 | 29 | 181 | 4 | 0 | 0 | 0 | 0 | 0 | 6271 |
| PERCENTS | 0.8% | 68.2% | 23.7% | 0.5% | 1.3% | 1.4% | 0.9% | 0.4% | 2.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 92.5% Trucks & Buses 7.4%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:45 | 07:00 | 06:30 | 06:45 | 11:00 | 07:00 | 07:30 | 08:00 | 09:15 | 08:30 | | | | | | 07:00 |
| AM Peaks | 7 | 446 | 150 | 4 | 11 | 10 | 11 | 6 | 26 | 2 | | | | | | 630 |
| PM Times | 14:30 | 16:45 | 17:15 | 15:45 | 13:30 | 12:15 | 12:15 | 12:30 | 12:15 | 14:15 | | | | | | 16:45 |
| PM Peaks | 5 | 318 | 102 | 5 | 10 | 10 | 8 | 5 | 14 | 1 | | | | | | 423 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 20 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 01:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 02:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:45 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:00 | 0 | 12 | 6 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 40 | 17 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 04:15 | 1 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:30 | 0 | 29 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 04:45 | 0 | 34 | 33 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 05:00 | 0 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| Hour Total | 1 | 131 | 69 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 05:15 | 0 | 49 | 18 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 05:30 | 0 | 66 | 34 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 05:45 | 2 | 85 | 41 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 06:00 | 1 | 77 | 40 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Hour Total | 3 | 277 | 133 | 0 | 1 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| 06:15 | 2 | 80 | 33 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 06:30 | 0 | 71 | 41 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 06:45 | 0 | 93 | 35 | 2 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 07:00 | 1 | 90 | 34 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| Hour Total | 3 | 334 | 143 | 4 | 3 | 4 | 2 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 502 |
| 07:15 | 2 | 118 | 29 | 0 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 07:30 | 0 | 93 | 38 | 0 | 4 | 1 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 07:45 | 0 | 116 | 43 | 1 | 4 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 171 |
| 08:00 | 2 | 86 | 25 | 1 | 2 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| Hour Total | 4 | 413 | 135 | 2 | 10 | 2 | 16 | 5 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 597 |
| 08:15 | 0 | 77 | 24 | 2 | 2 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 111 |
| 08:30 | 0 | 69 | 25 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 08:45 | 0 | 64 | 27 | 0 | 1 | 1 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 09:00 | 0 | 64 | 18 | 1 | 1 | 2 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 274 | 94 | 3 | 5 | 3 | 13 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 405 |
| 09:15 | 0 | 57 | 31 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 09:30 | 0 | 50 | 19 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 09:45 | 0 | 50 | 11 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 10:00 | 0 | 45 | 19 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 0 | 202 | 80 | 0 | 6 | 4 | 8 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 10:15 | 1 | 45 | 15 | 1 | 3 | 4 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 10:30 | 2 | 58 | 16 | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 84 |
| 10:45 | 0 | 47 | 21 | 0 | 2 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:00 | 1 | 63 | 16 | 1 | 2 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 4 | 213 | 68 | 2 | 8 | 10 | 12 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 333 |
| 11:15 | 0 | 43 | 15 | 2 | 3 | 1 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 11:30 | 0 | 49 | 16 | 1 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 11:45 | 0 | 45 | 12 | 0 | 1 | 3 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 12:00 | 0 | 54 | 11 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 0 | 191 | 54 | 3 | 8 | 6 | 10 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 12:15 | 0 | 60 | 22 | 1 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 12:30 | 0 | 50 | 20 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:45 | 0 | 57 | 15 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 13:00 | 1 | 55 | 17 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 1 | 222 | 74 | 2 | 6 | 4 | 4 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 13:15 | 2 | 52 | 12 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 13:30 | 0 | 46 | 19 | 0 | 1 | 3 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 13:45 | 1 | 52 | 15 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 0 | 54 | 15 | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 3 | 204 | 61 | 0 | 5 | 9 | 10 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 301 |
| 14:15 | 0 | 65 | 17 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 14:30 | 1 | 55 | 18 | 0 | 0 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 14:45 | 1 | 70 | 18 | 0 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 15:00 | 1 | 55 | 17 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 3 | 245 | 70 | 0 | 4 | 6 | 7 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 15:15 | 1 | 57 | 16 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 15:30 | 0 | 68 | 16 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 15:45 | 0 | 59 | 19 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 16:00 | 1 | 66 | 18 | 0 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 2 | 250 | 69 | 2 | 5 | 6 | 6 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 16:15 | 1 | 60 | 13 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 16:30 | 1 | 71 | 24 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 16:45 | 1 | 72 | 24 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 17:00 | 0 | 65 | 31 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Hour Total | 3 | 268 | 92 | 2 | 12 | 3 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 390 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 78 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:30 | 1 | 77 | 23 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 17:45 | 1 | 78 | 30 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 18:00 | 0 | 68 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 3 | 301 | 101 | 0 | 3 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 416 |
| 18:15 | 0 | 67 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:30 | 1 | 57 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 18:45 | 0 | 70 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 19:00 | 0 | 56 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 1 | 250 | 64 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 19:15 | 0 | 48 | 7 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:30 | 0 | 51 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:45 | 0 | 47 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 20:00 | 1 | 36 | 11 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 1 | 182 | 46 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 20:15 | 0 | 34 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 20:30 | 0 | 32 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 20:45 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 21:00 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hour Total | 0 | 128 | 34 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 21:15 | 1 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 21:30 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 21:45 | 0 | 26 | 3 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 1 | 105 | 13 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 22:15 | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:30 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:45 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 71 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 23:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 24:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 26 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| DAY TOTAL | 33 | 4377 | 1448 | 20 | 85 | 65 | 96 | 28 | 129 | 6 | 0 | 0 | 0 | 0 | 0 | 6287 |
| PERCENTS | 0.6% | 69.7% | 23.1% | 0.4% | 1.3% | 1.0% | 1.5% | 0.4% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 93.1%  Trucks & Buses 6.8%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:00 | 05:45 | 06:15 | 07:30 | 10:15 | 07:15 | 07:00 | 10:30 | 07:30 | | | | | | 07:00 |
| AM Peaks | 5 | 417 | 155 | 4 | 12 | 10 | 16 | 6 | 13 | 2 | | | | | | 608 |
| PM Times | 13:00 | 17:15 | 17:00 | 12:15 | 16:15 | 14:30 | 12:45 | 12:45 | 14:30 | 13:15 | | | | | | 17:00 |
| PM Peaks | 4 | 301 | 111 | 2 | 12 | 10 | 10 | 2 | 7 | 1 | | | | | | 429 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 02:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:15 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:45 | 0 | 12 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 38 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 04:15 | 0 | 21 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 04:30 | 2 | 33 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 04:45 | 0 | 39 | 27 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 05:00 | 0 | 45 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 2 | 138 | 72 | 0 | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| 05:15 | 0 | 49 | 26 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 05:30 | 1 | 61 | 27 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:45 | 2 | 72 | 37 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 06:00 | 1 | 63 | 38 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 4 | 245 | 128 | 1 | 0 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| 06:15 | 4 | 82 | 33 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 06:30 | 0 | 78 | 37 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 06:45 | 0 | 93 | 32 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 07:00 | 0 | 90 | 38 | 1 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| Hour Total | 4 | 343 | 140 | 3 | 4 | 5 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 512 |
| 07:15 | 0 | 116 | 28 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 148 |
| 07:30 | 0 | 106 | 37 | 0 | 2 | 1 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 07:45 | 0 | 113 | 33 | 0 | 3 | 1 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 08:00 | 0 | 88 | 21 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| Hour Total | 0 | 423 | 119 | 0 | 5 | 4 | 10 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 574 |
| 08:15 | 1 | 65 | 33 | 2 | 3 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 08:30 | 2 | 76 | 25 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 08:45 | 1 | 84 | 21 | 0 | 4 | 3 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 09:00 | 0 | 79 | 23 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 106 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 4 | 304 | 102 | 2 | 9 | 5 | 10 | 3 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 450 |
| 09:15 | 0 | 57 | 22 | 0 | 2 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 09:30 | 0 | 55 | 24 | 1 | 1 | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 09:45 | 0 | 61 | 22 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:00 | 0 | 55 | 17 | 0 | 2 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 0 | 228 | 85 | 1 | 7 | 4 | 10 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 345 |
| 10:15 | 1 | 48 | 14 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 10:30 | 0 | 46 | 24 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:45 | 0 | 52 | 14 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 11:00 | 0 | 46 | 18 | 0 | 2 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 1 | 192 | 70 | 1 | 4 | 4 | 5 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 287 |
| 11:15 | 0 | 41 | 15 | 0 | 1 | 2 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:30 | 1 | 49 | 19 | 0 | 1 | 1 | 6 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 11:45 | 0 | 53 | 27 | 1 | 0 | 2 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:00 | 1 | 40 | 16 | 0 | 6 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Hour Total | 2 | 183 | 77 | 1 | 8 | 5 | 12 | 3 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 309 |
| 12:15 | 0 | 46 | 16 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 71 |
| 12:30 | 1 | 53 | 15 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 12:45 | 2 | 33 | 16 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:00 | 2 | 42 | 27 | 0 | 2 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 5 | 174 | 74 | 0 | 7 | 5 | 13 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 283 |
| 13:15 | 0 | 46 | 22 | 0 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 13:30 | 0 | 49 | 19 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 13:45 | 0 | 55 | 21 | 0 | 4 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 86 |
| 14:00 | 0 | 61 | 20 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 0 | 211 | 82 | 0 | 8 | 3 | 8 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 325 |
| 14:15 | 2 | 52 | 15 | 0 | 0 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 14:30 | 4 | 63 | 22 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 14:45 | 0 | 38 | 19 | 0 | 0 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 68 |
| 15:00 | 0 | 52 | 16 | 0 | 4 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 6 | 205 | 72 | 0 | 4 | 7 | 9 | 5 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 317 |
| 15:15 | 1 | 55 | 21 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 15:30 | 0 | 45 | 24 | 0 | 1 | 2 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 15:45 | 2 | 57 | 21 | 0 | 2 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 0 | 59 | 21 | 1 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 3 | 216 | 87 | 3 | 8 | 4 | 11 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 16:15 | 1 | 78 | 18 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 16:30 | 0 | 81 | 20 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 16:45 | 1 | 72 | 20 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 17:00 | 1 | 71 | 22 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Hour Total | 3 | 302 | 80 | 3 | 4 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 402 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002005.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 91 | 24 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 119 |
| 17:30 | 0 | 83 | 23 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 17:45 | 1 | 104 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 18:00 | 2 | 70 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 3 | 348 | 92 | 0 | 4 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 454 |
| 18:15 | 0 | 67 | 21 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 18:30 | 0 | 60 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 18:45 | 1 | 63 | 14 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 19:00 | 0 | 48 | 9 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 1 | 238 | 66 | 0 | 5 | 4 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 19:15 | 0 | 56 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:30 | 2 | 44 | 11 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 19:45 | 2 | 43 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 20:00 | 0 | 50 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 4 | 193 | 34 | 0 | 2 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 20:15 | 0 | 32 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:30 | 0 | 52 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 20:45 | 1 | 25 | 10 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 21:00 | 0 | 26 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 1 | 135 | 44 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 187 |
| 21:15 | 1 | 36 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 21:30 | 0 | 26 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:45 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 22:00 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Hour Total | 1 | 113 | 24 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 22:15 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:30 | 0 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:45 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:00 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 96 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 23:15 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:30 | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 18 |
| 23:45 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 24:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 1 | 45 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 59 |
| DAY TOTAL | 45 | 4421 | 1497 | 15 | 85 | 64 | 96 | 35 | 147 | 4 | 4 | 0 | 2 | 0 | 0 | 6415 |
| PERCENTS | 0.8% | 69.0% | 23.4% | 0.3% | 1.4% | 1.0% | 1.4% | 0.5% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 93.9% Trucks & Buses 7.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:00 | 05:45 | 06:00 | 08:15 | 06:30 | 07:30 | 05:45 | 11:00 | 11:00 | 08:15 | | | | | 07:00 |
| AM Peaks | 8 | 425 | 145 | 3 | 9 | 7 | 15 | 6 | 17 | 2 | 1 | | | | | 597 |
| PM Times | 13:45 | 17:00 | 17:15 | 15:45 | 15:00 | 14:00 | 12:45 | 14:15 | 18:15 | 13:00 | 12:15 | | 14:00 | | | 17:00 |
| PM Peaks | 6 | 349 | 92 | 4 | 11 | 7 | 14 | 5 | 12 | 1 | 1 | | 1 | | | 455 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 122 | 13073 | 4428 | 62 | 249 | 220 | 250 | 92 | 457 | 14 | 4 | 0 | 2 | 0 | 0 | 18973 |
| PERCENTS | 0.7% | 69.0% | 23.4% | 0.4% | 1.3% | 1.1% | 1.3% | 0.4% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 6 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 8 | 2 | 2 | 0 | 0 | 21 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 8 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 7 | 2 | 2 | 0 | 0 | 17 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | 5 | 5 | 1 | 0 | 0 | 21 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 13 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 9 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 6 | 5 | 0 | 0 | 25 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 7 | 2 | 0 | 1 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 19 | 17 | 8 | 0 | 1 | 63 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 11 | 16 | 2 | 0 | 0 | 32 |
| 04:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 13 | 21 | 7 | 1 | 0 | 47 |
| 04:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 25 | 25 | 8 | 0 | 0 | 64 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 20 | 6 | 0 | 0 | 53 |
| Hour Total | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 11 | 72 | 82 | 23 | 1 | 0 | 196 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 30 | 22 | 18 | 3 | 1 | 83 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 42 | 47 | 16 | 0 | 1 | 112 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 46 | 45 | 17 | 6 | 0 | 117 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 27 | 11 | 1 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 157 | 141 | 62 | 10 | 2 | 398 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 46 | 44 | 10 | 2 | 0 | 121 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 55 | 41 | 8 | 0 | 0 | 121 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 51 | 55 | 17 | 5 | 0 | 143 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 72 | 35 | 19 | 1 | 0 | 137 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 53 | 224 | 175 | 54 | 8 | 0 | 522 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 69 | 71 | 8 | 3 | 0 | 160 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 64 | 42 | 20 | 2 | 0 | 155 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 22 | 70 | 44 | 7 | 0 | 0 | 178 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 27 | 49 | 34 | 11 | 4 | 0 | 130 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 34 | 75 | 252 | 191 | 46 | 9 | 0 | 623 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 29 | 46 | 9 | 2 | 0 | 98 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 17 | 42 | 35 | 9 | 1 | 1 | 108 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 53 | 36 | 14 | 3 | 0 | 122 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 52 | 29 | 4 | 0 | 0 | 103 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 57 | 176 | 146 | 36 | 6 | 1 | 431 |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 39 | 19 | 7 | 0 | 0 | 84 |
| 09:30 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 9 | 36 | 31 | 7 | 0 | 0 | 93 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 31 | 14 | 4 | 1 | 0 | 73 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 29 | 23 | 5 | 0 | 0 | 70 |
| Hour Total | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 21 | 47 | 135 | 87 | 23 | 1 | 0 | 320 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 30 | 23 | 3 | 0 | 0 | 77 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 14 | 34 | 22 | 5 | 0 | 0 | 78 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 32 | 24 | 7 | 1 | 0 | 81 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 16 | 34 | 19 | 4 | 1 | 0 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 63 | 130 | 88 | 19 | 2 | 0 | 315 |
| 11:15 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 13 | 24 | 27 | 8 | 1 | 0 | 81 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 22 | 22 | 18 | 2 | 0 | 0 | 69 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 14 | 34 | 23 | 2 | 1 | 0 | 81 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 20 | 25 | 16 | 6 | 1 | 0 | 77 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 4 | 5 | 19 | 69 | 105 | 84 | 18 | 3 | 0 | 308 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 12 | 39 | 21 | 7 | 1 | 0 | 89 |
| 12:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 27 | 26 | 2 | 0 | 0 | 71 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 16 | 29 | 17 | 10 | 0 | 0 | 80 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 12 | 28 | 25 | 6 | 1 | 0 | 78 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 22 | 52 | 123 | 89 | 25 | 2 | 0 | 318 |
| 13:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 12 | 23 | 18 | 8 | 0 | 0 | 69 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 37 | 17 | 5 | 0 | 0 | 84 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 30 | 13 | 4 | 0 | 0 | 75 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 7 | 6 | 28 | 25 | 2 | 0 | 0 | 71 |
| Hour Total | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 26 | 59 | 118 | 73 | 19 | 0 | 0 | 299 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 29 | 18 | 5 | 0 | 0 | 76 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 12 | 27 | 19 | 7 | 1 | 0 | 72 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 13 | 33 | 45 | 6 | 1 | 0 | 104 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 27 | 20 | 7 | 0 | 0 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 17 | 58 | 116 | 102 | 25 | 2 | 0 | 324 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 11 | 17 | 26 | 7 | 1 | 0 | 70 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 32 | 35 | 13 | 1 | 0 | 96 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 24 | 10 | 0 | 0 | 89 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 21 | 47 | 20 | 8 | 1 | 2 | 104 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 53 | 141 | 105 | 38 | 3 | 2 | 359 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 3 | 9 | 20 | 26 | 12 | 0 | 1 | 79 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 35 | 43 | 10 | 1 | 0 | 105 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 13 | 38 | 28 | 12 | 0 | 0 | 96 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 39 | 30 | 17 | 5 | 0 | 100 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 10 | 41 | 132 | 127 | 51 | 6 | 1 | 380 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 10 | 47 | 26 | 14 | 1 | 0 | 111 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 53 | 38 | 9 | 1 | 1 | 116 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 37 | 34 | 8 | 0 | 0 | 88 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 40 | 13 | 1 | 1 | 102 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 39 | 176 | 138 | 44 | 3 | 2 | 417 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 30 | 17 | 7 | 0 | 0 | 81 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 31 | 30 | 3 | 0 | 0 | 80 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 42 | 12 | 7 | 2 | 0 | 81 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 20 | 16 | 4 | 0 | 0 | 51 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 59 | 123 | 75 | 21 | 2 | 0 | 293 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 30 | 15 | 4 | 1 | 0 | 64 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 16 | 18 | 18 | 4 | 0 | 0 | 59 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 27 | 12 | 2 | 0 | 0 | 51 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 21 | 6 | 4 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 43 | 96 | 51 | 14 | 1 | 0 | 223 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 22 | 9 | 3 | 0 | 0 | 47 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 9 | 4 | 0 | 0 | 40 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 13 | 13 | 2 | 0 | 0 | 34 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 9 | 0 | 0 | 0 | 35 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 31 | 71 | 40 | 9 | 0 | 0 | 156 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 16 | 7 | 3 | 0 | 0 | 35 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 14 | 7 | 1 | 0 | 0 | 31 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 18 | 10 | 1 | 0 | 0 | 38 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 6 | 5 | 4 | 0 | 0 | 18 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 22 | 54 | 29 | 9 | 0 | 0 | 122 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 12 | 1 | 0 | 0 | 32 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 11 | 3 | 1 | 0 | 28 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 10 | 3 | 3 | 0 | 0 | 20 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 6 | 3 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 15 | 33 | 32 | 10 | 1 | 0 | 100 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 4 | 1 | 2 | 0 | 0 | 13 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 2 | 2 | 0 | 0 | 12 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 3 | 0 | 1 | 13 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 12 | 14 | 6 | 8 | 0 | 1 | 45 |
| DAY TOTAL | 4 | 0 | 2 | 2 | 2 | 15 | 71 | 248 | 916 | 2487 | 1887 | 567 | 60 | 10 | 6271 |
| PERCENTS | 0.1% | 0.0% | 0.1% | 0.1% | 0.1% | 0.3% | 1.2% | 3.9% | 14.6% | 39.6% | 30.0% | 9.0% | 0.9% | 0.1% | 100% |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
48.3 mph

85th Percentile Speed
59.2 mph

Median Speed
53.8 mph

Average Speed
53.7 mph

10 MPH Pace Speed
50 mph to 60 mph
4374 vehicles in pace
Representing 69.7% of the total vehicles

Vehicles > 55 MPH
2524
40.2%

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 7 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 6 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 10 | 6 | 2 | 0 | 0 | 26 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 4 | 4 | 0 | 0 | 0 | 20 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 5 | 1 | 0 | 0 | 19 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 3 | 0 | 0 | 0 | 11 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 4 | 0 | 1 | 0 | 11 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 5 | 3 | 2 | 1 | 0 | 20 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 3 | 5 | 0 | 0 | 21 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 18 | 16 | 13 | 7 | 2 | 0 | 63 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 | 14 | 6 | 0 | 0 | 34 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 19 | 15 | 7 | 0 | 0 | 43 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 25 | 22 | 13 | 0 | 0 | 70 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 21 | 8 | 1 | 0 | 63 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 19 | 77 | 72 | 34 | 1 | 0 | 210 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 18 | 33 | 12 | 1 | 0 | 72 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 44 | 39 | 14 | 1 | 0 | 103 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 41 | 62 | 14 | 5 | 1 | 130 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 46 | 37 | 16 | 1 | 0 | 119 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 31 | 149 | 171 | 56 | 8 | 1 | 424 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 36 | 43 | 22 | 0 | 0 | 117 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 42 | 50 | 11 | 0 | 0 | 118 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 45 | 42 | 20 | 2 | 0 | 135 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 56 | 43 | 8 | 1 | 2 | 132 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 63 | 179 | 178 | 61 | 3 | 2 | 502 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 59 | 51 | 16 | 3 | 0 | 158 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 29 | 46 | 31 | 27 | 5 | 0 | 147 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 30 | 45 | 59 | 17 | 0 | 1 | 171 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 56 | 29 | 12 | 3 | 0 | 121 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 99 | 206 | 170 | 72 | 11 | 1 | 597 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 56 | 32 | 9 | 1 | 0 | 111 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 38 | 26 | 18 | 2 | 0 | 99 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 31 | 40 | 12 | 1 | 0 | 101 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 31 | 34 | 9 | 0 | 1 | 94 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 48 | 156 | 132 | 48 | 4 | 1 | 405 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 33 | 36 | 15 | 0 | 0 | 96 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 29 | 28 | 6 | 0 | 0 | 74 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 19 | 26 | 3 | 0 | 0 | 66 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 28 | 26 | 6 | 1 | 0 | 70 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 38 | 109 | 116 | 30 | 1 | 0 | 306 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 27 | 18 | 3 | 0 | 0 | 81 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 31 | 27 | 7 | 0 | 0 | 84 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 15 | 27 | 19 | 6 | 0 | 0 | 77 |
| 11:00 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 14 | 38 | 19 | 7 | 1 | 0 | 91 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 31 | 66 | 123 | 83 | 23 | 1 | 0 | 333 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 11 | 24 | 21 | 2 | 2 | 0 | 74 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 27 | 26 | 5 | 2 | 0 | 73 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 26 | 20 | 2 | 0 | 0 | 69 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 27 | 23 | 2 | 1 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 52 | 104 | 90 | 11 | 5 | 0 | 287 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 37 | 30 | 3 | 0 | 0 | 90 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 31 | 19 | 9 | 1 | 0 | 75 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 8 | 28 | 24 | 5 | 0 | 0 | 77 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 26 | 26 | 7 | 2 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 47 | 122 | 99 | 24 | 3 | 0 | 320 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 21 | 16 | 9 | 0 | 1 | 72 |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 20 | 27 | 19 | 6 | 2 | 0 | 78 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 13 | 25 | 18 | 9 | 1 | 0 | 75 |
| 14:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 11 | 31 | 23 | 5 | 2 | 0 | 76 |
| Hour Total | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 18 | 64 | 104 | 76 | 29 | 5 | 1 | 301 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 30 | 34 | 5 | 0 | 0 | 86 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 29 | 23 | 9 | 1 | 0 | 82 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 33 | 41 | 10 | 0 | 0 | 95 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 27 | 36 | 6 | 1 | 1 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 41 | 119 | 134 | 30 | 2 | 1 | 342 |
| 15:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 11 | 25 | 31 | 8 | 0 | 0 | 82 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 27 | 35 | 11 | 0 | 0 | 89 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 29 | 33 | 10 | 0 | 0 | 85 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 29 | 29 | 10 | 1 | 1 | 91 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 13 | 50 | 110 | 128 | 39 | 1 | 1 | 347 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 11 | 30 | 22 | 10 | 0 | 1 | 82 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 28 | 33 | 17 | 2 | 0 | 103 |
| 16:45 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 20 | 41 | 33 | 5 | 0 | 0 | 102 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 47 | 30 | 4 | 3 | 1 | 103 |
| Hour Total | 1 | 0 | 0 | 0 | 1 | 4 | 2 | 12 | 63 | 146 | 118 | 36 | 5 | 2 | 390 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 46 | 32 | 14 | 0 | 0 | 107 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 35 | 43 | 10 | 3 | 0 | 106 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 40 | 38 | 15 | 0 | 0 | 113 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 32 | 24 | 15 | 2 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 58 | 153 | 137 | 54 | 5 | 0 | 416 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 35 | 26 | 11 | 1 | 0 | 88 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 34 | 18 | 8 | 0 | 0 | 75 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 36 | 28 | 6 | 1 | 0 | 87 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 27 | 25 | 3 | 0 | 0 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 55 | 132 | 97 | 28 | 2 | 0 | 325 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 20 | 23 | 5 | 1 | 0 | 59 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 29 | 12 | 5 | 1 | 0 | 65 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 13 | 26 | 15 | 3 | 0 | 0 | 61 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 19 | 16 | 3 | 0 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 44 | 94 | 66 | 16 | 2 | 0 | 238 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 13 | 3 | 0 | 1 | 46 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 13 | 5 | 2 | 0 | 44 |
| 20:45 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 7 | 13 | 13 | 1 | 1 | 0 | 40 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 9 | 13 | 4 | 0 | 0 | 37 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 31 | 55 | 52 | 13 | 3 | 1 | 167 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 14 | 9 | 3 | 0 | 0 | 43 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 10 | 4 | 1 | 0 | 33 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 15 | 11 | 3 | 0 | 0 | 34 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 4 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26 | 49 | 34 | 10 | 1 | 0 | 126 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 9 | 9 | 2 | 0 | 0 | 28 |
| 22:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 10 | 8 | 3 | 0 | 0 | 33 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 1 | 0 | 0 | 20 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 17 | 36 | 26 | 6 | 0 | 0 | 91 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 9 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 0 | 9 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 14 | 9 | 2 | 0 | 0 | 32 |
| DAY TOTAL | 3 | 1 | 1 | 2 | 3 | 7 | 39 | 279 | 956 | 2272 | 2016 | 632 | 65 | 11 | 6287 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.6% | 4.4% | 15.2% | 36.1% | 32.0% | 10.0% | 1.0% | 0.1% | 100% |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
48.2 mph

85th Percentile Speed
59.4 mph

Median Speed
54.1 mph

Average Speed
53.9 mph

10 MPH Pace Speed
50 mph to 60 mph
4288 vehicles in pace
Representing 68.2% of the total vehicles

Vehicles > 55 MPH
2724
43.3%

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 1 | 1 | 0 | 1 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 6 | 2 | 0 | 1 | 24 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 5 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 6 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 8 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 9 | 4 | 3 | 2 | 0 | 26 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 6 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 1 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 10 | 5 | 2 | 0 | 0 | 27 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 2 | 0 | 0 | 0 | 11 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 3 | 5 | 0 | 0 | 18 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 23 | 11 | 8 | 0 | 0 | 53 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 9 | 3 | 1 | 1 | 35 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 15 | 19 | 9 | 1 | 1 | 53 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 20 | 35 | 12 | 0 | 0 | 71 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 26 | 29 | 4 | 1 | 0 | 64 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 78 | 92 | 28 | 3 | 2 | 223 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 25 | 34 | 10 | 3 | 1 | 78 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 26 | 41 | 18 | 2 | 0 | 92 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 39 | 47 | 12 | 1 | 0 | 112 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 44 | 40 | 10 | 1 | 0 | 107 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31 | 134 | 162 | 50 | 7 | 1 | 389 |
| 06:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 47 | 50 | 12 | 1 | 0 | 124 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 46 | 44 | 10 | 3 | 0 | 121 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 58 | 47 | 10 | 2 | 0 | 131 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 60 | 44 | 16 | 1 | 1 | 136 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 52 | 211 | 185 | 48 | 7 | 1 | 512 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 11 | 58 | 50 | 22 | 3 | 0 | 148 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 49 | 45 | 23 | 7 | 0 | 153 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 19 | 51 | 55 | 19 | 1 | 0 | 160 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 41 | 49 | 12 | 2 | 0 | 113 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 14 | 63 | 199 | 199 | 76 | 13 | 0 | 574 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 18 | 37 | 38 | 10 | 0 | 1 | 112 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 15 | 38 | 37 | 15 | 1 | 0 | 113 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 19 | 41 | 44 | 12 | 0 | 0 | 119 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 38 | 33 | 16 | 0 | 0 | 106 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 63 | 154 | 152 | 53 | 1 | 1 | 450 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 10 | 32 | 36 | 6 | 0 | 0 | 87 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 27 | 30 | 7 | 0 | 0 | 89 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 38 | 28 | 4 | 0 | 0 | 88 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 11 | 26 | 27 | 6 | 2 | 0 | 81 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17 | 53 | 123 | 121 | 23 | 2 | 0 | 345 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 10 | 28 | 18 | 7 | 1 | 0 | 73 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 31 | 15 | 15 | 0 | 0 | 74 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 17 | 23 | 13 | 0 | 0 | 70 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 11 | 26 | 18 | 1 | 0 | 0 | 70 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 43 | 102 | 74 | 36 | 1 | 0 | 287 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 14 | 18 | 9 | 1 | 0 | 68 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 25 | 26 | 5 | 0 | 0 | 82 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 26 | 25 | 25 | 9 | 0 | 0 | 92 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 35 | 14 | 4 | 0 | 1 | 67 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 64 | 99 | 83 | 27 | 1 | 1 | 309 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 37 | 13 | 0 | 1 | 0 | 71 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 17 | 32 | 8 | 1 | 0 | 73 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 26 | 13 | 4 | 2 | 0 | 60 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 26 | 20 | 11 | 0 | 0 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 48 | 106 | 78 | 23 | 4 | 0 | 283 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 28 | 22 | 9 | 2 | 0 | 75 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 24 | 24 | 6 | 0 | 0 | 75 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 32 | 26 | 14 | 0 | 0 | 86 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 28 | 28 | 9 | 2 | 1 | 89 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 21 | 44 | 112 | 100 | 38 | 4 | 1 | 325 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 32 | 22 | 14 | 1 | 0 | 79 |
| 14:30 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 17 | 30 | 32 | 8 | 0 | 0 | 94 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 26 | 25 | 8 | 1 | 0 | 68 |
| 15:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 22 | 26 | 11 | 3 | 0 | 76 |
| Hour Total | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 12 | 37 | 110 | 105 | 41 | 5 | 0 | 317 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 23 | 28 | 13 | 1 | 0 | 84 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 17 | 26 | 26 | 7 | 0 | 0 | 81 |
| 15:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 14 | 29 | 29 | 7 | 2 | 0 | 87 |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 13 | 30 | 31 | 8 | 0 | 1 | 89 |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 19 | 56 | 108 | 114 | 35 | 3 | 1 | 341 |
| 16:15 | 1 | 0 | 0 | 0 | 1 | 8 | 1 | 5 | 7 | 29 | 31 | 17 | 1 | 1 | 102 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 13 | 37 | 35 | 14 | 1 | 0 | 104 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 32 | 33 | 10 | 2 | 0 | 97 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 33 | 32 | 15 | 2 | 0 | 99 |
| Hour Total | 1 | 0 | 0 | 0 | 1 | 9 | 3 | 15 | 48 | 131 | 131 | 56 | 6 | 1 | 402 |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 48 | 38 | 17 | 0 | 0 | 119 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 33 | 39 | 19 | 6 | 1 | 112 |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 59 | 38 | 7 | 1 | 0 | 125 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 37 | 33 | 5 | 0 | 0 | 98 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | 62 | 177 | 148 | 48 | 7 | 1 | 454 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 21 | 27 | 27 | 5 | 3 | 0 | 93 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 14 | 31 | 26 | 7 | 0 | 1 | 84 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 13 | 31 | 21 | 11 | 1 | 0 | 85 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 22 | 19 | 3 | 0 | 0 | 64 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 22 | 62 | 111 | 93 | 26 | 4 | 1 | 326 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 15 | 25 | 12 | 4 | 1 | 0 | 65 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 16 | 18 | 16 | 5 | 1 | 0 | 61 |
| 19:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 22 | 17 | 2 | 0 | 0 | 57 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 18 | 20 | 6 | 0 | 1 | 59 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 17 | 52 | 83 | 65 | 17 | 2 | 1 | 242 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16 | 13 | 3 | 1 | 0 | 43 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 28 | 17 | 8 | 0 | 0 | 66 |
| 20:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 22 | 5 | 3 | 0 | 0 | 39 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 13 | 15 | 3 | 1 | 0 | 39 |
| Hour Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 34 | 79 | 50 | 17 | 2 | 0 | 187 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 15 | 3 | 0 | 0 | 43 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 12 | 1 | 1 | 0 | 34 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 14 | 2 | 0 | 0 | 29 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 12 | 13 | 1 | 2 | 0 | 38 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 24 | 46 | 54 | 7 | 3 | 0 | 144 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 10 | 2 | 0 | 0 | 33 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 18 | 6 | 1 | 0 | 41 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 12 | 9 | 1 | 0 | 0 | 28 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 2 | 1 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 20 | 40 | 39 | 11 | 2 | 0 | 116 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 2 | 0 | 0 | 0 | 13 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 1 | 0 | 0 | 18 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 4 | 1 | 0 | 0 | 16 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 3 | 2 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 25 | 16 | 4 | 0 | 0 | 59 |
| DAY TOTAL | 3 | 3 | 1 | 2 | 3 | 14 | 61 | 282 | 906 | 2282 | 2087 | 679 | 79 | 13 | 6415 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.3% | 0.9% | 4.3% | 14.1% | 35.5% | 32.5% | 10.5% | 1.2% | 0.2% | 100% |

Station #: Site B-NBO
Site ID: 000000003558
Location: Carrollton, btw Brewers Neck & Northgate
Direction: NORTH
Lane: 1

File: D1002006.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 10 | 4 | 8 | 171 | 2778 | 5990 | 204 | 4 | 6 | 36 | 809 | 7041 | 1878 | 34 | 18973 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% | 0.2% | 1.0% | 4.2% | 14.6% | 37.1% | 31.5% | 9.8% | 1.0% | 0.1% | 100% |

Statistical Information...

15th Percentile Speed
48.3 mph

85th Percentile Speed
59.6 mph

Median Speed
54.2 mph

Average Speed
54.0 mph

10 MPH Pace Speed
50 mph to 60 mph
4369 vehicles in pace
Representing 68.1% of the total vehicles

Vehicles > 55 MPH
2858
44.6%

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 00:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:15 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:45 | 0 | 10 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 06:00 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 45 | 20 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 06:15 | 0 | 21 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 06:30 | 0 | 31 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 06:45 | 0 | 38 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:00 | 0 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hour Total | 0 | 137 | 34 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 07:15 | 0 | 43 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:30 | 0 | 43 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 07:45 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 08:00 | 0 | 39 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 0 | 169 | 45 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 08:15 | 0 | 44 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:30 | 0 | 36 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 08:45 | 0 | 47 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 09:00 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 165 | 40 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 09:15 | 0 | 27 | 14 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:30 | 0 | 42 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 09:45 | 0 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:00 | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 127 | 43 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 10:15 | 0 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:30 | 0 | 17 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:45 | 0 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:00 | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hour Total | 0 | 97 | 30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 11:15 | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:30 | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:45 | 0 | 25 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 12:00 | 0 | 26 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hour Total | 0 | 94 | 42 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 12:15 | 0 | 26 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 12:30 | 0 | 34 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 12:45 | 0 | 42 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 13:00 | 0 | 34 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 136 | 54 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 13:15 | 0 | 36 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:30 | 0 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:45 | 0 | 41 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 14:00 | 0 | 38 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Hour Total | 0 | 153 | 57 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 14:15 | 0 | 30 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:30 | 0 | 44 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 14:45 | 0 | 46 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 15:00 | 1 | 46 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Hour Total | 1 | 166 | 59 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 15:15 | 0 | 60 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 15:30 | 0 | 68 | 25 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:45 | 0 | 71 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:00 | 0 | 91 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| Hour Total | 0 | 290 | 105 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 16:15 | 0 | 100 | 42 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 16:30 | 0 | 100 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:45 | 0 | 106 | 23 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 134 |
| 17:00 | 0 | 87 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| Hour Total | 0 | 393 | 125 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 529 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 85 | 26 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 17:30 | 0 | 87 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 17:45 | 0 | 99 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 18:00 | 0 | 71 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 342 | 108 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 18:15 | 0 | 65 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 18:30 | 0 | 58 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:45 | 0 | 52 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 19:00 | 0 | 44 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hour Total | 0 | 219 | 47 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 19:15 | 0 | 46 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 19:30 | 0 | 44 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:45 | 0 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 20:00 | 0 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Hour Total | 0 | 165 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 20:15 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20:30 | 0 | 28 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:45 | 0 | 32 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 21:00 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Hour Total | 0 | 113 | 31 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 21:15 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:30 | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 63 | 15 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 22:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:30 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 42 | 6 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 23:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| DAY TOTAL | 1 | 2976 | 915 | 5 | 37 | 0 | 0 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3971 |
| PERCENTS | 0.1% | 75.0% | 23.0% | 0.1% | 0.9% | 0.0% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.0%  Trucks & Buses 1.9%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 07:00 | 06:45 | 08:00 | 05:45 | | | | 08:45 | | | | | | | | 07:00 |
| AM Peaks | 177 | 48 | 2 | 3 | | | | 5 | | | | | | | | 223 |
| PM Times | 14:15 | 16:00 | 15:45 | 13:45 | 15:30 | | | 16:00 | | | 16:00 | | | | | 16:00 |
| PM Peaks | 1 | 397 | 130 | 1 | 7 | | | 3 | | | 1 | | | | | 534 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 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 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 02:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:15 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:30 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 05:45 | 0 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 06:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 47 | 21 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:15 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 06:30 | 0 | 30 | 11 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 06:45 | 0 | 29 | 8 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:00 | 0 | 49 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Hour Total | 0 | 124 | 33 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 07:15 | 0 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:30 | 0 | 43 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:45 | 0 | 38 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 08:00 | 0 | 56 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 0 | 181 | 51 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 08:15 | 0 | 39 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:30 | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:45 | 0 | 30 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 09:00 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 135 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 09:15 | 0 | 36 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:30 | 0 | 26 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 09:45 | 0 | 31 | 8 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 10:00 | 0 | 17 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 0 | 110 | 42 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 10:15 | 0 | 28 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:30 | 0 | 20 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:45 | 1 | 26 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 28 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hour Total | 1 | 102 | 36 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 11:15 | 0 | 41 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:30 | 0 | 41 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:45 | 0 | 33 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 0 | 140 | 41 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 12:15 | 0 | 29 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:30 | 0 | 31 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:45 | 0 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 32 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 122 | 54 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 13:15 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:30 | 0 | 39 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 13:45 | 0 | 33 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 0 | 44 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 146 | 41 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 14:15 | 0 | 36 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:30 | 0 | 41 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:45 | 0 | 35 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15:00 | 0 | 45 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 0 | 157 | 45 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 15:15 | 0 | 50 | 19 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 15:30 | 0 | 71 | 18 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 15:45 | 0 | 79 | 32 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:00 | 1 | 74 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 1 | 274 | 100 | 1 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 |
| 16:15 | 0 | 105 | 38 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 16:30 | 0 | 103 | 38 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 16:45 | 1 | 97 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 125 |
| 17:00 | 0 | 101 | 27 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| Hour Total | 1 | 406 | 128 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 545 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 104 | 29 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:30 | 0 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 17:45 | 0 | 86 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 18:00 | 0 | 68 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hour Total | 0 | 358 | 97 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 459 |
| 18:15 | 0 | 72 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 18:30 | 0 | 53 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 18:45 | 0 | 56 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 19:00 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 226 | 69 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| 19:15 | 0 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 19:30 | 0 | 30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:45 | 0 | 26 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:00 | 0 | 33 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hour Total | 0 | 133 | 44 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 20:15 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20:30 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:45 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:00 | 0 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 0 | 85 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 21:15 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 21:30 | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 70 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 22:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:30 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:45 | 1 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 1 | 42 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 23:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| DAY TOTAL | 4 | 2926 | 921 | 1 | 39 | 0 | 0 | 43 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3935 |
| PERCENTS | 0.2% | 74.4% | 23.5% | 0.0% | 0.9% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.8%  Trucks & Buses 2.1%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 10:00 | 07:15 | 08:00 | 09:00 | | 06:00 | | | | | | | | | | 07:15 |
| AM Peaks | 1 | 181 | 56 | 6 | | 7 | | | | | | | | | | 233 |
| PM Times | 16:00 | 16:15 | 15:45 | 14:45 | 15:00 | 15:45 | | | 16:00 | | | | | | | 16:15 |
| PM Peaks | 2 | 406 | 139 | 1 | 9 | 7 | | | 1 | | | | | | | 545 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| 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 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 01:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hour Total | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:30 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:45 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 06:00 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 41 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 06:15 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 06:30 | 0 | 30 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:45 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 | 0 | 51 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 0 | 129 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 07:15 | 0 | 42 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 07:30 | 0 | 41 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:45 | 0 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 08:00 | 0 | 50 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 0 | 173 | 40 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 08:15 | 0 | 48 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 08:30 | 0 | 50 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:45 | 0 | 35 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 09:00 | 0 | 27 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 160 | 44 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 09:15 | 0 | 24 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 09:30 | 0 | 25 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 09:45 | 0 | 36 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 10:00 | 0 | 33 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| Hour Total | 0 | 118 | 44 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 10:15 | 0 | 20 | 8 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 10:30 | 0 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:45 | 1 | 31 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:00 | 0 | 29 | 19 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 52 |
| Hour Total | 1 | 100 | 49 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 160 |
| 11:15 | 0 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:30 | 0 | 23 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:45 | 0 | 28 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 12:00 | 0 | 27 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hour Total | 0 | 108 | 50 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 |
| 12:15 | 0 | 41 | 14 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 12:30 | 0 | 37 | 15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 12:45 | 0 | 33 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:00 | 0 | 37 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 148 | 55 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 13:15 | 0 | 31 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:30 | 0 | 45 | 22 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 13:45 | 0 | 34 | 13 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 14:00 | 0 | 30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hour Total | 0 | 140 | 58 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 14:15 | 0 | 35 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 14:30 | 0 | 52 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 14:45 | 0 | 44 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 15:00 | 0 | 42 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 173 | 65 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 15:15 | 0 | 59 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 15:30 | 0 | 72 | 25 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 15:45 | 0 | 71 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 16:00 | 0 | 72 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| Hour Total | 0 | 274 | 108 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 |
| 16:15 | 0 | 100 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 16:30 | 0 | 102 | 30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 16:45 | 1 | 98 | 35 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 17:00 | 0 | 81 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 111 |
| Hour Total | 1 | 381 | 127 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 516 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002007.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 86 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 17:30 | 0 | 93 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 17:45 | 0 | 86 | 28 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 0 | 65 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 0 | 330 | 91 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 423 |
| 18:15 | 0 | 66 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:30 | 0 | 59 | 13 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 18:45 | 0 | 53 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 19:00 | 0 | 53 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 0 | 231 | 69 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 19:15 | 0 | 48 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 19:30 | 0 | 45 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 19:45 | 0 | 43 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 20:00 | 0 | 40 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Hour Total | 0 | 176 | 44 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| 20:15 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 20:30 | 0 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:45 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hour Total | 0 | 107 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 21:15 | 0 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:30 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:45 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 54 | 21 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 22:15 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:30 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 55 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 23:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 24:00 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| DAY TOTAL | 2 | 2967 | 964 | 2 | 45 | 0 | 0 | 36 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4018 |
| PERCENTS | 0.1% | 73.9% | 24.0% | 0.1% | 1.1% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.8% Trucks & Buses 2.1%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 10:00 | 07:45 | 11:00 | 07:15 | 10:15 | | | 11:15 | | | 10:15 | | | | | 07:45 |
| AM Peaks | 1 | 188 | 59 | 1 | 6 | | | 4 | | | 1 | | | | | 235 |
| PM Times | 16:00 | 16:15 | 16:00 | 14:45 | 13:30 | | | 12:15 | | | 16:15 | | | | | 16:15 |
| PM Peaks | 1 | 381 | 134 | 1 | 7 | | | 4 | | | 1 | | | | | 516 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 7 | 8869 | 2800 | 8 | 121 | 0 | 115 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 11924 |
| PERCENTS | 0.1% | 74.4% | 23.5% | 0.1% | 1.0% | 0.0% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 1 | 0 | 14 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 4 | 2 | 0 | 21 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 7 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 5 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 5 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 0 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 5 | 5 | 0 | 0 | 16 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 3 | 0 | 0 | 9 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 9 | 6 | 1 | 0 | 21 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 9 | 8 | 0 | 0 | 21 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 8 | 3 | 0 | 0 | 17 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 12 | 29 | 20 | 1 | 0 | 68 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 11 | 8 | 1 | 1 | 28 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 6 | 20 | 5 | 1 | 0 | 38 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 27 | 10 | 2 | 1 | 51 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 23 | 15 | 3 | 0 | 57 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 33 | 81 | 38 | 7 | 2 | 174 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 19 | 13 | 3 | 0 | 51 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 33 | 15 | 3 | 0 | 63 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 21 | 21 | 3 | 0 | 52 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 20 | 11 | 5 | 0 | 51 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 43 | 93 | 60 | 14 | 0 | 217 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 14 | 20 | 11 | 1 | 1 | 55 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 12 | 20 | 12 | 3 | 0 | 51 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 20 | 10 | 4 | 0 | 61 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 15 | 14 | 3 | 0 | 45 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 56 | 75 | 47 | 11 | 1 | 212 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 16 | 10 | 7 | 0 | 44 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 30 | 12 | 3 | 0 | 57 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 17 | 12 | 4 | 0 | 41 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 13 | 6 | 1 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 34 | 76 | 40 | 15 | 0 | 176 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 10 | 3 | 1 | 0 | 31 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 13 | 3 | 0 | 0 | 28 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 11 | 9 | 2 | 2 | 34 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 10 | 18 | 3 | 1 | 0 | 37 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 36 | 52 | 18 | 4 | 2 | 130 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 6 | 2 | 0 | 29 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 12 | 10 | 3 | 1 | 0 | 34 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 5 | 1 | 0 | 36 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 11 | 0 | 0 | 41 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 37 | 65 | 25 | 4 | 0 | 140 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 12 | 16 | 6 | 1 | 0 | 39 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 16 | 6 | 1 | 1 | 47 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 12 | 24 | 10 | 2 | 0 | 57 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 20 | 5 | 4 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 16 | 60 | 76 | 27 | 8 | 1 | 192 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 15 | 9 | 6 | 0 | 51 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 10 | 17 | 12 | 1 | 0 | 44 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 15 | 25 | 8 | 3 | 0 | 58 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 22 | 16 | 17 | 0 | 0 | 61 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 62 | 73 | 46 | 10 | 0 | 214 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 22 | 15 | 0 | 0 | 46 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 25 | 14 | 3 | 1 | 60 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 26 | 15 | 1 | 2 | 63 |
| 15:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 15 | 27 | 10 | 4 | 0 | 61 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 7 | 55 | 100 | 54 | 8 | 3 | 230 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 22 | 26 | 18 | 2 | 0 | 83 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 19 | 36 | 26 | 4 | 0 | 96 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 30 | 37 | 17 | 6 | 1 | 99 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 29 | 49 | 34 | 5 | 2 | 125 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 27 | 100 | 148 | 95 | 17 | 3 | 403 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 19 | 38 | 60 | 20 | 4 | 0 | 145 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 38 | 57 | 19 | 6 | 0 | 130 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 36 | 62 | 12 | 2 | 1 | 134 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 43 | 46 | 14 | 6 | 0 | 120 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 12 | 51 | 155 | 225 | 65 | 18 | 1 | 529 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 29 | 44 | 24 | 4 | 2 | 114 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 47 | 38 | 20 | 2 | 0 | 118 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 48 | 48 | 17 | 4 | 0 | 129 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 29 | 36 | 17 | 1 | 1 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 30 | 153 | 166 | 78 | 11 | 3 | 455 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 16 | 36 | 15 | 2 | 0 | 77 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 21 | 12 | 1 | 0 | 70 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 22 | 28 | 8 | 1 | 0 | 66 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 21 | 18 | 9 | 0 | 0 | 54 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 23 | 85 | 103 | 44 | 4 | 0 | 267 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 22 | 8 | 0 | 0 | 54 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 20 | 20 | 11 | 1 | 1 | 59 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 19 | 8 | 1 | 0 | 53 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 14 | 3 | 2 | 0 | 38 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 75 | 75 | 30 | 4 | 1 | 204 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 18 | 3 | 1 | 0 | 32 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 13 | 15 | 5 | 0 | 0 | 40 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 12 | 14 | 6 | 1 | 0 | 41 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 10 | 8 | 8 | 1 | 0 | 33 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 44 | 55 | 22 | 3 | 0 | 146 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 6 | 1 | 0 | 25 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 9 | 1 | 0 | 0 | 21 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 4 | 0 | 0 | 16 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 4 | 0 | 0 | 19 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 23 | 32 | 15 | 1 | 0 | 81 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 6 | 4 | 0 | 0 | 14 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 6 | 5 | 0 | 0 | 18 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 14 | 18 | 13 | 0 | 0 | 51 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 8 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 8 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 10 | 5 | 1 | 0 | 27 |
| DAY TOTAL | 0 | 0 | 0 | 1 | 1 | 2 | 13 | 82 | 289 | 1094 | 1577 | 752 | 143 | 17 | 3971 |
| PERCENTS | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.4% | 2.0% | 7.2% | 27.5% | 39.7% | 18.9% | 3.6% | 0.4% | 100% |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
51.0 mph

85th Percentile Speed
62.1 mph

Median Speed
56.6 mph

Average Speed
56.4 mph

10 MPH Pace Speed
50 mph to 60 mph
2671 vehicles in pace
Representing 67.2% of the total vehicles

Vehicles > 55 MPH
2489
62.7%

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 0 | 0 | 12 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 5 | 1 | 0 | 19 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 6 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 2 | 0 | 0 | 11 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 6 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 2 | 0 | 0 | 10 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 7 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 1 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 6 | 4 | 2 | 0 | 23 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 3 | 0 | 12 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 7 | 0 | 0 | 17 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 6 | 4 | 2 | 0 | 22 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 6 | 8 | 2 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 16 | 26 | 16 | 5 | 0 | 71 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 9 | 7 | 0 | 0 | 22 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 19 | 12 | 4 | 0 | 44 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 13 | 10 | 1 | 0 | 40 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 32 | 16 | 3 | 0 | 60 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 32 | 73 | 45 | 8 | 0 | 166 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 19 | 14 | 5 | 3 | 51 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 25 | 15 | 3 | 0 | 56 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 19 | 15 | 3 | 0 | 51 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 34 | 15 | 5 | 1 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 49 | 97 | 59 | 16 | 4 | 233 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 26 | 11 | 1 | 1 | 49 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 9 | 15 | 25 | 3 | 0 | 55 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 17 | 16 | 1 | 1 | 47 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 10 | 5 | 1 | 0 | 28 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 38 | 68 | 57 | 6 | 2 | 179 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16 | 15 | 10 | 4 | 1 | 51 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 14 | 5 | 3 | 0 | 35 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 16 | 9 | 1 | 1 | 43 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 13 | 6 | 1 | 0 | 30 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 46 | 58 | 30 | 9 | 2 | 159 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 18 | 7 | 0 | 1 | 36 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 13 | 7 | 1 | 0 | 33 |
| 10:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 7 | 14 | 8 | 3 | 1 | 36 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 16 | 4 | 4 | 0 | 37 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 34 | 61 | 26 | 8 | 2 | 142 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 25 | 8 | 0 | 0 | 58 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 23 | 8 | 6 | 1 | 51 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 18 | 10 | 1 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 10 | 8 | 1 | 0 | 30 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 55 | 76 | 34 | 8 | 1 | 187 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 9 | 1 | 0 | 37 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 15 | 27 | 9 | 2 | 0 | 58 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 11 | 10 | 6 | 1 | 0 | 39 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 18 | 11 | 5 | 0 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 47 | 73 | 35 | 9 | 0 | 181 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 15 | 9 | 8 | 2 | 0 | 37 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 12 | 19 | 4 | 0 | 54 |
| 13:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 17 | 11 | 1 | 1 | 45 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 19 | 16 | 1 | 0 | 53 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 8 | 54 | 57 | 54 | 8 | 1 | 189 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 7 | 18 | 11 | 1 | 0 | 45 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 9 | 26 | 14 | 1 | 1 | 57 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 16 | 2 | 5 | 0 | 48 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 20 | 17 | 8 | 0 | 59 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 48 | 80 | 44 | 15 | 1 | 209 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 23 | 23 | 16 | 0 | 0 | 72 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 39 | 19 | 2 | 0 | 94 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 58 | 20 | 2 | 0 | 115 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 27 | 46 | 21 | 1 | 0 | 107 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 27 | 109 | 166 | 76 | 5 | 0 | 388 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 43 | 66 | 19 | 4 | 0 | 145 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 47 | 62 | 24 | 5 | 0 | 145 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 9 | 10 | 36 | 41 | 13 | 0 | 0 | 125 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 13 | 31 | 56 | 21 | 4 | 0 | 130 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 16 | 35 | 157 | 225 | 77 | 13 | 0 | 545 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 46 | 44 | 28 | 6 | 0 | 135 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 52 | 42 | 19 | 4 | 0 | 125 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 15 | 38 | 35 | 14 | 1 | 1 | 109 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 31 | 33 | 14 | 5 | 0 | 90 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 41 | 167 | 154 | 75 | 16 | 1 | 459 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 30 | 41 | 15 | 3 | 0 | 98 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 34 | 23 | 12 | 2 | 0 | 77 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 20 | 34 | 9 | 1 | 0 | 69 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 16 | 20 | 10 | 1 | 0 | 56 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 23 | 100 | 118 | 46 | 7 | 0 | 300 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 20 | 10 | 1 | 0 | 50 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 20 | 5 | 1 | 0 | 42 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 17 | 5 | 2 | 0 | 42 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 15 | 7 | 1 | 0 | 44 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 61 | 72 | 27 | 5 | 0 | 178 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 6 | 1 | 0 | 32 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 3 | 0 | 0 | 24 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 10 | 2 | 1 | 1 | 28 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 10 | 2 | 1 | 0 | 29 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 32 | 53 | 13 | 3 | 1 | 113 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 7 | 1 | 0 | 22 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 6 | 2 | 0 | 29 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 6 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 11 | 3 | 1 | 0 | 21 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 21 | 38 | 22 | 4 | 0 | 91 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 3 | 0 | 0 | 10 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 8 | 2 | 5 | 0 | 0 | 18 |
| 22:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 4 | 4 | 0 | 0 | 17 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 2 | 0 | 0 | 13 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 23 | 13 | 14 | 0 | 0 | 58 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 6 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 7 | 3 | 0 | 0 | 18 |
| DAY TOTAL | 3 | 1 | 0 | 0 | 1 | 6 | 29 | 55 | 257 | 1117 | 1535 | 768 | 148 | 15 | 3935 |
| PERCENTS | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.2% | 0.8% | 1.4% | 6.5% | 28.3% | 39.0% | 19.5% | 3.7% | 0.3% | 100% |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
51.1 mph

85th Percentile Speed
62.2 mph

Median Speed
56.6 mph

Average Speed
56.4 mph

10 MPH Pace Speed
50 mph to 60 mph
2652 vehicles in pace
Representing 67.3% of the total vehicles

Vehicles > 55 MPH
2466
62.7%

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 3 | 2 | 0 | 16 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 10 | 4 | 5 | 1 | 28 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 4 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 5 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 1 | 1 | 1 | 2 | 15 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 7 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 6 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 2 | 0 | 11 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 8 | 1 | 1 | 19 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 4 | 1 | 0 | 13 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 4 | 1 | 0 | 17 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 3 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 18 | 19 | 3 | 1 | 59 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 8 | 8 | 0 | 1 | 25 |
| 06:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 7 | 16 | 12 | 0 | 0 | 39 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 20 | 7 | 1 | 0 | 37 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 | 24 | 16 | 3 | 0 | 62 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 9 | 34 | 68 | 43 | 4 | 1 | 163 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 22 | 17 | 3 | 0 | 50 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 21 | 13 | 6 | 0 | 52 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 25 | 19 | 1 | 0 | 52 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 26 | 18 | 3 | 1 | 62 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 31 | 94 | 67 | 13 | 1 | 216 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 17 | 21 | 12 | 4 | 1 | 61 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 14 | 17 | 16 | 6 | 0 | 60 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 15 | 12 | 3 | 0 | 46 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 15 | 13 | 8 | 1 | 0 | 41 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 6 | 61 | 66 | 48 | 14 | 1 | 208 |
| 09:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 9 | 16 | 7 | 1 | 0 | 37 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 12 | 8 | 1 | 0 | 32 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 19 | 5 | 0 | 0 | 49 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 19 | 10 | 1 | 0 | 48 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 15 | 48 | 66 | 30 | 3 | 0 | 166 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 9 | 5 | 8 | 0 | 0 | 31 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 14 | 6 | 0 | 2 | 32 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 12 | 20 | 7 | 1 | 0 | 45 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21 | 11 | 8 | 2 | 0 | 52 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 22 | 48 | 50 | 29 | 3 | 2 | 160 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 22 | 2 | 1 | 0 | 39 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 11 | 9 | 12 | 2 | 0 | 43 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 6 | 14 | 9 | 7 | 1 | 0 | 40 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 20 | 8 | 3 | 0 | 41 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 15 | 44 | 60 | 29 | 7 | 0 | 163 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 21 | 11 | 3 | 0 | 60 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16 | 17 | 12 | 1 | 1 | 55 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 17 | 6 | 5 | 0 | 51 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 23 | 15 | 1 | 2 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 60 | 78 | 44 | 10 | 3 | 213 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 17 | 4 | 1 | 0 | 44 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 32 | 14 | 0 | 0 | 71 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 19 | 20 | 6 | 0 | 0 | 51 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 13 | 9 | 10 | 3 | 0 | 41 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 65 | 78 | 34 | 4 | 0 | 207 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 28 | 7 | 1 | 1 | 53 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 28 | 13 | 0 | 1 | 73 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 20 | 26 | 10 | 0 | 1 | 63 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 17 | 23 | 10 | 2 | 0 | 56 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 79 | 105 | 40 | 3 | 3 | 245 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 22 | 23 | 19 | 3 | 0 | 76 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 30 | 37 | 19 | 4 | 1 | 101 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 34 | 40 | 17 | 2 | 0 | 104 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 28 | 49 | 19 | 4 | 0 | 108 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 29 | 114 | 149 | 74 | 13 | 1 | 389 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 57 | 38 | 16 | 0 | 0 | 134 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 53 | 51 | 18 | 1 | 0 | 134 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 21 | 54 | 41 | 10 | 3 | 1 | 137 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 15 | 39 | 36 | 18 | 1 | 0 | 111 |
| Hour Total | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 19 | 57 | 203 | 166 | 62 | 5 | 1 | 516 |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 24 | 48 | 27 | 2 | 1 | 106 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 41 | 45 | 16 | 2 | 1 | 116 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 42 | 34 | 17 | 2 | 0 | 115 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 20 | 28 | 23 | 2 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 37 | 127 | 155 | 83 | 8 | 2 | 423 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 | 31 | 12 | 3 | 0 | 88 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 26 | 31 | 7 | 3 | 0 | 75 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 22 | 23 | 14 | 2 | 0 | 69 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 21 | 31 | 15 | 0 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 22 | 105 | 116 | 48 | 8 | 0 | 303 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 19 | 27 | 8 | 1 | 0 | 61 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 26 | 7 | 1 | 0 | 56 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 18 | 17 | 11 | 3 | 1 | 54 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 30 | 8 | 0 | 0 | 50 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 65 | 100 | 34 | 5 | 1 | 221 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 9 | 7 | 0 | 0 | 30 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 16 | 4 | 2 | 0 | 37 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 17 | 10 | 3 | 1 | 0 | 36 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 4 | 5 | 0 | 0 | 24 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 47 | 39 | 19 | 3 | 0 | 127 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 3 | 0 | 0 | 20 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 15 | 1 | 0 | 0 | 26 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 5 | 0 | 0 | 21 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 3 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 25 | 35 | 12 | 0 | 0 | 78 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 16 | 3 | 0 | 0 | 25 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 5 | 0 | 0 | 22 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 3 | 3 | 1 | 0 | 11 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 11 | 32 | 11 | 1 | 0 | 66 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 8 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 5 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 2 | 1 | 0 | 28 |
| DAY TOTAL | 0 | 0 | 0 | 2 | 4 | 2 | 13 | 92 | 316 | 1212 | 1504 | 737 | 116 | 20 | 4018 |
| PERCENTS | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.4% | 2.3% | 7.9% | 30.2% | 37.4% | 18.3% | 2.8% | 0.4% | 100% |

Station #: Site B-SBI
Site ID: 000000003605
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002008.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 3 | 1 | 0 | 3 | 6 | 10 | 55 | 229 | 862 | 3423 | 4616 | 2257 | 407 | 52 | 11924 |
| PERCENTS | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% | 0.0% | 0.4% | 1.9% | 7.2% | 28.7% | 38.7% | 18.9% | 3.4% | 0.4% | 100% |

Statistical Information...

15th Percentile Speed
50.7 mph

85th Percentile Speed
61.8 mph

Median Speed
56.2 mph

Average Speed
56.0 mph

10 MPH Pace Speed
50 mph to 60 mph
2716 vehicles in pace
Representing 67.5% of the total vehicles

Vehicles > 55 MPH
2377
59.2%

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 00:30 | 0 | 45 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 00:45 | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 7 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 95 | 33 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 01:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 02:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 03:15 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:45 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 15 | 10 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:15 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:45 | 0 | 18 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:00 | 0 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| Hour Total | 0 | 68 | 13 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 05:15 | 1 | 38 | 8 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 52 |
| 05:30 | 0 | 45 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 05:45 | 1 | 37 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 06:00 | 0 | 37 | 11 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 2 | 157 | 46 | 1 | 1 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 217 |
| 06:15 | 1 | 49 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 06:30 | 4 | 77 | 21 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 06:45 | 1 | 78 | 21 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 07:00 | 2 | 100 | 20 | 0 | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 131 |
| Hour Total | 8 | 304 | 81 | 0 | 9 | 8 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 414 |
| 07:15 | 0 | 114 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 07:30 | 0 | 116 | 39 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 07:45 | 0 | 96 | 30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 08:00 | 2 | 90 | 25 | 0 | 3 | 1 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 127 |
| Hour Total | 2 | 416 | 117 | 0 | 3 | 3 | 5 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 554 |
| 08:15 | 0 | 106 | 22 | 0 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 08:30 | 0 | 84 | 26 | 0 | 4 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 08:45 | 1 | 118 | 30 | 1 | 3 | 1 | 3 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 163 |
| 09:00 | 0 | 77 | 37 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 385 | 115 | 1 | 12 | 4 | 10 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 538 |
| 09:15 | 0 | 68 | 31 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 09:30 | 1 | 66 | 33 | 0 | 1 | 1 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 09:45 | 0 | 62 | 26 | 0 | 2 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 97 |
| 10:00 | 0 | 65 | 33 | 0 | 4 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| Hour Total | 1 | 261 | 123 | 0 | 8 | 6 | 11 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 425 |
| 10:15 | 1 | 54 | 20 | 1 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 10:30 | 2 | 60 | 32 | 0 | 2 | 1 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 10:45 | 0 | 48 | 25 | 0 | 5 | 4 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 11:00 | 0 | 67 | 31 | 0 | 0 | 6 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Hour Total | 3 | 229 | 108 | 1 | 10 | 13 | 7 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 394 |
| 11:15 | 0 | 68 | 29 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 105 |
| 11:30 | 0 | 79 | 20 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 11:45 | 0 | 84 | 21 | 1 | 2 | 1 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 117 |
| 12:00 | 0 | 62 | 24 | 0 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 293 | 94 | 1 | 7 | 9 | 8 | 0 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 423 |
| 12:15 | 0 | 75 | 22 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 12:30 | 0 | 82 | 27 | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 12:45 | 0 | 70 | 33 | 0 | 1 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 13:00 | 0 | 81 | 21 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 0 | 308 | 103 | 2 | 4 | 6 | 6 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 440 |
| 13:15 | 0 | 79 | 24 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 109 |
| 13:30 | 0 | 65 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:45 | 0 | 96 | 26 | 1 | 2 | 1 | 3 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 133 |
| 14:00 | 2 | 93 | 29 | 0 | 2 | 2 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| Hour Total | 2 | 333 | 94 | 1 | 5 | 6 | 5 | 2 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 458 |
| 14:15 | 2 | 86 | 35 | 0 | 1 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 14:30 | 0 | 114 | 38 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 14:45 | 1 | 116 | 33 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 15:00 | 0 | 122 | 43 | 0 | 4 | 2 | 2 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 179 |
| Hour Total | 3 | 438 | 149 | 0 | 9 | 9 | 3 | 2 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 620 |
| 15:15 | 4 | 129 | 39 | 1 | 2 | 4 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 182 |
| 15:30 | 2 | 161 | 43 | 1 | 3 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 15:45 | 3 | 159 | 52 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 16:00 | 1 | 225 | 76 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 307 |
| Hour Total | 10 | 674 | 210 | 2 | 5 | 9 | 1 | 3 | 5 | 2 | 0 | 1 | 1 | 0 | 0 | 923 |
| 16:15 | 1 | 214 | 67 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 288 |
| 16:30 | 1 | 198 | 59 | 2 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 269 |
| 16:45 | 0 | 203 | 64 | 1 | 5 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 17:00 | 0 | 208 | 57 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 268 |
| Hour Total | 2 | 823 | 247 | 3 | 9 | 4 | 0 | 2 | 8 | 1 | 1 | 1 | 1 | 0 | 0 | 1102 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 186 | 46 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 240 |
| 17:30 | 1 | 192 | 46 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 17:45 | 2 | 192 | 51 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 247 |
| 18:00 | 1 | 143 | 38 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 186 |
| Hour Total | 4 | 713 | 181 | 0 | 3 | 2 | 2 | 1 | 6 | 0 | 2 | 2 | 1 | 0 | 0 | 917 |
| 18:15 | 1 | 138 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 18:30 | 1 | 129 | 26 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 18:45 | 0 | 107 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 19:00 | 0 | 94 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 120 |
| Hour Total | 2 | 468 | 118 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 594 |
| 19:15 | 1 | 104 | 29 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 19:30 | 1 | 91 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 19:45 | 0 | 79 | 22 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 20:00 | 0 | 58 | 17 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 332 | 99 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 440 |
| 20:15 | 0 | 64 | 16 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 20:30 | 0 | 59 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 20:45 | 0 | 66 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 21:00 | 0 | 60 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 0 | 249 | 50 | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 21:15 | 1 | 44 | 15 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 21:30 | 0 | 60 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 21:45 | 0 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 22:00 | 0 | 39 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 1 | 186 | 29 | 0 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 22:15 | 0 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 22:30 | 0 | 36 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 22:45 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 23:00 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 116 | 24 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 23:15 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 23:30 | 1 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:45 | 0 | 10 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 24:00 | 0 | 22 | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 1 | 65 | 13 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| DAY TOTAL | 44 | 6974 | 2067 | 12 | 96 | 92 | 59 | 25 | 146 | 7 | 4 | 6 | 7 | 0 | 0 | 9539 |
| PERCENTS | 0.5% | 73.2% | 21.7% | 0.2% | 1.1% | 1.0% | 0.6% | 0.2% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.2% Trucks & Buses 4.7%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:15 | 07:00 | 08:45 | 04:30 | 08:00 | 10:45 | 08:30 | 09:45 | 10:15 | 06:15 | | 07:15 | 04:30 | | | 07:00 |
| AM Peaks | 8 | 426 | 131 | 1 | 14 | 16 | 12 | 4 | 19 | 1 | | 1 | 1 | | | 558 |
| PM Times | 15:15 | 16:00 | 16:00 | 16:00 | 14:45 | 14:45 | 12:15 | 14:30 | 22:15 | 15:15 | 16:30 | 15:45 | 15:30 | | | 16:00 |
| PM Peaks | 10 | 840 | 266 | 3 | 12 | 13 | 6 | 4 | 11 | 2 | 3 | 2 | 2 | | | 1141 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 00:30 | 1 | 37 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 00:45 | 0 | 14 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:00 | 0 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 1 | 88 | 30 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 01:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 02:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 02:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:45 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 15 | 10 | 0 | 1 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 04:15 | 0 | 16 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 04:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:45 | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:00 | 0 | 26 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 67 | 16 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 05:15 | 0 | 37 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 05:30 | 0 | 51 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 05:45 | 0 | 51 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 06:00 | 0 | 50 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Hour Total | 0 | 189 | 44 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 06:15 | 2 | 52 | 16 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 06:30 | 2 | 70 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 06:45 | 0 | 69 | 15 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:00 | 0 | 102 | 32 | 2 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Hour Total | 4 | 293 | 82 | 2 | 8 | 6 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| 07:15 | 0 | 121 | 17 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 07:30 | 0 | 100 | 35 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 07:45 | 1 | 100 | 35 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 08:00 | 2 | 95 | 32 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| Hour Total | 3 | 416 | 119 | 0 | 10 | 3 | 1 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 561 |
| 08:15 | 0 | 87 | 27 | 0 | 3 | 8 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| 08:30 | 0 | 78 | 25 | 3 | 2 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 08:45 | 1 | 98 | 26 | 1 | 4 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 09:00 | 1 | 46 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 309 | 87 | 4 | 9 | 16 | 2 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 440 |
| 09:15 | 0 | 82 | 30 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 09:30 | 0 | 67 | 23 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 09:45 | 0 | 61 | 21 | 0 | 0 | 6 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 94 |
| 10:00 | 0 | 57 | 22 | 2 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 0 | 267 | 96 | 2 | 4 | 18 | 4 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 401 |
| 10:15 | 0 | 58 | 25 | 0 | 2 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 10:30 | 0 | 56 | 26 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 10:45 | 0 | 70 | 28 | 0 | 2 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 11:00 | 0 | 75 | 21 | 1 | 0 | 4 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| Hour Total | 0 | 259 | 100 | 1 | 4 | 14 | 4 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 394 |
| 11:15 | 0 | 80 | 18 | 0 | 1 | 3 | 3 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 109 |
| 11:30 | 0 | 65 | 20 | 0 | 3 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:45 | 2 | 74 | 32 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 12:00 | 1 | 70 | 22 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 3 | 289 | 92 | 0 | 8 | 9 | 6 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 418 |
| 12:15 | 2 | 75 | 28 | 0 | 0 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 115 |
| 12:30 | 0 | 87 | 31 | 0 | 2 | 5 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 128 |
| 12:45 | 0 | 90 | 25 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 13:00 | 1 | 74 | 39 | 0 | 0 | 3 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 124 |
| Hour Total | 3 | 326 | 123 | 0 | 2 | 13 | 6 | 4 | 9 | 1 | 1 | 0 | 1 | 0 | 0 | 489 |
| 13:15 | 2 | 114 | 38 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 163 |
| 13:30 | 0 | 94 | 29 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 13:45 | 1 | 101 | 23 | 0 | 3 | 2 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 136 |
| 14:00 | 1 | 83 | 29 | 0 | 4 | 3 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| Hour Total | 4 | 392 | 119 | 1 | 8 | 8 | 4 | 5 | 11 | 0 | 1 | 0 | 1 | 0 | 0 | 554 |
| 14:15 | 1 | 100 | 30 | 0 | 2 | 4 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 143 |
| 14:30 | 0 | 122 | 35 | 0 | 6 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 14:45 | 1 | 121 | 41 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 15:00 | 1 | 127 | 40 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 175 |
| Hour Total | 3 | 470 | 146 | 0 | 13 | 7 | 1 | 3 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 655 |
| 15:15 | 0 | 147 | 38 | 0 | 2 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| 15:30 | 0 | 153 | 61 | 0 | 2 | 5 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 15:45 | 2 | 163 | 70 | 0 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 243 |
| 16:00 | 0 | 204 | 61 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 271 |
| Hour Total | 2 | 667 | 230 | 0 | 6 | 17 | 0 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 934 |
| 16:15 | 1 | 219 | 61 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 16:30 | 1 | 214 | 62 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 284 |
| 16:45 | 0 | 184 | 57 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 253 |
| 17:00 | 2 | 203 | 52 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 262 |
| Hour Total | 4 | 820 | 232 | 2 | 11 | 4 | 1 | 2 | 4 | 0 | 3 | 0 | 2 | 0 | 0 | 1085 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 188 | 49 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 17:30 | 0 | 218 | 54 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| 17:45 | 0 | 175 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 18:00 | 1 | 160 | 44 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 210 |
| Hour Total | 2 | 741 | 187 | 0 | 6 | 2 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 944 |
| 18:15 | 0 | 146 | 32 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 18:30 | 0 | 137 | 37 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 18:45 | 0 | 104 | 23 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 19:00 | 1 | 103 | 24 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| Hour Total | 1 | 490 | 116 | 0 | 1 | 2 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 620 |
| 19:15 | 0 | 92 | 22 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 19:30 | 1 | 106 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 19:45 | 1 | 95 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 20:00 | 0 | 73 | 17 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Hour Total | 2 | 366 | 76 | 0 | 2 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 451 |
| 20:15 | 0 | 90 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 20:30 | 0 | 58 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 20:45 | 0 | 59 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 21:00 | 0 | 79 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 286 | 60 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| 21:15 | 0 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 21:30 | 0 | 73 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 21:45 | 0 | 43 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 22:00 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 0 | 212 | 39 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 22:15 | 1 | 32 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:30 | 0 | 37 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 22:45 | 2 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 23:00 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 3 | 122 | 22 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 23:15 | 1 | 13 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:30 | 0 | 20 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 23:45 | 0 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 24:00 | 0 | 19 | 5 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 1 | 69 | 18 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| DAY TOTAL | 38 | 7212 | 2060 | 12 | 103 | 133 | 30 | 31 | 133 | 1 | 11 | 3 | 4 | 0 | 0 | 9771 |
| PERCENTS | 0.4% | 73.9% | 21.1% | 0.2% | 1.1% | 1.3% | 0.3% | 0.3% | 1.3% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.2% Trucks & Buses 4.7%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:45 | 07:00 | 07:30 | 08:00 | 08:00 | 09:45 | 10:45 | 10:15 | 08:00 | | 10:30 | | | | | 07:00 |
| AM Peaks | 4 | 423 | 129 | 4 | 14 | 20 | 7 | 2 | 11 | | 2 | | | | | 568 |
| PM Times | 13:00 | 16:00 | 15:45 | 15:45 | 13:45 | 15:00 | 12:45 | 13:30 | 13:00 | 12:15 | 16:00 | 14:15 | 16:00 | | | 16:00 |
| PM Peaks | 4 | 821 | 254 | 2 | 15 | 17 | 7 | 7 | 13 | 1 | 3 | 2 | 2 | | | 1094 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 00:30 | 1 | 42 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 00:45 | 1 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:00 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 2 | 97 | 25 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 01:15 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:30 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 31 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 02:15 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 5 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:45 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 26 | 10 | 0 | 1 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 04:15 | 0 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:30 | 1 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 04:45 | 0 | 17 | 7 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:00 | 0 | 22 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 1 | 69 | 20 | 0 | 4 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 05:15 | 0 | 35 | 13 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 05:30 | 0 | 39 | 7 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:45 | 1 | 46 | 17 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 06:00 | 0 | 39 | 11 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hour Total | 1 | 159 | 48 | 0 | 3 | 1 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 224 |
| 06:15 | 1 | 45 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 06:30 | 0 | 67 | 19 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 06:45 | 0 | 95 | 21 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 07:00 | 1 | 98 | 34 | 2 | 3 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| Hour Total | 2 | 305 | 92 | 4 | 6 | 8 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 427 |
| 07:15 | 0 | 125 | 25 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| 07:30 | 2 | 109 | 29 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 07:45 | 0 | 96 | 33 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 134 |
| 08:00 | 0 | 99 | 20 | 0 | 2 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| Hour Total | 2 | 429 | 107 | 0 | 4 | 9 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 562 |
| 08:15 | 0 | 98 | 27 | 0 | 3 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 08:30 | 0 | 94 | 18 | 0 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 08:45 | 2 | 109 | 30 | 1 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 09:00 | 0 | 80 | 20 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 381 | 95 | 1 | 10 | 14 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| 09:15 | 0 | 53 | 17 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 09:30 | 1 | 49 | 18 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 09:45 | 1 | 77 | 36 | 0 | 2 | 4 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 126 |
| 10:00 | 0 | 60 | 25 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Hour Total | 2 | 239 | 96 | 0 | 5 | 15 | 1 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 369 |
| 10:15 | 3 | 68 | 25 | 1 | 2 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 105 |
| 10:30 | 0 | 77 | 26 | 0 | 3 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 10:45 | 0 | 54 | 28 | 1 | 2 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 92 |
| 11:00 | 1 | 65 | 30 | 0 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| Hour Total | 4 | 264 | 109 | 2 | 10 | 17 | 2 | 0 | 11 | 0 | 1 | 0 | 1 | 0 | 0 | 421 |
| 11:15 | 2 | 72 | 22 | 0 | 2 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 11:30 | 0 | 66 | 20 | 0 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 95 |
| 11:45 | 0 | 68 | 25 | 1 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 12:00 | 1 | 70 | 26 | 0 | 5 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 3 | 276 | 93 | 1 | 10 | 10 | 2 | 2 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 409 |
| 12:15 | 2 | 80 | 11 | 0 | 3 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 12:30 | 1 | 77 | 34 | 0 | 2 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:45 | 1 | 83 | 28 | 0 | 2 | 2 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 13:00 | 0 | 86 | 38 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 128 |
| Hour Total | 4 | 326 | 111 | 1 | 7 | 15 | 1 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 481 |
| 13:15 | 0 | 89 | 24 | 1 | 0 | 2 | 1 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 13:30 | 1 | 85 | 39 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 133 |
| 13:45 | 1 | 86 | 24 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 120 |
| 14:00 | 1 | 84 | 23 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 116 |
| Hour Total | 3 | 344 | 110 | 1 | 2 | 13 | 1 | 4 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 493 |
| 14:15 | 0 | 86 | 30 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 14:30 | 0 | 117 | 32 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 14:45 | 0 | 131 | 40 | 1 | 2 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 15:00 | 1 | 122 | 45 | 0 | 1 | 3 | 1 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| Hour Total | 1 | 456 | 147 | 1 | 6 | 12 | 2 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 642 |
| 15:15 | 0 | 112 | 58 | 0 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 180 |
| 15:30 | 1 | 142 | 45 | 1 | 6 | 4 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 205 |
| 15:45 | 3 | 191 | 53 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 16:00 | 1 | 185 | 60 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 253 |
| Hour Total | 5 | 630 | 216 | 2 | 12 | 13 | 0 | 7 | 4 | 0 | 1 | 0 | 2 | 0 | 0 | 892 |
| 16:15 | 5 | 223 | 76 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 16:30 | 1 | 212 | 67 | 0 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 16:45 | 1 | 219 | 57 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 285 |
| 17:00 | 0 | 193 | 79 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 281 |
| Hour Total | 7 | 847 | 279 | 1 | 11 | 3 | 0 | 2 | 8 | 0 | 0 | 2 | 4 | 0 | 0 | 1164 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002011.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 202 | 47 | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 258 |
| 17:30 | 0 | 173 | 51 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 228 |
| 17:45 | 0 | 218 | 50 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 274 |
| 18:00 | 0 | 165 | 40 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 209 |
| Hour Total | 1 | 758 | 188 | 1 | 4 | 5 | 0 | 5 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 969 |
| 18:15 | 2 | 166 | 31 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 18:30 | 0 | 123 | 49 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 180 |
| 18:45 | 0 | 128 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 149 |
| 19:00 | 1 | 99 | 37 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Hour Total | 3 | 516 | 134 | 0 | 3 | 2 | 0 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 673 |
| 19:15 | 2 | 91 | 20 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 116 |
| 19:30 | 3 | 103 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 19:45 | 0 | 78 | 16 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 20:00 | 2 | 71 | 18 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 7 | 343 | 79 | 0 | 3 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 440 |
| 20:15 | 0 | 75 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 20:30 | 0 | 82 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 20:45 | 0 | 59 | 18 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 21:00 | 1 | 53 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 1 | 269 | 55 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| 21:15 | 1 | 55 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 21:30 | 1 | 52 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 21:45 | 0 | 49 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 22:00 | 0 | 40 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Hour Total | 2 | 196 | 35 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 22:15 | 0 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 22:30 | 0 | 37 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 22:45 | 1 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 23:00 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 1 | 145 | 23 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 23:15 | 1 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 23:30 | 0 | 19 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:45 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 24:00 | 0 | 17 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 1 | 77 | 15 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| DAY TOTAL | 55 | 7202 | 2099 | 15 | 104 | 149 | 10 | 50 | 145 | 3 | 9 | 5 | 9 | 0 | 0 | 9855 |
| PERCENTS | 0.6% | 73.1% | 21.3% | 0.2% | 1.1% | 1.6% | 0.2% | 0.5% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.9% Trucks & Buses 5.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 09:30 | 07:15 | 07:00 | 06:15 | 08:00 | 10:30 | 10:00 | 06:15 | 10:45 | 09:00 | 07:00 | | 10:00 | | | 07:00 |
| AM Peaks | 5 | 429 | 121 | 4 | 12 | 19 | 3 | 6 | 15 | 2 | 1 | | 1 | | | 581 |
| PM Times | 15:30 | 16:15 | 16:15 | 15:30 | 15:00 | 12:15 | 12:30 | 15:00 | 12:30 | | 13:15 | 16:30 | 17:00 | | | 16:15 |
| PM Peaks | 10 | 847 | 279 | 3 | 13 | 15 | 2 | 8 | 17 | | 3 | 3 | 5 | | | 1164 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 137 | 6226 | 303 | 99 | 424 | 24 | 20 | 0 | | | | | | | | |
| | 21388 | 39 | 374 | 106 | 11 | 14 | 0 | 29165 | | | | | | | | |
| PERCENTS | 0.5% | 73.4% | 21.4% | 0.2% | 1.1% | 1.3% | 0.4% | 0.3% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 13 | 14 | 2 | 0 | 0 | 36 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 29 | 16 | 5 | 0 | 0 | 64 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 8 | 4 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 3 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 19 | 57 | 37 | 7 | 0 | 0 | 132 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 14 | 6 | 1 | 0 | 0 | 32 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 0 | 0 | 0 | 13 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 11 | 5 | 1 | 0 | 0 | 30 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 8 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 1 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 13 | 8 | 2 | 0 | 0 | 32 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 1 | 0 | 0 | 9 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 3 | 5 | 0 | 0 | 19 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 11 | 4 | 0 | 0 | 0 | 25 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 11 | 2 | 0 | 0 | 33 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 39 | 19 | 8 | 0 | 0 | 86 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 25 | 15 | 6 | 1 | 0 | 52 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 21 | 15 | 7 | 3 | 0 | 58 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 21 | 23 | 4 | 0 | 0 | 54 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 24 | 10 | 3 | 1 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 30 | 91 | 63 | 20 | 5 | 0 | 217 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 27 | 20 | 11 | 0 | 0 | 70 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 32 | 40 | 23 | 3 | 0 | 0 | 107 |
| 06:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 44 | 26 | 5 | 0 | 0 | 106 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 48 | 38 | 11 | 0 | 0 | 131 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 90 | 159 | 107 | 30 | 0 | 0 | 414 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 24 | 70 | 33 | 8 | 1 | 0 | 138 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 | 56 | 42 | 10 | 4 | 0 | 160 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 58 | 33 | 11 | 0 | 0 | 129 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 26 | 55 | 31 | 2 | 0 | 0 | 127 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 114 | 239 | 139 | 31 | 5 | 0 | 554 |
| 08:15 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 6 | 29 | 52 | 31 | 10 | 1 | 2 | 135 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 13 | 32 | 29 | 21 | 7 | 2 | 0 | 121 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 44 | 60 | 20 | 5 | 0 | 0 | 163 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 38 | 46 | 25 | 4 | 0 | 0 | 119 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 1 | 8 | 20 | 51 | 143 | 187 | 97 | 26 | 3 | 2 | 538 |
| 09:15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 25 | 46 | 18 | 4 | 1 | 1 | 107 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 46 | 26 | 9 | 0 | 0 | 111 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 49 | 18 | 5 | 0 | 0 | 97 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 42 | 41 | 20 | 3 | 0 | 0 | 110 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 24 | 111 | 182 | 82 | 21 | 1 | 1 | 425 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 28 | 34 | 9 | 0 | 0 | 0 | 84 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 22 | 49 | 16 | 6 | 0 | 0 | 107 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 38 | 17 | 4 | 0 | 2 | 92 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 37 | 41 | 14 | 5 | 1 | 0 | 111 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 34 | 114 | 162 | 56 | 15 | 1 | 2 | 394 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 33 | 38 | 7 | 4 | 0 | 0 | 105 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 34 | 36 | 14 | 5 | 0 | 0 | 107 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 39 | 44 | 18 | 5 | 0 | 0 | 117 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 19 | 35 | 19 | 5 | 0 | 0 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 62 | 125 | 153 | 58 | 19 | 0 | 0 | 423 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 31 | 44 | 14 | 1 | 0 | 0 | 104 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 38 | 39 | 20 | 5 | 0 | 0 | 115 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 30 | 46 | 20 | 5 | 2 | 0 | 112 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 37 | 39 | 20 | 4 | 0 | 0 | 109 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 136 | 168 | 74 | 15 | 2 | 0 | 440 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 31 | 45 | 14 | 6 | 0 | 0 | 109 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 43 | 16 | 3 | 0 | 1 | 81 |
| 13:45 | 0 | 0 | 0 | 1 | 5 | 13 | 6 | 10 | 33 | 48 | 10 | 5 | 2 | 0 | 133 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 37 | 48 | 32 | 4 | 2 | 0 | 135 |
| Hour Total | 0 | 0 | 0 | 1 | 5 | 13 | 15 | 29 | 116 | 184 | 72 | 18 | 4 | 1 | 458 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29 | 55 | 31 | 7 | 1 | 0 | 130 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 36 | 56 | 47 | 11 | 0 | 0 | 156 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 57 | 56 | 28 | 5 | 0 | 0 | 155 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17 | 60 | 51 | 43 | 2 | 0 | 0 | 179 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 35 | 182 | 218 | 149 | 25 | 1 | 0 | 620 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 41 | 72 | 38 | 12 | 0 | 0 | 182 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 74 | 81 | 32 | 10 | 2 | 0 | 218 |
| 15:45 | 0 | 0 | 0 | 0 | 3 | 3 | 22 | 38 | 21 | 74 | 46 | 8 | 1 | 0 | 216 |
| 16:00 | 3 | 3 | 1 | 3 | 25 | 16 | 28 | 26 | 51 | 94 | 44 | 13 | 0 | 0 | 307 |
| Hour Total | 4 | 3 | 1 | 3 | 28 | 19 | 52 | 99 | 187 | 321 | 160 | 43 | 3 | 0 | 923 |
| 16:15 | 0 | 0 | 2 | 12 | 14 | 22 | 32 | 47 | 77 | 56 | 23 | 3 | 0 | 0 | 288 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 51 | 65 | 97 | 35 | 4 | 1 | 0 | 269 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 42 | 98 | 98 | 26 | 4 | 1 | 0 | 277 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 40 | 76 | 84 | 30 | 3 | 0 | 0 | 268 |
| Hour Total | 0 | 0 | 2 | 12 | 14 | 39 | 74 | 180 | 316 | 335 | 114 | 14 | 2 | 0 | 1102 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 27 | 70 | 76 | 50 | 3 | 1 | 0 | 240 |
| 17:30 | 0 | 0 | 0 | 1 | 5 | 21 | 22 | 35 | 68 | 57 | 27 | 7 | 1 | 0 | 244 |
| 17:45 | 0 | 0 | 8 | 2 | 11 | 10 | 14 | 19 | 75 | 68 | 35 | 5 | 0 | 0 | 247 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 56 | 93 | 19 | 2 | 0 | 0 | 186 |
| Hour Total | 2 | 0 | 8 | 3 | 16 | 36 | 49 | 90 | 269 | 294 | 131 | 17 | 2 | 0 | 917 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 55 | 64 | 30 | 6 | 0 | 0 | 181 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 24 | 45 | 45 | 22 | 4 | 1 | 1 | 158 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 31 | 67 | 18 | 1 | 1 | 0 | 135 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 44 | 46 | 19 | 1 | 0 | 0 | 120 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 76 | 175 | 222 | 89 | 12 | 2 | 1 | 594 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 21 | 31 | 54 | 23 | 2 | 0 | 0 | 135 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 46 | 47 | 17 | 6 | 2 | 0 | 124 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 18 | 31 | 32 | 15 | 3 | 0 | 0 | 103 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 18 | 32 | 14 | 5 | 1 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 48 | 126 | 165 | 69 | 16 | 3 | 0 | 440 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 44 | 11 | 2 | 0 | 0 | 83 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 25 | 25 | 13 | 1 | 0 | 0 | 75 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 35 | 11 | 2 | 0 | 0 | 78 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 20 | 28 | 12 | 3 | 0 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 93 | 132 | 47 | 8 | 0 | 0 | 307 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 30 | 15 | 3 | 0 | 0 | 64 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 17 | 30 | 10 | 2 | 0 | 0 | 67 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 22 | 9 | 3 | 0 | 0 | 47 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 21 | 6 | 1 | 0 | 0 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 59 | 103 | 40 | 9 | 0 | 0 | 225 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 12 | 18 | 3 | 3 | 1 | 0 | 45 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 18 | 13 | 0 | 0 | 0 | 48 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 11 | 4 | 1 | 0 | 0 | 26 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 15 | 3 | 3 | 0 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 35 | 62 | 23 | 7 | 1 | 0 | 151 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 | 7 | 2 | 0 | 0 | 26 |
| 23:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 1 | 0 | 0 | 16 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 5 | 4 | 1 | 0 | 0 | 14 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 7 | 4 | 2 | 0 | 0 | 29 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 21 | 30 | 20 | 6 | 0 | 0 | 85 |
| DAY TOTAL | 7 | 4 | 11 | 19 | 66 | 129 | 277 | 913 | 2494 | 3541 | 1665 | 371 | 35 | 7 | 9539 |
| PERCENTS | 0.1% | 0.1% | 0.2% | 0.2% | 0.7% | 1.4% | 3.0% | 9.6% | 26.1% | 37.1% | 17.4% | 3.8% | 0.3% | 0.0% | 100% |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
45.0 mph

85th Percentile Speed
57.0 mph

Median Speed
51.2 mph

Average Speed
50.5 mph

10 MPH Pace Speed
45 mph to 55 mph
6035 vehicles in pace
Representing 63.2% of the total vehicles

Vehicles > 55 MPH
2078
21.8%

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 9 | 6 | 3 | 0 | 1 | 29 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 20 | 14 | 6 | 0 | 0 | 55 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 7 | 5 | 1 | 0 | 0 | 24 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 7 | 3 | 1 | 0 | 0 | 17 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 31 | 43 | 28 | 11 | 0 | 1 | 125 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 10 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 2 | 0 | 0 | 0 | 21 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | 1 | 0 | 0 | 12 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 13 | 22 | 9 | 1 | 0 | 0 | 50 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 7 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 8 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 8 | 2 | 1 | 0 | 27 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 1 | 0 | 0 | 9 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 4 | 2 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 19 | 6 | 3 | 0 | 0 | 34 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 5 | 0 | 0 | 0 | 22 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 6 | 1 | 0 | 0 | 15 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 4 | 5 | 1 | 0 | 0 | 19 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 17 | 8 | 1 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 40 | 24 | 3 | 0 | 0 | 90 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 24 | 13 | 5 | 1 | 0 | 48 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 20 | 19 | 10 | 0 | 0 | 61 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 26 | 25 | 4 | 1 | 0 | 67 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 29 | 16 | 5 | 1 | 0 | 66 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 35 | 99 | 73 | 24 | 3 | 0 | 242 |
| 06:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 21 | 31 | 10 | 1 | 0 | 74 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 14 | 33 | 31 | 7 | 2 | 0 | 92 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 28 | 20 | 32 | 2 | 0 | 0 | 91 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 34 | 55 | 35 | 11 | 0 | 0 | 143 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 22 | 83 | 129 | 129 | 30 | 3 | 0 | 400 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 56 | 43 | 14 | 0 | 0 | 145 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 53 | 58 | 9 | 1 | 0 | 139 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 66 | 36 | 12 | 1 | 1 | 141 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37 | 55 | 30 | 9 | 0 | 0 | 136 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 94 | 230 | 167 | 44 | 2 | 1 | 561 |
| 08:15 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 9 | 34 | 47 | 25 | 9 | 1 | 0 | 131 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 4 | 21 | 41 | 33 | 9 | 2 | 0 | 118 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 28 | 61 | 36 | 1 | 1 | 0 | 135 |
| 09:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 30 | 12 | 1 | 0 | 0 | 56 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 3 | 8 | 4 | 22 | 94 | 179 | 106 | 20 | 4 | 0 | 440 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 27 | 53 | 23 | 5 | 0 | 0 | 120 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 25 | 32 | 26 | 5 | 0 | 0 | 96 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 40 | 24 | 4 | 0 | 0 | 94 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 28 | 40 | 16 | 1 | 0 | 0 | 91 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 103 | 165 | 89 | 15 | 0 | 0 | 401 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 22 | 31 | 7 | 0 | 0 | 93 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 42 | 13 | 1 | 0 | 0 | 90 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 22 | 41 | 33 | 2 | 0 | 0 | 105 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 52 | 26 | 8 | 0 | 0 | 106 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 83 | 157 | 103 | 18 | 0 | 0 | 394 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 30 | 48 | 12 | 2 | 0 | 0 | 109 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 40 | 15 | 7 | 0 | 0 | 95 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 32 | 48 | 18 | 11 | 0 | 1 | 114 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 43 | 22 | 6 | 0 | 0 | 100 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 114 | 179 | 67 | 26 | 0 | 1 | 418 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 33 | 43 | 27 | 4 | 0 | 0 | 115 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 36 | 51 | 26 | 4 | 0 | 0 | 128 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 38 | 58 | 13 | 2 | 0 | 0 | 122 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31 | 52 | 25 | 2 | 1 | 0 | 124 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 38 | 138 | 204 | 91 | 12 | 1 | 0 | 489 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 25 | 45 | 53 | 21 | 7 | 0 | 0 | 163 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 52 | 30 | 18 | 0 | 0 | 130 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 48 | 53 | 24 | 5 | 0 | 0 | 136 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 28 | 40 | 36 | 9 | 2 | 0 | 125 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 48 | 142 | 198 | 111 | 39 | 2 | 0 | 554 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 32 | 61 | 34 | 7 | 1 | 0 | 143 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 37 | 66 | 40 | 7 | 1 | 0 | 167 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 49 | 58 | 28 | 4 | 0 | 0 | 170 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 36 | 74 | 44 | 12 | 1 | 0 | 175 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 56 | 154 | 259 | 146 | 30 | 3 | 0 | 655 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 22 | 55 | 81 | 23 | 8 | 0 | 0 | 195 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 28 | 66 | 81 | 42 | 4 | 0 | 0 | 225 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 24 | 54 | 85 | 50 | 11 | 2 | 0 | 243 |
| 16:00 | 0 | 0 | 0 | 0 | 4 | 16 | 24 | 32 | 86 | 75 | 28 | 6 | 0 | 0 | 271 |
| Hour Total | 0 | 0 | 0 | 0 | 4 | 23 | 44 | 106 | 261 | 322 | 143 | 29 | 2 | 0 | 934 |
| 16:15 | 0 | 0 | 0 | 2 | 6 | 6 | 10 | 46 | 104 | 70 | 35 | 7 | 0 | 0 | 286 |
| 16:30 | 0 | 0 | 0 | 0 | 1 | 6 | 13 | 47 | 87 | 87 | 37 | 6 | 0 | 0 | 284 |
| 16:45 | 0 | 0 | 0 | 0 | 7 | 19 | 40 | 42 | 47 | 61 | 30 | 6 | 1 | 0 | 253 |
| 17:00 | 0 | 0 | 0 | 4 | 4 | 12 | 21 | 37 | 80 | 70 | 28 | 5 | 0 | 1 | 262 |
| Hour Total | 0 | 0 | 0 | 6 | 18 | 43 | 84 | 172 | 318 | 288 | 130 | 24 | 1 | 1 | 1085 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 72 | 89 | 34 | 7 | 1 | 0 | 241 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 59 | 87 | 78 | 34 | 11 | 1 | 0 | 277 |
| 17:45 | 0 | 0 | 2 | 3 | 4 | 1 | 7 | 42 | 63 | 68 | 18 | 8 | 0 | 0 | 216 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 30 | 52 | 74 | 37 | 6 | 0 | 0 | 210 |
| Hour Total | 0 | 0 | 2 | 3 | 4 | 1 | 28 | 166 | 274 | 309 | 123 | 32 | 2 | 0 | 944 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 68 | 45 | 33 | 4 | 0 | 0 | 180 |
| 18:30 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 29 | 47 | 73 | 15 | 5 | 0 | 0 | 179 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 7 | 30 | 63 | 21 | 4 | 0 | 0 | 129 |
| 19:00 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 10 | 34 | 55 | 21 | 5 | 0 | 0 | 132 |
| Hour Total | 0 | 0 | 0 | 0 | 2 | 13 | 15 | 67 | 179 | 236 | 90 | 18 | 0 | 0 | 620 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 34 | 52 | 18 | 6 | 0 | 0 | 117 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 38 | 60 | 15 | 5 | 0 | 0 | 126 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 54 | 15 | 3 | 0 | 0 | 115 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 21 | 36 | 22 | 2 | 0 | 0 | 93 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 30 | 127 | 202 | 70 | 16 | 0 | 0 | 451 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 26 | 46 | 22 | 7 | 1 | 0 | 109 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 26 | 20 | 2 | 1 | 0 | 73 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 20 | 31 | 9 | 3 | 2 | 1 | 74 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 27 | 41 | 15 | 4 | 1 | 0 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 92 | 144 | 66 | 16 | 5 | 1 | 350 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 30 | 10 | 4 | 0 | 0 | 65 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 45 | 18 | 3 | 2 | 0 | 92 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 16 | 15 | 3 | 0 | 0 | 50 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 16 | 15 | 4 | 1 | 0 | 51 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 61 | 107 | 58 | 14 | 3 | 0 | 258 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 14 | 1 | 0 | 0 | 40 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 17 | 8 | 2 | 0 | 0 | 46 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 21 | 9 | 1 | 0 | 0 | 37 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 9 | 2 | 0 | 1 | 30 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 28 | 70 | 40 | 6 | 0 | 1 | 153 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 6 | 1 | 0 | 0 | 18 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 8 | 2 | 0 | 0 | 26 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 5 | 0 | 0 | 0 | 24 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 1 | 11 | 8 | 1 | 0 | 0 | 28 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 17 | 38 | 27 | 4 | 0 | 0 | 96 |
| DAY TOTAL | 0 | 1 | 2 | 9 | 31 | 94 | 228 | 913 | 2467 | 3647 | 1904 | 437 | 32 | 6 | 9771 |
| PERCENTS | 0.0% | 0.1% | 0.1% | 0.1% | 0.4% | 1.0% | 2.4% | 9.3% | 25.2% | 37.3% | 19.4% | 4.4% | 0.3% | 0.0% | 100% |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

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

Statistical Information...

15th Percentile Speed
45.4 mph

85th Percentile Speed
57.4 mph

Median Speed
51.6 mph

Average Speed
51.1 mph

10 MPH Pace Speed
45 mph to 55 mph
6114 vehicles in pace
Representing 62.5% of the total vehicles

Vehicles > 55 MPH
2379
24.3%

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 7 | 15 | 2 | 1 | 1 | 32 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 14 | 28 | 8 | 0 | 0 | 57 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 11 | 3 | 0 | 0 | 1 | 23 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 2 | 4 | 0 | 1 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 23 | 34 | 50 | 10 | 2 | 2 | 127 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 2 | 0 | 0 | 11 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 13 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 11 | 18 | 3 | 2 | 0 | 0 | 41 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 0 | 1 | 0 | 10 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 8 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 5 | 1 | 1 | 0 | 26 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 1 | 1 | 0 | 0 | 14 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 4 | 1 | 0 | 0 | 16 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 18 | 8 | 3 | 0 | 0 | 46 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 7 | 1 | 0 | 0 | 21 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 3 | 1 | 0 | 0 | 17 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 9 | 2 | 0 | 0 | 27 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 14 | 10 | 3 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 41 | 29 | 7 | 0 | 0 | 99 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 20 | 19 | 5 | 2 | 0 | 53 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 22 | 17 | 4 | 0 | 0 | 49 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 27 | 24 | 8 | 0 | 0 | 68 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 22 | 22 | 2 | 0 | 0 | 54 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 22 | 91 | 82 | 19 | 2 | 0 | 224 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 24 | 28 | 1 | 0 | 0 | 67 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 29 | 34 | 8 | 0 | 0 | 90 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29 | 54 | 28 | 6 | 0 | 0 | 124 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 23 | 30 | 47 | 31 | 9 | 1 | 0 | 146 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 34 | 87 | 154 | 121 | 24 | 1 | 0 | 427 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 29 | 57 | 52 | 8 | 1 | 0 | 158 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 67 | 50 | 11 | 1 | 0 | 143 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 24 | 62 | 29 | 12 | 1 | 0 | 134 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 35 | 45 | 34 | 5 | 1 | 0 | 127 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 101 | 231 | 165 | 36 | 4 | 0 | 562 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 34 | 39 | 41 | 6 | 0 | 0 | 137 |
| 08:30 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 23 | 45 | 34 | 10 | 0 | 0 | 123 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 41 | 55 | 25 | 7 | 2 | 0 | 147 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 45 | 17 | 11 | 0 | 1 | 106 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 39 | 122 | 184 | 117 | 34 | 2 | 1 | 513 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 28 | 18 | 6 | 0 | 0 | 76 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 26 | 22 | 4 | 0 | 0 | 74 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 23 | 31 | 37 | 20 | 5 | 1 | 0 | 126 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 42 | 14 | 5 | 0 | 0 | 93 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 39 | 93 | 133 | 74 | 20 | 1 | 0 | 369 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 24 | 40 | 17 | 1 | 0 | 0 | 105 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 55 | 19 | 3 | 0 | 1 | 118 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 26 | 38 | 18 | 1 | 1 | 0 | 92 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 34 | 47 | 15 | 4 | 0 | 0 | 106 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 35 | 121 | 180 | 69 | 9 | 1 | 1 | 421 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 18 | 51 | 22 | 4 | 1 | 1 | 105 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 34 | 37 | 13 | 2 | 0 | 0 | 95 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 37 | 37 | 14 | 3 | 3 | 0 | 102 |
| 12:00 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 13 | 31 | 41 | 16 | 1 | 1 | 0 | 107 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 33 | 120 | 166 | 65 | 10 | 5 | 1 | 409 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 31 | 35 | 29 | 0 | 1 | 2 | 107 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 27 | 49 | 15 | 7 | 1 | 1 | 121 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 38 | 38 | 16 | 1 | 0 | 0 | 125 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 26 | 55 | 24 | 8 | 1 | 1 | 128 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 62 | 122 | 177 | 84 | 16 | 3 | 4 | 481 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 33 | 53 | 22 | 5 | 0 | 0 | 124 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 49 | 33 | 24 | 1 | 0 | 0 | 133 |
| 13:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 20 | 42 | 40 | 14 | 2 | 0 | 0 | 120 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 39 | 45 | 15 | 9 | 0 | 0 | 116 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 56 | 163 | 171 | 75 | 17 | 0 | 0 | 493 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 33 | 36 | 31 | 5 | 0 | 0 | 123 |
| 14:30 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 12 | 42 | 76 | 13 | 5 | 2 | 0 | 156 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 56 | 60 | 34 | 7 | 0 | 0 | 181 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 27 | 41 | 78 | 31 | 3 | 0 | 0 | 182 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 74 | 172 | 250 | 109 | 20 | 2 | 0 | 642 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 54 | 77 | 29 | 4 | 0 | 0 | 180 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 60 | 73 | 38 | 14 | 0 | 0 | 205 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 43 | 72 | 88 | 35 | 4 | 2 | 1 | 254 |
| 16:00 | 0 | 0 | 0 | 2 | 7 | 16 | 8 | 23 | 66 | 79 | 37 | 10 | 3 | 2 | 253 |
| Hour Total | 0 | 0 | 0 | 2 | 7 | 21 | 14 | 100 | 252 | 317 | 139 | 32 | 5 | 3 | 892 |
| 16:15 | 0 | 0 | 2 | 3 | 2 | 16 | 46 | 68 | 86 | 61 | 23 | 1 | 0 | 0 | 308 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 11 | 27 | 58 | 84 | 86 | 20 | 3 | 1 | 0 | 290 |
| 16:45 | 0 | 0 | 0 | 0 | 8 | 11 | 31 | 77 | 86 | 52 | 17 | 3 | 0 | 0 | 285 |
| 17:00 | 1 | 5 | 2 | 5 | 15 | 22 | 20 | 51 | 87 | 45 | 20 | 8 | 0 | 0 | 281 |
| Hour Total | 1 | 5 | 4 | 8 | 25 | 60 | 124 | 254 | 343 | 244 | 80 | 15 | 1 | 0 | 1164 |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 2 | 3 | 8 | 9 | 7 | 10 | 37 | 86 | 62 | 28 | 5 | 0 | 1 | 258 |
| 17:30 | 0 | 0 | 0 | 0 | 4 | 6 | 22 | 44 | 72 | 43 | 31 | 6 | 0 | 0 | 228 |
| 17:45 | 0 | 0 | 0 | 2 | 2 | 8 | 25 | 65 | 78 | 71 | 14 | 9 | 0 | 0 | 274 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 58 | 91 | 33 | 3 | 0 | 0 | 209 |
| Hour Total | 0 | 2 | 3 | 10 | 15 | 21 | 60 | 167 | 294 | 267 | 106 | 23 | 0 | 1 | 969 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 70 | 60 | 26 | 8 | 1 | 0 | 202 |
| 18:30 | 0 | 0 | 0 | 2 | 1 | 0 | 14 | 27 | 50 | 61 | 23 | 2 | 0 | 0 | 180 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 39 | 63 | 21 | 6 | 0 | 0 | 149 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 44 | 45 | 19 | 5 | 0 | 0 | 142 |
| Hour Total | 0 | 0 | 0 | 2 | 1 | 0 | 25 | 102 | 203 | 229 | 89 | 21 | 1 | 0 | 673 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 46 | 46 | 11 | 3 | 0 | 0 | 116 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 50 | 41 | 21 | 3 | 1 | 0 | 132 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 27 | 43 | 12 | 4 | 0 | 0 | 97 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 22 | 40 | 20 | 0 | 0 | 0 | 95 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 46 | 145 | 170 | 64 | 10 | 1 | 0 | 440 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21 | 41 | 13 | 1 | 0 | 0 | 86 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 36 | 33 | 15 | 4 | 0 | 0 | 99 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 23 | 25 | 16 | 2 | 0 | 0 | 79 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17 | 36 | 9 | 2 | 0 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 97 | 135 | 53 | 9 | 0 | 0 | 333 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 15 | 28 | 11 | 7 | 0 | 0 | 69 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 39 | 11 | 4 | 1 | 0 | 67 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 20 | 19 | 3 | 0 | 0 | 56 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 17 | 17 | 1 | 0 | 0 | 45 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 42 | 104 | 58 | 15 | 1 | 0 | 237 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 20 | 19 | 9 | 2 | 0 | 0 | 55 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 23 | 5 | 0 | 0 | 0 | 44 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 17 | 8 | 3 | 1 | 0 | 38 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 12 | 3 | 0 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 46 | 70 | 34 | 8 | 1 | 0 | 171 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 12 | 11 | 3 | 0 | 0 | 34 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 12 | 7 | 1 | 0 | 0 | 24 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 2 | 1 | 0 | 1 | 16 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 9 | 1 | 0 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 19 | 36 | 29 | 6 | 0 | 1 | 96 |
| DAY TOTAL | 1 | 7 | 8 | 22 | 52 | 113 | 308 | 1155 | 2635 | 3431 | 1708 | 367 | 34 | 14 | 9855 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.3% | 0.6% | 1.1% | 3.1% | 11.7% | 26.7% | 34.8% | 17.3% | 3.7% | 0.3% | 0.1% | 100% |

Station #: Site B-SBO
Site ID: 000000003594
Location: Carrollton, btw Brewers Neck & Northgate
Direction: SOUTH
Lane: 1

File: D1002012.prn
City: 17-311 RS Max
County: 36.94530, -76.53749

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 8 | 21 | 149 | 813 | 7596 | 5277 | 101 | | | | | | | | |
| | 12 | 50 | 336 | 2981 | 10619 | 1175 | 27 | | | | | | | | 29165 |
| PERCENTS | 0.1% | 0.1% | 0.1% | 0.2% | 0.6% | 1.2% | 2.8% | 10.2% | 26.0% | 36.4% | 18.0% | 4.0% | 0.3% | 0.0% | 100% |

Statistical Information...

15th Percentile Speed
44.2 mph

85th Percentile Speed
56.9 mph

Median Speed
50.9 mph

Average Speed
50.4 mph

10 MPH Pace Speed
45 mph to 55 mph
6066 vehicles in pace
Representing 61.5% of the total vehicles

Vehicles > 55 MPH
2123
21.5%

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 9 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:15 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 30 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 05:15 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:30 | 0 | 27 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 05:45 | 0 | 26 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:00 | 1 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 1 | 121 | 45 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 06:15 | 1 | 37 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 52 |
| 06:30 | 0 | 47 | 17 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 06:45 | 0 | 66 | 25 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 07:00 | 0 | 73 | 30 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 1 | 223 | 84 | 4 | 6 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 322 |
| 07:15 | 0 | 89 | 40 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 07:30 | 0 | 82 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 07:45 | 0 | 107 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 08:00 | 0 | 86 | 28 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| Hour Total | 0 | 364 | 131 | 1 | 9 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 508 |
| 08:15 | 0 | 78 | 27 | 1 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 08:30 | 1 | 60 | 21 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:45 | 0 | 57 | 46 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 09:00 | 0 | 51 | 26 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 246 | 120 | 4 | 14 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| 09:15 | 0 | 43 | 20 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 09:30 | 0 | 35 | 33 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:45 | 1 | 40 | 24 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 42 | 22 | 3 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| Hour Total | 1 | 160 | 99 | 4 | 6 | 1 | 2 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 284 |
| 10:15 | 0 | 46 | 19 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 10:30 | 0 | 40 | 23 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 10:45 | 0 | 45 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 11:00 | 0 | 35 | 22 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Hour Total | 0 | 166 | 84 | 0 | 5 | 4 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 11:15 | 0 | 46 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:30 | 0 | 74 | 28 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 11:45 | 0 | 56 | 20 | 1 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 12:00 | 0 | 47 | 31 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 0 | 223 | 109 | 1 | 3 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 346 |
| 12:15 | 0 | 61 | 18 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 12:30 | 0 | 42 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 12:45 | 0 | 48 | 21 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 13:00 | 0 | 66 | 37 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 0 | 217 | 103 | 0 | 4 | 3 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 13:15 | 1 | 58 | 27 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 13:30 | 0 | 74 | 20 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:45 | 0 | 71 | 22 | 0 | 2 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 14:00 | 0 | 57 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 1 | 260 | 94 | 1 | 4 | 3 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 14:15 | 0 | 62 | 24 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 14:30 | 1 | 62 | 35 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 14:45 | 0 | 95 | 50 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 15:00 | 0 | 147 | 57 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 209 |
| Hour Total | 1 | 366 | 166 | 1 | 4 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 553 |
| 15:15 | 0 | 124 | 41 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 15:30 | 0 | 118 | 46 | 2 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 172 |
| 15:45 | 0 | 95 | 40 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 16:00 | 0 | 102 | 39 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| Hour Total | 0 | 439 | 166 | 3 | 4 | 2 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 625 |
| 16:15 | 0 | 99 | 33 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 16:30 | 2 | 98 | 48 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 16:45 | 0 | 106 | 30 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 17:00 | 1 | 107 | 40 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| Hour Total | 3 | 410 | 151 | 2 | 10 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 580 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 130 | 47 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 17:30 | 0 | 126 | 37 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 17:45 | 0 | 125 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 18:00 | 0 | 122 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| Hour Total | 0 | 503 | 141 | 3 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 655 |
| 18:15 | 0 | 108 | 44 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 18:30 | 0 | 108 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 18:45 | 0 | 89 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 19:00 | 1 | 72 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Hour Total | 1 | 377 | 120 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 19:15 | 0 | 71 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 19:30 | 0 | 57 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 19:45 | 0 | 55 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 20:00 | 0 | 35 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Hour Total | 0 | 218 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 20:15 | 0 | 36 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 20:30 | 0 | 39 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 20:45 | 0 | 28 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:00 | 0 | 22 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 0 | 125 | 42 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 21:15 | 0 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 21:30 | 0 | 24 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 35 |
| 21:45 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 22:00 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 106 | 27 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 137 |
| 22:15 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 22:30 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:45 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 62 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 78 |
| 23:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:45 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 24:00 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| DAY TOTAL | 10 | 4682 | 1798 | 24 | 88 | 23 | 21 | 8 | 67 | 4 | 3 | 0 | 1 | 0 | 0 | 6729 |
| PERCENTS | 0.2% | 69.6% | 26.8% | 0.4% | 1.4% | 0.3% | 0.3% | 0.1% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 96.4% Trucks & Buses 3.5%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:15 | 07:00 | 08:00 | 08:15 | 08:30 | 09:00 | 11:15 | 09:45 | 04:15 | 01:15 | | | | | 07:15 |
| AM Peaks | 2 | 364 | 133 | 5 | 14 | 5 | 2 | 2 | 14 | 1 | 1 | | | | | 508 |
| PM Times | 16:15 | 17:15 | 14:45 | 16:45 | 16:00 | 13:45 | 14:45 | 12:45 | 14:15 | 14:45 | 21:30 | | 14:15 | | | 14:45 |
| PM Peaks | 3 | 503 | 194 | 4 | 11 | 5 | 6 | 1 | 7 | 1 | 2 | | 1 | | | 699 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 01:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 05:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:15 | 0 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:30 | 0 | 23 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:45 | 0 | 30 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 06:00 | 0 | 48 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| Hour Total | 0 | 126 | 48 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 06:15 | 0 | 36 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 06:30 | 0 | 47 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:45 | 0 | 65 | 27 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 07:00 | 0 | 72 | 19 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 0 | 220 | 82 | 2 | 7 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 07:15 | 0 | 92 | 31 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 07:30 | 0 | 71 | 29 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 07:45 | 0 | 78 | 33 | 0 | 1 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 119 |
| 08:00 | 0 | 69 | 20 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 96 |
| Hour Total | 0 | 310 | 113 | 3 | 9 | 1 | 0 | 4 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 448 |
| 08:15 | 0 | 87 | 25 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 08:30 | 0 | 63 | 28 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 08:45 | 0 | 70 | 23 | 1 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 09:00 | 0 | 63 | 23 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 283 | 99 | 5 | 11 | 2 | 2 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 411 |
| 09:15 | 0 | 51 | 24 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:30 | 0 | 54 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:45 | 0 | 47 | 26 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:00 | 0 | 49 | 14 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Hour Total | 0 | 201 | 84 | 0 | 4 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 300 |
| 10:15 | 0 | 48 | 24 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 10:30 | 1 | 51 | 17 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 10:45 | 0 | 33 | 21 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 0 | 44 | 24 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 1 | 176 | 86 | 0 | 8 | 2 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 284 |
| 11:15 | 0 | 36 | 14 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:30 | 0 | 42 | 20 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:45 | 1 | 52 | 30 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 12:00 | 0 | 57 | 22 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Hour Total | 1 | 187 | 86 | 3 | 6 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 290 |
| 12:15 | 0 | 59 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:30 | 1 | 62 | 21 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:45 | 0 | 56 | 21 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 13:00 | 0 | 53 | 26 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 1 | 230 | 93 | 1 | 1 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 335 |
| 13:15 | 0 | 49 | 18 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 13:30 | 0 | 55 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 13:45 | 0 | 60 | 31 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 14:00 | 0 | 48 | 22 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Hour Total | 0 | 212 | 87 | 1 | 2 | 2 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 14:15 | 0 | 46 | 23 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:30 | 0 | 83 | 29 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 14:45 | 0 | 89 | 26 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 15:00 | 0 | 83 | 31 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| Hour Total | 0 | 301 | 109 | 1 | 5 | 3 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 427 |
| 15:15 | 1 | 84 | 32 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 15:30 | 0 | 92 | 40 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 15:45 | 0 | 98 | 35 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 16:00 | 1 | 110 | 33 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| Hour Total | 2 | 384 | 140 | 4 | 11 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 549 |
| 16:15 | 0 | 101 | 41 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 16:30 | 0 | 81 | 53 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 137 |
| 16:45 | 0 | 104 | 57 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 17:00 | 0 | 114 | 34 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| Hour Total | 0 | 400 | 185 | 2 | 10 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 605 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 149 | 50 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 17:30 | 1 | 139 | 58 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 17:45 | 0 | 147 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 18:00 | 0 | 142 | 44 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| Hour Total | 1 | 577 | 188 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 774 |
| 18:15 | 0 | 106 | 25 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 18:30 | 1 | 112 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 18:45 | 0 | 84 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 19:00 | 0 | 55 | 30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 1 | 357 | 118 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 483 |
| 19:15 | 1 | 68 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 19:30 | 0 | 52 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 19:45 | 0 | 51 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 20:00 | 0 | 33 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hour Total | 1 | 204 | 65 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| 20:15 | 0 | 42 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 20:30 | 0 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 20:45 | 0 | 26 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 21:00 | 0 | 42 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 149 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 21:15 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:30 | 0 | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 |
| 21:45 | 0 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 22:00 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 87 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 123 |
| 22:15 | 0 | 10 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:30 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 22:45 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 53 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 23:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 24:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 37 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| DAY TOTAL | 8 | 4560 | 1710 | 22 | 85 | 19 | 28 | 24 | 53 | 3 | 2 | 0 | 2 | 0 | 0 | 6516 |
| PERCENTS | 0.2% | 70.0% | 26.3% | 0.4% | 1.4% | 0.2% | 0.4% | 0.3% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 96.3% Trucks & Buses 3.6%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 09:45 | 07:00 | 07:15 | 08:00 | 06:45 | 09:45 | 10:00 | 07:30 | 09:45 | 07:15 | 00:45 | | 07:00 | | | 07:00 |
| AM Peaks | 1 | 313 | 113 | 5 | 11 | 3 | 3 | 5 | 9 | 2 | 1 | | 1 | | | 450 |
| PM Times | 15:15 | 17:15 | 16:45 | 15:00 | 15:30 | 12:45 | 13:45 | 14:45 | 13:45 | | 20:45 | | 15:45 | | | 17:15 |
| PM Peaks | 2 | 577 | 199 | 4 | 14 | 4 | 5 | 3 | 6 | | 1 | | 1 | | | 774 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:30 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 16 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 02:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:15 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:30 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 | 0 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 0 | 35 | 15 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:15 | 0 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:30 | 0 | 31 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 05:45 | 0 | 22 | 15 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:00 | 0 | 37 | 11 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| Hour Total | 0 | 108 | 42 | 1 | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 06:15 | 0 | 40 | 19 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 06:30 | 0 | 34 | 19 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 06:45 | 1 | 64 | 25 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:00 | 0 | 72 | 22 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 1 | 210 | 85 | 3 | 5 | 2 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 314 |
| 07:15 | 0 | 85 | 35 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 07:30 | 0 | 58 | 27 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 07:45 | 0 | 82 | 33 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 08:00 | 0 | 76 | 31 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| Hour Total | 0 | 301 | 126 | 0 | 8 | 2 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 08:15 | 0 | 76 | 30 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 08:30 | 0 | 69 | 25 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 08:45 | 0 | 67 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 09:00 | 0 | 32 | 25 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 244 | 110 | 6 | 9 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 09:15 | 0 | 49 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:30 | 0 | 39 | 25 | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 09:45 | 0 | 55 | 23 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 10:00 | 0 | 48 | 26 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 0 | 191 | 101 | 1 | 12 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 10:15 | 0 | 43 | 14 | 1 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:30 | 1 | 48 | 22 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 10:45 | 0 | 37 | 19 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 11:00 | 0 | 48 | 24 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 1 | 176 | 79 | 1 | 10 | 3 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 277 |
| 11:15 | 0 | 52 | 22 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 11:30 | 0 | 55 | 27 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 11:45 | 0 | 43 | 30 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:00 | 0 | 56 | 19 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 0 | 206 | 98 | 0 | 2 | 4 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 12:15 | 0 | 46 | 17 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:30 | 0 | 75 | 29 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 12:45 | 0 | 46 | 27 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 13:00 | 1 | 70 | 23 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 237 | 96 | 2 | 7 | 3 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| 13:15 | 0 | 57 | 23 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:30 | 0 | 45 | 22 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 13:45 | 0 | 50 | 21 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 14:00 | 0 | 58 | 21 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 0 | 210 | 87 | 1 | 11 | 4 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 317 |
| 14:15 | 0 | 65 | 33 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 14:30 | 1 | 68 | 32 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 106 |
| 14:45 | 0 | 73 | 40 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 15:00 | 0 | 81 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Hour Total | 1 | 287 | 139 | 3 | 5 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 441 |
| 15:15 | 0 | 104 | 35 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 15:30 | 0 | 90 | 46 | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 15:45 | 0 | 103 | 50 | 1 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| 16:00 | 0 | 108 | 34 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| Hour Total | 0 | 405 | 165 | 3 | 6 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 595 |
| 16:15 | 1 | 102 | 42 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 16:30 | 0 | 100 | 48 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 16:45 | 0 | 127 | 58 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:00 | 0 | 123 | 51 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| Hour Total | 1 | 452 | 199 | 4 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 667 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 121 | 42 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 17:30 | 1 | 153 | 49 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 17:45 | 0 | 165 | 56 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 18:00 | 0 | 151 | 40 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| Hour Total | 1 | 590 | 187 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 18:15 | 0 | 142 | 47 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 18:30 | 0 | 112 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 18:45 | 0 | 89 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 19:00 | 0 | 96 | 26 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| Hour Total | 0 | 439 | 118 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| 19:15 | 0 | 54 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:30 | 1 | 53 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:45 | 1 | 45 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 20:00 | 0 | 53 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hour Total | 2 | 205 | 58 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 20:15 | 0 | 41 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 20:30 | 0 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 20:45 | 0 | 36 | 8 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 21:00 | 0 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 0 | 145 | 39 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 21:15 | 0 | 24 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:30 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:45 | 0 | 25 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 40 |
| 22:00 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 0 | 95 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 132 |
| 22:15 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:30 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 22:45 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 23:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 66 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 23:15 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:30 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 24:00 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 31 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| DAY TOTAL | 8 | 4666 | 1813 | 26 | 106 | 32 | 5 | 17 | 60 | 4 | 3 | 1 | 0 | 0 | 0 | 6741 |
| PERCENTS | 0.2% | 69.3% | 26.9% | 0.4% | 1.6% | 0.5% | 0.1% | 0.2% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 96.2% Trucks & Buses 3.7%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 06:00 | 07:45 | 07:15 | 08:15 | 09:00 | 07:45 | 09:30 | 05:30 | 09:30 | 09:30 | 00:45 | | | | | 07:15 |
| AM Peaks | 1 | 303 | 126 | 6 | 15 | 5 | 2 | 3 | 9 | 2 | 1 | | | | | 444 |
| PM Times | 19:00 | 17:30 | 16:45 | 13:30 | 13:00 | 15:15 | 12:15 | 12:30 | 15:15 | | 21:00 | 13:45 | | | | 17:30 |
| PM Peaks | 2 | 611 | 200 | 4 | 12 | 7 | 1 | 4 | 9 | | 2 | 1 | | | | 813 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 26 | 5321 | 279 | 54 | 180 | 8 | 3 | 0 | | | | | | | | |
| | 13908 | 72 | 74 | 49 | 11 | 1 | 0 | 19986 | | | | | | | | |
| PERCENTS | 0.2% | 69.6% | 26.7% | 0.4% | 1.4% | 0.4% | 0.2% | 0.2% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 5 | 2 | 0 | 18 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 4 | 0 | 0 | 16 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 10 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 7 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 7 | 0 | 0 | 15 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 5 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 2 | 0 | 15 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 10 | 2 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 22 | 4 | 0 | 45 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16 | 4 | 0 | 29 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 14 | 12 | 3 | 44 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 18 | 9 | 2 | 42 |
| 06:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 16 | 20 | 8 | 3 | 58 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 46 | 68 | 33 | 8 | 173 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 23 | 12 | 2 | 52 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 28 | 18 | 9 | 0 | 67 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 37 | 32 | 8 | 1 | 94 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 38 | 36 | 11 | 2 | 109 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 38 | 115 | 109 | 40 | 5 | 322 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 40 | 68 | 15 | 5 | 133 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 34 | 50 | 14 | 4 | 110 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 65 | 49 | 9 | 4 | 145 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 50 | 47 | 8 | 0 | 120 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 37 | 189 | 214 | 46 | 13 | 508 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 14 | 36 | 49 | 5 | 2 | 113 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 36 | 19 | 6 | 3 | 89 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 18 | 45 | 26 | 10 | 2 | 110 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 11 | 40 | 22 | 6 | 0 | 84 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 16 | 66 | 157 | 116 | 27 | 7 | 396 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 26 | 22 | 1 | 0 | 68 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 31 | 17 | 4 | 0 | 72 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 34 | 22 | 4 | 0 | 70 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 20 | 24 | 16 | 7 | 0 | 74 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 56 | 115 | 77 | 16 | 0 | 284 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 33 | 13 | 2 | 0 | 71 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 16 | 29 | 17 | 1 | 1 | 71 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 25 | 7 | 3 | 1 | 66 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 12 | 24 | 18 | 3 | 0 | 61 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 21 | 69 | 111 | 55 | 9 | 2 | 269 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 35 | 12 | 0 | 0 | 77 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 43 | 32 | 8 | 0 | 104 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 33 | 18 | 4 | 1 | 82 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 26 | 18 | 6 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 90 | 137 | 80 | 18 | 1 | 346 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 23 | 31 | 19 | 4 | 1 | 82 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 31 | 15 | 2 | 2 | 71 |
| 12:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 17 | 29 | 16 | 3 | 1 | 74 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 45 | 30 | 3 | 1 | 107 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 12 | 83 | 136 | 80 | 12 | 5 | 334 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 35 | 21 | 6 | 1 | 88 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 40 | 35 | 4 | 0 | 98 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 18 | 48 | 23 | 3 | 0 | 102 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 23 | 33 | 19 | 3 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 71 | 156 | 98 | 16 | 1 | 371 |
| 14:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 36 | 25 | 5 | 2 | 92 |
| 14:30 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 6 | 17 | 37 | 29 | 2 | 1 | 103 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 57 | 50 | 9 | 0 | 149 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 66 | 80 | 40 | 17 | 1 | 209 |
| Hour Total | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 21 | 128 | 210 | 144 | 33 | 4 | 553 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 61 | 59 | 32 | 9 | 3 | 169 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 47 | 49 | 49 | 3 | 1 | 172 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 33 | 54 | 42 | 4 | 0 | 139 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 41 | 47 | 25 | 6 | 3 | 145 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 182 | 209 | 148 | 22 | 7 | 625 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 49 | 46 | 26 | 7 | 0 | 135 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 65 | 36 | 12 | 0 | 154 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 68 | 39 | 2 | 0 | 141 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 56 | 47 | 25 | 4 | 1 | 150 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 169 | 226 | 126 | 25 | 1 | 580 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 74 | 70 | 27 | 1 | 1 | 181 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 30 | 80 | 34 | 8 | 1 | 167 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 49 | 41 | 26 | 1 | 0 | 157 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 37 | 55 | 30 | 7 | 0 | 150 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 77 | 190 | 246 | 117 | 17 | 2 | 655 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 53 | 52 | 34 | 6 | 0 | 156 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 53 | 22 | 3 | 0 | 137 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 48 | 31 | 26 | 4 | 0 | 114 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 44 | 17 | 1 | 0 | 97 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 179 | 180 | 99 | 14 | 0 | 504 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 36 | 30 | 9 | 4 | 0 | 92 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 22 | 13 | 1 | 0 | 72 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 24 | 13 | 2 | 0 | 70 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 18 | 16 | 3 | 0 | 50 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 100 | 94 | 51 | 10 | 0 | 284 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 26 | 11 | 1 | 0 | 52 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 22 | 13 | 5 | 0 | 52 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 12 | 6 | 2 | 1 | 36 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 13 | 9 | 4 | 0 | 30 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 37 | 73 | 39 | 12 | 1 | 170 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 9 | 11 | 3 | 0 | 49 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 12 | 12 | 0 | 0 | 35 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 11 | 8 | 2 | 0 | 33 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 8 | 1 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 34 | 41 | 39 | 6 | 0 | 137 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 4 | 1 | 0 | 19 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 8 | 1 | 0 | 24 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 6 | 2 | 0 | 21 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 36 | 22 | 4 | 0 | 78 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 6 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 5 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 1 | 13 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 1 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | 14 | 1 | 1 | 36 |
| DAY TOTAL | 3 | 0 | 0 | 0 | 5 | 3 | 3 | 53 | 390 | 1583 | 2528 | 1736 | 367 | 58 | 6729 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% | 0.8% | 5.8% | 23.6% | 37.5% | 25.7% | 5.4% | 0.8% | 100% |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
51.8 mph

85th Percentile Speed
63.3 mph

Median Speed
57.6 mph

Average Speed
57.5 mph

10 MPH Pace Speed
55 mph to 65 mph
4264 vehicles in pace
Representing 63.3% of the total vehicles

Vehicles > 55 MPH
4689
69.7%

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
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File: FINAL.prn
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County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 6 | 1 | 0 | 17 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 0 | 11 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 6 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 3 | 0 | 0 | 11 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 5 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 5 | 0 | 0 | 13 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 7 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 3 | 1 | 0 | 17 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 9 | 3 | 0 | 37 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 9 | 5 | 0 | 31 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 16 | 8 | 0 | 34 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 18 | 18 | 8 | 1 | 50 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 29 | 8 | 0 | 63 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 55 | 72 | 29 | 1 | 178 |
| 06:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 15 | 22 | 5 | 0 | 49 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 10 | 25 | 24 | 6 | 0 | 71 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 34 | 40 | 12 | 1 | 98 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 26 | 31 | 24 | 8 | 1 | 98 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 50 | 105 | 110 | 31 | 2 | 316 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 45 | 27 | 43 | 9 | 0 | 129 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 27 | 44 | 15 | 4 | 104 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 31 | 49 | 25 | 6 | 2 | 119 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 35 | 42 | 6 | 0 | 96 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 99 | 138 | 154 | 36 | 6 | 448 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 36 | 47 | 4 | 1 | 119 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 31 | 36 | 20 | 6 | 0 | 97 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 46 | 30 | 5 | 1 | 101 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 34 | 32 | 3 | 2 | 94 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
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File: FINAL.prn
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County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 93 | 152 | 129 | 18 | 4 | 411 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 32 | 24 | 2 | 1 | 77 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16 | 25 | 19 | 5 | 2 | 77 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 18 | 33 | 12 | 5 | 1 | 80 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 22 | 24 | 9 | 2 | 0 | 66 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 73 | 114 | 64 | 14 | 4 | 300 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 15 | 32 | 13 | 2 | 0 | 77 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 27 | 21 | 8 | 0 | 75 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 21 | 10 | 5 | 0 | 57 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 27 | 21 | 1 | 0 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 25 | 67 | 107 | 65 | 16 | 0 | 284 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 22 | 10 | 1 | 0 | 54 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 31 | 17 | 3 | 0 | 64 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 29 | 20 | 9 | 0 | 87 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 39 | 24 | 4 | 0 | 85 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 70 | 121 | 71 | 17 | 0 | 290 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 31 | 18 | 1 | 0 | 86 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 31 | 18 | 3 | 0 | 86 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 16 | 35 | 18 | 2 | 0 | 80 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 13 | 43 | 17 | 4 | 0 | 83 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 91 | 140 | 71 | 10 | 0 | 335 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 29 | 17 | 4 | 1 | 72 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 12 | 27 | 18 | 10 | 2 | 72 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 37 | 22 | 9 | 1 | 93 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 38 | 19 | 2 | 0 | 77 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 68 | 131 | 76 | 25 | 4 | 314 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 14 | 35 | 17 | 1 | 0 | 75 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 44 | 31 | 5 | 1 | 116 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 53 | 35 | 8 | 1 | 116 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 43 | 34 | 9 | 2 | 120 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 83 | 175 | 117 | 23 | 4 | 427 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 28 | 44 | 32 | 8 | 1 | 123 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 48 | 50 | 10 | 1 | 138 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 37 | 54 | 32 | 4 | 0 | 138 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 22 | 74 | 38 | 4 | 0 | 150 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 35 | 109 | 220 | 152 | 26 | 2 | 549 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 66 | 46 | 9 | 1 | 151 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 54 | 35 | 9 | 8 | 137 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 35 | 58 | 51 | 13 | 1 | 164 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 46 | 66 | 24 | 4 | 2 | 153 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 21 | 135 | 244 | 156 | 35 | 12 | 605 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

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County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 62 | 77 | 42 | 5 | 0 | 201 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 47 | 90 | 48 | 11 | 0 | 201 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 39 | 86 | 35 | 6 | 4 | 184 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 24 | 80 | 54 | 17 | 3 | 1 | 188 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 58 | 228 | 307 | 142 | 25 | 5 | 774 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 | 62 | 25 | 5 | 1 | 135 |
| 18:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 48 | 55 | 10 | 4 | 1 | 147 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 48 | 29 | 9 | 2 | 0 | 0 | 114 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 23 | 22 | 19 | 5 | 3 | 0 | 0 | 87 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 5 | 18 | 42 | 103 | 132 | 131 | 40 | 9 | 2 | 483 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17 | 25 | 20 | 5 | 2 | 84 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 12 | 30 | 24 | 3 | 1 | 77 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 | 16 | 6 | 1 | 65 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 17 | 8 | 1 | 1 | 46 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 49 | 108 | 68 | 15 | 5 | 272 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 22 | 16 | 9 | 2 | 0 | 55 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 16 | 1 | 0 | 47 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | 17 | 2 | 0 | 44 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 18 | 11 | 1 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 67 | 63 | 53 | 6 | 0 | 199 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 13 | 13 | 1 | 0 | 32 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 13 | 4 | 1 | 1 | 32 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 18 | 7 | 1 | 0 | 40 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 9 | 3 | 0 | 19 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 48 | 33 | 6 | 1 | 123 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 7 | 0 | 0 | 19 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 6 | 2 | 2 | 24 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 2 | 0 | 16 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3 | 2 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 25 | 23 | 6 | 2 | 70 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 2 | 0 | 14 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 0 | 0 | 14 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 2 | 0 | 11 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 18 | 18 | 4 | 0 | 49 |
| DAY TOTAL | 3 | 1 | 0 | 0 | 0 | 7 | 24 | 87 | 417 | 1492 | 2436 | 1640 | 355 | 54 | 6516 |
| PERCENTS | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% | 1.4% | 6.4% | 22.8% | 37.3% | 25.1% | 5.4% | 0.8% | 100% |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
51.5 mph

85th Percentile Speed
63.3 mph

Median Speed
57.5 mph

Average Speed
57.3 mph

10 MPH Pace Speed
55 mph to 65 mph
4076 vehicles in pace
Representing 62.5% of the total vehicles

Vehicles > 55 MPH
4485
68.8%

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 7 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 8 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 7 | 0 | 0 | 21 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 2 | 0 | 9 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 3 | 0 | 0 | 11 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 10 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 5 | 1 | 0 | 15 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 9 | 5 | 0 | 23 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 14 | 21 | 8 | 0 | 54 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 5 | 1 | 25 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 15 | 5 | 3 | 42 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 7 | 25 | 2 | 0 | 41 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 19 | 17 | 9 | 0 | 52 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 45 | 69 | 21 | 4 | 160 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 26 | 19 | 7 | 0 | 62 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 8 | 18 | 20 | 5 | 0 | 57 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 42 | 20 | 1 | 0 | 93 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 27 | 39 | 20 | 6 | 1 | 102 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 71 | 125 | 79 | 19 | 1 | 314 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 22 | 38 | 48 | 10 | 3 | 123 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 34 | 33 | 11 | 1 | 92 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 47 | 41 | 15 | 0 | 117 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 32 | 52 | 4 | 1 | 112 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 58 | 151 | 174 | 40 | 5 | 444 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 49 | 39 | 7 | 1 | 113 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 37 | 34 | 9 | 0 | 98 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 38 | 31 | 14 | 1 | 99 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 28 | 18 | 6 | 0 | 64 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 56 | 152 | 122 | 36 | 2 | 374 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 35 | 16 | 6 | 0 | 80 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 17 | 29 | 15 | 2 | 0 | 70 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 23 | 26 | 16 | 1 | 0 | 85 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 27 | 26 | 4 | 1 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 79 | 117 | 73 | 13 | 1 | 314 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 15 | 29 | 16 | 0 | 0 | 65 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 13 | 22 | 23 | 8 | 1 | 76 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 29 | 16 | 1 | 0 | 61 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 17 | 28 | 25 | 2 | 0 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 13 | 58 | 108 | 80 | 11 | 1 | 277 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 20 | 22 | 5 | 0 | 76 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 24 | 37 | 13 | 6 | 0 | 85 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 32 | 19 | 5 | 1 | 77 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 18 | 26 | 29 | 0 | 0 | 79 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 23 | 76 | 115 | 83 | 16 | 1 | 317 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 16 | 24 | 3 | 0 | 68 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 38 | 42 | 19 | 4 | 0 | 109 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 25 | 19 | 5 | 0 | 77 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 41 | 22 | 5 | 1 | 100 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 109 | 124 | 84 | 17 | 1 | 354 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 23 | 26 | 24 | 4 | 0 | 86 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 20 | 26 | 7 | 0 | 73 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 21 | 19 | 22 | 7 | 1 | 75 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 29 | 27 | 4 | 5 | 83 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 15 | 74 | 94 | 99 | 22 | 6 | 317 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 20 | 37 | 30 | 5 | 1 | 104 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 20 | 49 | 29 | 6 | 0 | 106 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 44 | 32 | 12 | 0 | 115 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 34 | 51 | 26 | 2 | 0 | 116 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 99 | 181 | 117 | 25 | 1 | 441 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 24 | 68 | 39 | 7 | 0 | 143 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 47 | 55 | 22 | 5 | 1 | 144 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 34 | 63 | 51 | 5 | 0 | 160 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 42 | 54 | 34 | 5 | 0 | 148 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 147 | 240 | 146 | 22 | 1 | 595 |
| 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 46 | 48 | 43 | 4 | 0 | 149 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 36 | 79 | 28 | 3 | 0 | 151 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 89 | 32 | 4 | 0 | 189 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 43 | 81 | 39 | 6 | 1 | 178 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 186 | 297 | 142 | 17 | 1 | 667 |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 36 | 61 | 47 | 9 | 0 | 166 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 59 | 83 | 42 | 8 | 0 | 204 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 10 | 62 | 90 | 50 | 7 | 0 | 222 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 43 | 91 | 48 | 10 | 0 | 194 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 33 | 200 | 325 | 187 | 34 | 0 | 786 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 47 | 80 | 48 | 8 | 2 | 193 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 52 | 42 | 6 | 0 | 145 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 21 | 50 | 17 | 7 | 1 | 105 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 28 | 55 | 26 | 5 | 0 | 124 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 22 | 137 | 237 | 133 | 26 | 3 | 567 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 32 | 22 | 1 | 2 | 81 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 25 | 24 | 3 | 0 | 68 |
| 19:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 22 | 12 | 2 | 1 | 58 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 29 | 12 | 2 | 0 | 64 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 57 | 108 | 70 | 8 | 3 | 271 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 19 | 17 | 4 | 0 | 56 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 18 | 11 | 6 | 0 | 46 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 22 | 12 | 2 | 0 | 47 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9 | 16 | 11 | 0 | 0 | 39 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 40 | 75 | 51 | 12 | 0 | 188 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 14 | 5 | 2 | 0 | 35 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 8 | 10 | 8 | 0 | 0 | 29 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 8 | 16 | 6 | 0 | 40 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 2 | 0 | 28 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 26 | 46 | 41 | 10 | 0 | 132 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 9 | 5 | 0 | 0 | 19 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 12 | 0 | 1 | 27 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 5 | 1 | 0 | 17 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 2 | 3 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 37 | 24 | 4 | 1 | 79 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 3 | 0 | 0 | 14 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 6 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 0 | 0 | 14 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 1 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 12 | 17 | 2 | 1 | 43 |
| DAY TOTAL | 3 | 0 | 0 | 0 | 0 | 1 | 11 | 54 | 301 | 1528 | 2622 | 1823 | 365 | 33 | 6741 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.9% | 4.5% | 22.6% | 38.8% | 27.0% | 5.4% | 0.4% | 100% |

Station #: Site C-NBI
Site ID: 000000020181
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 9 | 0 | 5 | 38 | 1108 | 7586 | 1087 | 1 | 0 | 11 | 194 | 4603 | 5199 | 145 | 19986 |
| PERCENTS | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.2% | 0.9% | 5.5% | 23.0% | 37.9% | 26.0% | 5.4% | 0.7% | 100% |

Statistical Information...

15th Percentile Speed
52.1 mph

85th Percentile Speed
63.3 mph

Median Speed
57.8 mph

Average Speed
57.7 mph

10 MPH Pace Speed
55 mph to 65 mph
4445 vehicles in pace
Representing 65.9% of the total vehicles

Vehicles > 55 MPH
4843
71.8%

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 10 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 04:45 | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 11 | 9 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 43 | 21 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 05:15 | 0 | 14 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:30 | 2 | 40 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:45 | 0 | 25 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 06:00 | 2 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Hour Total | 4 | 105 | 49 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 06:15 | 2 | 35 | 17 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 06:30 | 2 | 18 | 23 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 06:45 | 0 | 45 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 07:00 | 1 | 46 | 18 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 5 | 144 | 84 | 2 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 07:15 | 1 | 55 | 24 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 07:30 | 1 | 45 | 24 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:45 | 0 | 64 | 32 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 08:00 | 0 | 51 | 17 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 2 | 215 | 97 | 2 | 8 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 08:15 | 1 | 34 | 16 | 2 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 08:30 | 0 | 43 | 16 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:45 | 0 | 48 | 20 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:00 | 1 | 36 | 16 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 161 | 68 | 3 | 6 | 4 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 09:15 | 2 | 22 | 13 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 09:30 | 2 | 28 | 19 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 09:45 | 0 | 32 | 17 | 1 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 10:00 | 1 | 19 | 19 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Hour Total | 5 | 101 | 68 | 1 | 4 | 2 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 10:15 | 0 | 28 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 10:30 | 0 | 30 | 13 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 10:45 | 0 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 28 | 12 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hour Total | 0 | 123 | 46 | 0 | 4 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 182 |
| 11:15 | 0 | 30 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:30 | 0 | 36 | 15 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:45 | 2 | 44 | 13 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 12:00 | 0 | 41 | 20 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hour Total | 2 | 151 | 62 | 0 | 5 | 2 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 12:15 | 0 | 34 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:30 | 0 | 32 | 12 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 12:45 | 0 | 29 | 14 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 2 | 35 | 13 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 2 | 130 | 55 | 0 | 2 | 2 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 13:15 | 0 | 32 | 16 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:30 | 2 | 28 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:45 | 1 | 32 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 14:00 | 0 | 40 | 10 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 3 | 132 | 60 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 14:15 | 0 | 43 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:30 | 1 | 40 | 16 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 65 |
| 14:45 | 0 | 82 | 31 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 15:00 | 2 | 118 | 46 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 175 |
| Hour Total | 3 | 283 | 106 | 0 | 4 | 4 | 0 | 2 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 415 |
| 15:15 | 0 | 95 | 31 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 15:30 | 1 | 51 | 29 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 15:45 | 0 | 43 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:00 | 0 | 56 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 1 | 245 | 104 | 0 | 5 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 362 |
| 16:15 | 1 | 52 | 23 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 16:30 | 1 | 51 | 18 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:45 | 0 | 56 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 17:00 | 0 | 53 | 14 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 70 |
| Hour Total | 2 | 212 | 75 | 2 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 299 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 69 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 17:30 | 2 | 69 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 17:45 | 0 | 53 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 18:00 | 2 | 57 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 5 | 248 | 77 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| 18:15 | 1 | 62 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 18:30 | 0 | 61 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 18:45 | 2 | 48 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 19:00 | 0 | 32 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hour Total | 3 | 203 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 19:15 | 0 | 27 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:30 | 1 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 19:45 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 1 | 103 | 29 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 20:15 | 1 | 10 | 6 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 20:30 | 0 | 34 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 20:45 | 0 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 1 | 81 | 14 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 21:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:45 | 0 | 18 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 51 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 22:15 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:30 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:45 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 43 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 23:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:45 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 24:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| DAY TOTAL | 41 | 2824 | 1102 | 11 | 54 | 22 | 7 | 21 | 79 | 0 | 1 | 1 | 1 | 0 | 0 | 4164 |
| PERCENTS | 1.0% | 67.9% | 26.5% | 0.3% | 1.3% | 0.6% | 0.1% | 0.5% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.2% Trucks & Buses 4.7%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:30 | 07:15 | 07:00 | 07:00 | 07:45 | 08:30 | 09:00 | 10:15 | 09:15 | | | | | | | 07:15 |
| AM Peaks | 6 | 215 | 98 | 4 | 10 | 5 | 2 | 5 | 15 | | | | | | | 332 |
| PM Times | 13:00 | 14:45 | 14:45 | 15:45 | 14:45 | 14:15 | 14:45 | 14:30 | 14:30 | | 13:45 | 14:15 | 16:15 | | | 14:45 |
| PM Peaks | 5 | 346 | 137 | 2 | 7 | 4 | 3 | 3 | 13 | | 1 | 1 | 1 | | | 513 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hour Total | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| 02:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:45 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:00 | 0 | 12 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 35 | 16 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 05:15 | 0 | 18 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:30 | 0 | 25 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 05:45 | 0 | 31 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 06:00 | 0 | 20 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hour Total | 0 | 94 | 57 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 06:15 | 0 | 36 | 18 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 06:30 | 0 | 37 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 06:45 | 0 | 43 | 23 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 07:00 | 1 | 39 | 15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 1 | 155 | 72 | 0 | 5 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 07:15 | 1 | 57 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 07:30 | 0 | 55 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 07:45 | 0 | 47 | 24 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 08:00 | 1 | 61 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 2 | 220 | 89 | 1 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 08:15 | 0 | 46 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:30 | 0 | 42 | 12 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 08:45 | 0 | 48 | 13 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 09:00 | 1 | 48 | 9 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 184 | 48 | 2 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 09:15 | 0 | 32 | 13 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:30 | 0 | 31 | 15 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:45 | 1 | 29 | 16 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 10:00 | 0 | 26 | 10 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Hour Total | 1 | 118 | 54 | 0 | 5 | 5 | 2 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 10:15 | 1 | 29 | 13 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 10:30 | 1 | 32 | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:45 | 0 | 25 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 1 | 22 | 11 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 3 | 108 | 49 | 0 | 5 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 11:15 | 0 | 30 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:30 | 0 | 27 | 12 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 11:45 | 2 | 31 | 13 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:00 | 0 | 31 | 15 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 2 | 119 | 54 | 1 | 5 | 5 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 12:15 | 1 | 29 | 24 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 12:30 | 0 | 33 | 14 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:45 | 0 | 42 | 22 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 13:00 | 2 | 25 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Hour Total | 3 | 129 | 74 | 0 | 1 | 2 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 13:15 | 0 | 44 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:30 | 0 | 44 | 10 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:45 | 0 | 40 | 17 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 14:00 | 0 | 32 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 160 | 48 | 0 | 2 | 1 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 14:15 | 0 | 35 | 17 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 14:30 | 3 | 50 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:45 | 0 | 41 | 14 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 60 |
| 15:00 | 1 | 47 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 4 | 173 | 53 | 0 | 5 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 241 |
| 15:15 | 0 | 42 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 15:30 | 1 | 41 | 16 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:45 | 1 | 46 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 | 0 | 40 | 16 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 2 | 169 | 64 | 1 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| 16:15 | 0 | 41 | 20 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:30 | 0 | 64 | 17 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 16:45 | 1 | 58 | 22 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 17:00 | 0 | 54 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 1 | 217 | 80 | 4 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 66 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 17:30 | 2 | 67 | 16 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 17:45 | 0 | 70 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 18:00 | 1 | 70 | 26 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 4 | 273 | 88 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 371 |
| 18:15 | 1 | 63 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 18:30 | 0 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 18:45 | 0 | 54 | 22 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 19:00 | 1 | 44 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hour Total | 2 | 205 | 77 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 19:15 | 1 | 30 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 19:30 | 0 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 19:45 | 0 | 39 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 20:00 | 0 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 1 | 130 | 27 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 20:15 | 0 | 33 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:30 | 0 | 36 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 20:45 | 0 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 21:00 | 0 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| Hour Total | 0 | 116 | 27 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 21:15 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 36 |
| 21:30 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 25 |
| 21:45 | 1 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 1 | 63 | 17 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 87 |
| 22:15 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:30 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 23:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 1 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| DAY TOTAL | 29 | 2763 | 1017 | 9 | 50 | 23 | 9 | 9 | 71 | 0 | 4 | 1 | 0 | 0 | 0 | 3985 |
| PERCENTS | 0.8% | 69.4% | 25.6% | 0.3% | 1.2% | 0.5% | 0.2% | 0.2% | 1.7% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.5% Trucks & Buses 4.4%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 09:45 | 07:15 | 07:15 | 07:45 | 08:15 | 08:45 | 09:45 | 03:00 | 09:30 | 00:45 | | | | | | 07:15 |
| AM Peaks | 3 | 220 | 89 | 3 | 7 | 5 | 3 | 2 | 8 | 1 | | | | | | 320 |
| PM Times | 14:15 | 17:15 | 17:15 | 16:00 | 14:00 | 12:15 | 12:15 | 13:15 | 12:45 | 20:45 | 14:00 | | | | | 17:15 |
| PM Peaks | 4 | 273 | 88 | 5 | 5 | 2 | 1 | 2 | 8 | 2 | 1 | | | | | 371 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 03:15 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:45 | 0 | 6 | 6 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 11 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 32 | 16 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 05:15 | 0 | 18 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 05:30 | 0 | 28 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 05:45 | 0 | 20 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 06:00 | 0 | 22 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 88 | 60 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 06:15 | 0 | 38 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 06:30 | 1 | 37 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 06:45 | 0 | 43 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:00 | 1 | 49 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 2 | 167 | 75 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 07:15 | 1 | 58 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 07:30 | 0 | 52 | 12 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 07:45 | 1 | 58 | 22 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 08:00 | 0 | 53 | 22 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 221 | 74 | 1 | 3 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| 08:15 | 0 | 37 | 12 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 08:30 | 0 | 39 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 08:45 | 1 | 40 | 11 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 09:00 | 2 | 39 | 20 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 3 | 155 | 60 | 2 | 8 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |
| 09:15 | 0 | 31 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:30 | 0 | 36 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 09:45 | 2 | 27 | 13 | 0 | 1 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:00 | 0 | 31 | 17 | 0 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 2 | 125 | 57 | 0 | 8 | 5 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 10:15 | 0 | 30 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 10:30 | 0 | 37 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 10:45 | 0 | 33 | 10 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 11:00 | 0 | 28 | 19 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 128 | 51 | 0 | 1 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 11:15 | 0 | 20 | 21 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:30 | 0 | 37 | 12 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 11:45 | 0 | 25 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:00 | 1 | 36 | 12 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hour Total | 1 | 118 | 60 | 1 | 3 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| 12:15 | 1 | 25 | 15 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:30 | 1 | 41 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:45 | 0 | 33 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 1 | 33 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Hour Total | 3 | 132 | 45 | 0 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 13:15 | 0 | 36 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 0 | 32 | 11 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 49 |
| 13:45 | 0 | 36 | 16 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 14:00 | 1 | 42 | 16 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 1 | 146 | 55 | 0 | 4 | 4 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 216 |
| 14:15 | 0 | 32 | 18 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 14:30 | 0 | 49 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:45 | 0 | 39 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 15:00 | 0 | 41 | 27 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Hour Total | 0 | 161 | 79 | 1 | 4 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 15:15 | 2 | 37 | 17 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 15:30 | 0 | 61 | 20 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 15:45 | 1 | 49 | 21 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 77 |
| 16:00 | 1 | 40 | 13 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 4 | 187 | 71 | 1 | 4 | 5 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 279 |
| 16:15 | 1 | 49 | 16 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 16:30 | 0 | 46 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 64 |
| 16:45 | 1 | 61 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:00 | 0 | 54 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 2 | 210 | 62 | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 283 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 63 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 17:30 | 1 | 93 | 19 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:45 | 0 | 126 | 45 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 18:00 | 0 | 113 | 29 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| Hour Total | 1 | 395 | 118 | 0 | 4 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 528 |
| 18:15 | 1 | 79 | 33 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 117 |
| 18:30 | 0 | 63 | 17 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 18:45 | 0 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hour Total | 1 | 227 | 73 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 310 |
| 19:15 | 0 | 38 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 19:30 | 0 | 35 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:45 | 0 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hour Total | 0 | 125 | 36 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 20:15 | 0 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:30 | 0 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:45 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 21:00 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 100 | 15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 21:15 | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:30 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:45 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 63 | 18 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 22:15 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:30 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 23:15 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:30 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 18 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| DAY TOTAL | 22 | 2881 | 1053 | 10 | 51 | 51 | 1 | 19 | 64 | 0 | 2 | 2 | 1 | 0 | 0 | 4157 |
| PERCENTS | 0.6% | 69.4% | 25.4% | 0.3% | 1.2% | 1.2% | 0.0% | 0.4% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.1% Trucks & Buses 4.8%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 09:00 | 07:15 | 06:30 | 07:30 | 08:15 | 10:30 | 06:45 | 04:15 | 11:15 | 00:45 | | | | | | 07:15 |
| AM Peaks | 4 | 221 | 79 | 3 | 8 | 11 | 1 | 3 | 7 | 1 | | | | | | 310 |
| PM Times | 15:15 | 17:30 | 17:30 | 16:15 | 15:30 | 13:30 | 13:15 | 17:30 | 15:00 | 15:45 | 12:45 | | | | | 17:30 |
| PM Peaks | 4 | 411 | 126 | 4 | 5 | 7 | 2 | 7 | 1 | 1 | 1 | | | | | 556 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 92 | 8468 | 3172 | 30 | 155 | 96 | 17 | 49 | 214 | 0 | 7 | 4 | 2 | 0 | 0 | 12306 |
| PERCENTS | 0.8% | 68.9% | 25.8% | 0.3% | 1.3% | 0.8% | 0.1% | 0.3% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 2 | 0 | 0 | 11 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 3 | 0 | 0 | 13 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 6 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 9 | 2 | 0 | 20 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 | 0 | 8 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 5 | 1 | 1 | 15 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 3 | 0 | 23 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 3 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 23 | 27 | 7 | 1 | 68 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 9 | 8 | 3 | 0 | 27 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 20 | 8 | 0 | 57 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15 | 13 | 1 | 2 | 38 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 19 | 11 | 3 | 1 | 40 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 23 | 64 | 52 | 15 | 3 | 162 |
| 06:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 25 | 9 | 0 | 57 |
| 06:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 19 | 17 | 2 | 0 | 46 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 26 | 29 | 1 | 1 | 72 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 32 | 16 | 3 | 1 | 69 |
| Hour Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 37 | 93 | 87 | 15 | 2 | 244 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 43 | 19 | 3 | 0 | 83 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 25 | 25 | 4 | 0 | 73 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 51 | 16 | 3 | 0 | 101 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 18 | 30 | 20 | 2 | 0 | 75 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 77 | 149 | 80 | 12 | 0 | 332 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 13 | 25 | 10 | 4 | 0 | 58 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 18 | 24 | 14 | 2 | 0 | 63 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 25 | 20 | 5 | 0 | 72 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 24 | 7 | 5 | 0 | 57 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 62 | 98 | 51 | 16 | 0 | 250 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 14 | 12 | 6 | 2 | 0 | 43 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17 | 16 | 4 | 0 | 53 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 21 | 21 | 8 | 1 | 0 | 57 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 13 | 17 | 5 | 2 | 0 | 45 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 16 | 64 | 67 | 35 | 9 | 0 | 198 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 12 | 15 | 5 | 0 | 0 | 41 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 15 | 6 | 1 | 0 | 47 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 17 | 21 | 1 | 1 | 0 | 48 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 19 | 13 | 0 | 0 | 46 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 52 | 70 | 25 | 2 | 0 | 182 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 19 | 7 | 0 | 0 | 45 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 20 | 23 | 5 | 0 | 1 | 54 |
| 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 26 | 16 | 2 | 1 | 65 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 31 | 18 | 9 | 1 | 1 | 65 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 17 | 78 | 86 | 37 | 3 | 3 | 229 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 16 | 12 | 1 | 0 | 51 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 19 | 13 | 6 | 2 | 1 | 49 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 18 | 15 | 4 | 1 | 0 | 46 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 18 | 14 | 13 | 1 | 0 | 53 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 24 | 69 | 58 | 35 | 5 | 1 | 199 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 24 | 6 | 4 | 0 | 51 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 20 | 3 | 3 | 0 | 44 |
| 13:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 15 | 17 | 11 | 1 | 0 | 55 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 19 | 16 | 8 | 2 | 1 | 53 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 65 | 77 | 28 | 10 | 1 | 203 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 21 | 15 | 9 | 4 | 1 | 56 |
| 14:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 29 | 12 | 2 | 0 | 65 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 43 | 41 | 19 | 1 | 0 | 119 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 53 | 63 | 28 | 7 | 2 | 175 |
| Hour Total | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 33 | 136 | 148 | 68 | 14 | 3 | 415 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 56 | 46 | 13 | 5 | 1 | 131 |
| 15:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 25 | 36 | 13 | 2 | 1 | 88 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 14 | 31 | 10 | 5 | 0 | 64 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21 | 27 | 14 | 4 | 0 | 79 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 31 | 116 | 140 | 50 | 16 | 2 | 362 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 33 | 23 | 16 | 2 | 0 | 80 |
| 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 32 | 15 | 3 | 0 | 73 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 28 | 12 | 2 | 2 | 76 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 33 | 21 | 10 | 2 | 0 | 70 |
| Hour Total | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 112 | 104 | 53 | 9 | 2 | 299 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 5 | 42 | 30 | 8 | 3 | 0 | 92 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 35 | 17 | 3 | 0 | 92 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 34 | 24 | 6 | 1 | 0 | 75 |
| 18:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 6 | 27 | 22 | 12 | 1 | 0 | 72 |
| Hour Total | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 4 | 25 | 136 | 111 | 43 | 8 | 0 | 331 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 26 | 17 | 0 | 0 | 76 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 31 | 20 | 12 | 0 | 0 | 72 |
| 18:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 16 | 21 | 8 | 3 | 1 | 60 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 13 | 7 | 5 | 0 | 46 |
| Hour Total | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 33 | 83 | 80 | 44 | 8 | 1 | 254 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 10 | 6 | 0 | 0 | 37 |
| 19:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 8 | 10 | 5 | 2 | 0 | 36 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 10 | 8 | 0 | 0 | 37 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 16 | 6 | 0 | 0 | 28 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 40 | 46 | 25 | 2 | 0 | 138 |
| 20:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 5 | 2 | 0 | 0 | 20 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 12 | 11 | 1 | 0 | 39 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 7 | 2 | 1 | 0 | 24 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 0 | 1 | 0 | 18 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 39 | 31 | 15 | 3 | 0 | 101 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 3 | 1 | 0 | 15 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 2 | 1 | 0 | 19 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 8 | 2 | 3 | 0 | 23 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 16 | 29 | 7 | 5 | 0 | 63 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 4 | 0 | 0 | 20 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 5 | 0 | 0 | 17 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 4 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 14 | 22 | 13 | 0 | 0 | 56 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 6 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 2 | 0 | 0 | 10 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 8 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 10 | 3 | 0 | 0 | 28 |
| DAY TOTAL | 15 | 2 | 2 | 0 | 0 | 2 | 9 | 54 | 335 | 1254 | 1517 | 793 | 162 | 19 | 4164 |
| PERCENTS | 0.4% | 0.1% | 0.1% | 0.0% | 0.0% | 0.1% | 0.3% | 1.3% | 8.0% | 30.1% | 36.4% | 19.0% | 3.8% | 0.4% | 100% |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
50.8 mph

85th Percentile Speed
62.2 mph

Median Speed
56.4 mph

Average Speed
56.1 mph

10 MPH Pace Speed
50 mph to 60 mph
2771 vehicles in pace
Representing 66.5% of the total vehicles

Vehicles > 55 MPH
2491
59.8%

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 5 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 2 | 0 | 0 | 11 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 7 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 3 | 0 | 0 | 17 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 5 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 0 | 10 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 5 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 0 | 1 | 13 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 3 | 1 | 0 | 13 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 5 | 0 | 0 | 18 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 6 | 5 | 2 | 0 | 19 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 12 | 21 | 13 | 3 | 0 | 54 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 11 | 8 | 0 | 0 | 30 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 8 | 16 | 1 | 0 | 35 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 24 | 13 | 7 | 0 | 52 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 14 | 1 | 0 | 37 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 33 | 56 | 51 | 9 | 0 | 154 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 19 | 19 | 4 | 1 | 56 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 27 | 14 | 4 | 0 | 54 |
| 06:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 29 | 18 | 3 | 0 | 72 |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 32 | 14 | 0 | 0 | 59 |
| Hour Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 41 | 107 | 65 | 11 | 1 | 241 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 22 | 29 | 17 | 5 | 0 | 83 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 26 | 34 | 13 | 3 | 0 | 82 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 27 | 15 | 3 | 0 | 74 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 19 | 33 | 18 | 3 | 0 | 81 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 91 | 123 | 63 | 14 | 0 | 320 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 24 | 21 | 9 | 3 | 0 | 63 |
| 08:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 26 | 8 | 3 | 1 | 58 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 14 | 26 | 14 | 2 | 1 | 64 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 28 | 13 | 8 | 3 | 0 | 61 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 23 | 79 | 86 | 39 | 11 | 2 | 246 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 18 | 17 | 0 | 0 | 51 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 19 | 13 | 6 | 1 | 0 | 51 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 12 | 21 | 4 | 1 | 0 | 49 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 11 | 3 | 1 | 0 | 42 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 61 | 63 | 30 | 3 | 0 | 193 |
| 10:15 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 12 | 18 | 5 | 3 | 0 | 48 |
| 10:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 15 | 9 | 3 | 0 | 46 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 12 | 14 | 8 | 1 | 0 | 41 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16 | 11 | 7 | 0 | 0 | 39 |
| Hour Total | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 19 | 56 | 58 | 29 | 7 | 0 | 174 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 19 | 14 | 8 | 0 | 0 | 46 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 12 | 17 | 6 | 1 | 0 | 43 |
| 11:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 20 | 7 | 2 | 0 | 51 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 19 | 12 | 10 | 4 | 0 | 51 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 15 | 68 | 63 | 31 | 7 | 0 | 191 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 17 | 8 | 1 | 0 | 56 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 14 | 18 | 7 | 2 | 0 | 51 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 28 | 24 | 9 | 1 | 1 | 67 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 13 | 13 | 6 | 0 | 0 | 43 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 78 | 72 | 30 | 4 | 1 | 217 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 19 | 21 | 7 | 0 | 0 | 52 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 23 | 11 | 14 | 4 | 0 | 60 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 32 | 5 | 0 | 0 | 61 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 15 | 10 | 2 | 0 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 75 | 79 | 36 | 6 | 0 | 220 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 9 | 18 | 10 | 3 | 0 | 55 |
| 14:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 25 | 14 | 5 | 0 | 67 |
| 14:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 21 | 8 | 3 | 0 | 60 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 20 | 16 | 6 | 1 | 59 |
| Hour Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 26 | 54 | 84 | 48 | 17 | 1 | 241 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 17 | 14 | 4 | 1 | 56 |
| 15:30 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 18 | 22 | 15 | 1 | 1 | 61 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 26 | 18 | 11 | 3 | 0 | 65 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 24 | 14 | 1 | 0 | 59 |
| Hour Total | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 20 | 68 | 81 | 54 | 9 | 2 | 241 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 18 | 27 | 13 | 1 | 1 | 65 |
| 16:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 31 | 31 | 13 | 1 | 2 | 85 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 23 | 31 | 22 | 2 | 2 | 85 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | 33 | 10 | 2 | 0 | 75 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 94 | 122 | 58 | 6 | 5 | 310 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 | 25 | 19 | 1 | 0 | 93 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 36 | 17 | 3 | 0 | 88 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 29 | 32 | 16 | 6 | 0 | 92 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 26 | 31 | 8 | 5 | 0 | 98 |
| Hour Total | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 45 | 121 | 124 | 60 | 15 | 0 | 371 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 29 | 31 | 9 | 1 | 0 | 84 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 12 | 21 | 14 | 7 | 0 | 0 | 60 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 28 | 10 | 3 | 3 | 0 | 0 | 78 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 12 | 15 | 13 | 8 | 0 | 3 | 0 | 65 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 3 | 16 | 47 | 68 | 73 | 56 | 19 | 4 | 0 | 287 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 13 | 6 | 0 | 0 | 37 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 17 | 12 | 9 | 3 | 0 | 48 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 21 | 9 | 8 | 1 | 1 | 47 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 13 | 9 | 5 | 0 | 0 | 30 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 61 | 43 | 28 | 4 | 1 | 162 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 17 | 5 | 1 | 0 | 38 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 19 | 9 | 3 | 0 | 46 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 13 | 6 | 2 | 0 | 35 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 11 | 4 | 1 | 0 | 27 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 39 | 60 | 24 | 7 | 0 | 146 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 9 | 15 | 6 | 0 | 0 | 36 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 15 | 5 | 2 | 0 | 25 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 1 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 1 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 21 | 41 | 14 | 3 | 0 | 87 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 3 | 1 | 0 | 12 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 11 | 3 | 0 | 0 | 21 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 9 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 1 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 | 20 | 13 | 3 | 0 | 53 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 1 | 8 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 23:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 10 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 10 | 6 | 0 | 1 | 26 |
| DAY TOTAL | 15 | 4 | 1 | 0 | 0 | 5 | 19 | 109 | 403 | 1164 | 1384 | 722 | 144 | 15 | 3985 |
| PERCENTS | 0.4% | 0.2% | 0.1% | 0.0% | 0.0% | 0.2% | 0.4% | 2.7% | 10.1% | 29.2% | 34.7% | 18.1% | 3.6% | 0.3% | 100% |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
50.2 mph

85th Percentile Speed
62.0 mph

Median Speed
56.0 mph

Average Speed
55.6 mph

10 MPH Pace Speed
50 mph to 60 mph
2548 vehicles in pace
Representing 63.9% of the total vehicles

Vehicles > 55 MPH
2265
56.8%

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 4 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 2 | 10 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 5 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 6 | 1 | 0 | 1 | 13 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 6 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 0 | 0 | 12 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 4 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 6 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 10 | 3 | 0 | 0 | 19 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 9 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 11 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 4 | 0 | 0 | 15 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 5 | 6 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 18 | 16 | 17 | 0 | 0 | 55 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 15 | 3 | 0 | 33 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 16 | 12 | 2 | 0 | 41 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16 | 14 | 5 | 0 | 45 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 19 | 7 | 1 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 61 | 48 | 11 | 0 | 151 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 19 | 13 | 3 | 0 | 53 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 11 | 19 | 15 | 10 | 0 | 62 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 22 | 26 | 10 | 0 | 0 | 64 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 14 | 29 | 10 | 4 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 24 | 61 | 93 | 48 | 17 | 0 | 248 |
| 07:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 25 | 21 | 5 | 0 | 79 |
| 07:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 35 | 10 | 2 | 0 | 68 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 21 | 17 | 33 | 4 | 0 | 85 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 33 | 13 | 4 | 0 | 78 |
| Hour Total | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 16 | 87 | 110 | 77 | 15 | 0 | 310 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 18 | 15 | 16 | 3 | 0 | 56 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 23 | 14 | 2 | 0 | 58 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 21 | 13 | 5 | 0 | 56 |
| 09:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 14 | 29 | 10 | 2 | 0 | 65 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 12 | 65 | 88 | 53 | 12 | 0 | 235 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 20 | 8 | 0 | 0 | 44 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 21 | 17 | 7 | 3 | 0 | 55 |
| 09:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 23 | 8 | 12 | 0 | 0 | 51 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 20 | 11 | 12 | 3 | 0 | 56 |
| Hour Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 16 | 80 | 56 | 39 | 6 | 0 | 206 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 15 | 11 | 1 | 1 | 47 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 20 | 10 | 0 | 0 | 47 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 19 | 6 | 2 | 0 | 47 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 15 | 17 | 7 | 1 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 17 | 60 | 71 | 34 | 4 | 1 | 190 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 19 | 6 | 0 | 0 | 46 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 6 | 18 | 16 | 5 | 1 | 1 | 52 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 19 | 10 | 1 | 0 | 44 |
| 12:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 24 | 13 | 8 | 1 | 0 | 54 |
| Hour Total | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 20 | 67 | 67 | 29 | 3 | 1 | 196 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 17 | 9 | 5 | 0 | 44 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 13 | 8 | 1 | 0 | 52 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 18 | 15 | 6 | 0 | 0 | 49 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 15 | 10 | 1 | 0 | 43 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 57 | 60 | 33 | 7 | 0 | 188 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 15 | 12 | 13 | 1 | 0 | 50 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 20 | 7 | 1 | 0 | 49 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 20 | 17 | 4 | 3 | 0 | 55 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 18 | 21 | 10 | 3 | 2 | 62 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 28 | 68 | 70 | 34 | 8 | 2 | 216 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 17 | 23 | 5 | 1 | 0 | 56 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 27 | 20 | 13 | 2 | 0 | 67 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 28 | 7 | 3 | 1 | 58 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 25 | 24 | 13 | 3 | 0 | 73 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 87 | 95 | 38 | 9 | 1 | 254 |
| 15:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 17 | 15 | 1 | 1 | 59 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 30 | 25 | 22 | 2 | 0 | 85 |
| 15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 23 | 32 | 10 | 2 | 1 | 77 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 23 | 8 | 3 | 0 | 58 |
| Hour Total | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 90 | 97 | 55 | 8 | 2 | 279 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 26 | 20 | 9 | 3 | 1 | 68 |
| 16:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 30 | 10 | 2 | 1 | 64 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34 | 29 | 12 | 2 | 0 | 81 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 27 | 22 | 9 | 0 | 0 | 70 |
| Hour Total | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 5 | 22 | 101 | 101 | 40 | 7 | 2 | 283 |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 4 | 29 | 35 | 10 | 5 | 0 | 89 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 40 | 46 | 13 | 1 | 0 | 120 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 68 | 67 | 19 | 1 | 0 | 174 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39 | 71 | 29 | 2 | 0 | 145 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 40 | 176 | 219 | 71 | 9 | 0 | 528 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 37 | 46 | 17 | 3 | 0 | 117 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 27 | 37 | 13 | 1 | 0 | 83 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 26 | 10 | 3 | 0 | 53 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 21 | 8 | 2 | 0 | 57 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 99 | 130 | 48 | 9 | 0 | 310 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 17 | 20 | 8 | 2 | 0 | 51 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 19 | 10 | 5 | 0 | 46 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 15 | 8 | 0 | 0 | 37 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 12 | 6 | 0 | 0 | 31 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 45 | 66 | 32 | 7 | 0 | 165 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 12 | 16 | 6 | 2 | 0 | 40 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 6 | 0 | 0 | 25 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 16 | 8 | 0 | 0 | 31 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 7 | 4 | 0 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 37 | 47 | 24 | 2 | 0 | 118 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 10 | 6 | 0 | 0 | 26 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 6 | 1 | 0 | 21 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 10 | 0 | 3 | 0 | 22 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 2 | 1 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 21 | 34 | 14 | 5 | 0 | 85 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 2 | 1 | 1 | 15 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 4 | 0 | 0 | 17 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 1 | 1 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 9 | 32 | 7 | 2 | 1 | 56 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 7 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 0 | 9 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 0 | 1 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 12 | 6 | 1 | 1 | 30 |
| DAY TOTAL | 8 | 3 | 3 | 0 | 0 | 8 | 13 | 63 | 325 | 1272 | 1547 | 759 | 142 | 14 | 4157 |
| PERCENTS | 0.2% | 0.1% | 0.1% | 0.0% | 0.0% | 0.2% | 0.4% | 1.6% | 7.8% | 30.5% | 37.2% | 18.2% | 3.4% | 0.3% | 100% |

Station #: Site C-NBO
Site ID: 000000003808
Location: Carrollton, btw Channel Way & Omera
Direction: NORTH
Lane: 1

File: S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 38 | 9 | 6 | 0 | 15 | 41 | 226 | 1063 | 3690 | 4448 | 2274 | 448 | 48 | | 12306 |
| PERCENTS | 0.4% | 0.1% | 0.1% | 0.0% | 0.0% | 0.2% | 0.4% | 1.9% | 8.6% | 29.9% | 36.1% | 18.4% | 3.6% | 0.3% | 100% |

Statistical Information...

15th Percentile Speed
50.8 mph

85th Percentile Speed
61.9 mph

Median Speed
56.2 mph

Average Speed
56.0 mph

10 MPH Pace Speed
50 mph to 60 mph
2819 vehicles in pace
Representing 67.8% of the total vehicles

Vehicles > 55 MPH
2462
59.2%

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:30 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 00:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 1 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 01:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:15 | 1 | 11 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:30 | 0 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 05:45 | 0 | 30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:00 | 0 | 27 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Hour Total | 1 | 100 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 06:15 | 1 | 40 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 06:30 | 0 | 61 | 21 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 06:45 | 0 | 73 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 07:00 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 252 | 86 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 07:15 | 0 | 65 | 18 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 07:30 | 0 | 70 | 15 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 07:45 | 0 | 78 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 08:00 | 0 | 82 | 24 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 0 | 295 | 76 | 2 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 381 |
| 08:15 | 1 | 59 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 08:30 | 0 | 67 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 08:45 | 0 | 79 | 15 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 98 |
| 09:00 | 0 | 56 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 261 | 55 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 325 |
| 09:15 | 0 | 52 | 17 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:30 | 0 | 62 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 09:45 | 0 | 48 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 1 | 44 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hour Total | 1 | 206 | 58 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 10:15 | 0 | 39 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:30 | 0 | 46 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:45 | 0 | 32 | 15 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 0 | 46 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 0 | 163 | 62 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 11:15 | 0 | 32 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:30 | 0 | 31 | 13 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:45 | 0 | 35 | 10 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 48 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Hour Total | 0 | 146 | 50 | 1 | 5 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 12:15 | 0 | 40 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:30 | 1 | 35 | 11 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:45 | 0 | 27 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 41 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 1 | 143 | 57 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 13:15 | 0 | 37 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 0 | 43 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 13:45 | 0 | 47 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 14:00 | 0 | 42 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Hour Total | 0 | 169 | 53 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 14:15 | 0 | 54 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 14:30 | 1 | 40 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 14:45 | 0 | 31 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 15:00 | 0 | 43 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| Hour Total | 1 | 168 | 70 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 244 |
| 15:15 | 0 | 56 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 15:30 | 0 | 56 | 21 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 15:45 | 0 | 76 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:00 | 0 | 99 | 33 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| Hour Total | 0 | 287 | 89 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 16:15 | 0 | 86 | 21 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:30 | 1 | 87 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 126 |
| 16:45 | 0 | 95 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 17:00 | 0 | 93 | 42 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Hour Total | 1 | 361 | 133 | 2 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 503 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 100 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 17:30 | 0 | 105 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 17:45 | 0 | 89 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 18:00 | 0 | 94 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Hour Total | 0 | 388 | 109 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 498 |
| 18:15 | 0 | 67 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 18:30 | 0 | 50 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 18:45 | 0 | 51 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 19:00 | 0 | 39 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hour Total | 0 | 207 | 62 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 19:15 | 0 | 48 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 19:30 | 0 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:45 | 0 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:00 | 0 | 28 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hour Total | 0 | 169 | 36 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 208 |
| 20:15 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:30 | 0 | 29 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:45 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 21:00 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 0 | 107 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 21:15 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 21:30 | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:45 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hour Total | 0 | 64 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 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 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22:45 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| DAY TOTAL | 8 | 3590 | 1099 | 8 | 27 | 7 | 3 | 6 | 36 | 1 | 0 | 1 | 0 | 0 | 0 | 4786 |
| PERCENTS | 0.2% | 75.1% | 23.0% | 0.2% | 0.6% | 0.1% | 0.0% | 0.1% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.1% Trucks & Buses 1.8%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 00:45 | 07:15 | 06:30 | 07:45 | 11:15 | 10:30 | 06:45 | 11:00 | 08:45 | | | 08:00 | | | | 07:15 |
| AM Peaks | 1 | 295 | 89 | 3 | 5 | 2 | 2 | 2 | 4 | | | 1 | | | | 381 |
| PM Times | 12:15 | 16:45 | 16:30 | 15:30 | 16:15 | 12:15 | | 12:15 | 14:30 | 15:45 | | | | | | 16:45 |
| PM Peaks | 1 | 393 | 148 | 3 | 4 | 1 | | 1 | 4 | 1 | | | | | | 542 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:45 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:15 | 0 | 16 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:30 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:45 | 0 | 32 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:00 | 0 | 28 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 0 | 98 | 35 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 06:15 | 0 | 31 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 06:30 | 0 | 54 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:45 | 0 | 70 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:00 | 0 | 74 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 0 | 229 | 83 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 07:15 | 0 | 63 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:30 | 0 | 80 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 07:45 | 0 | 79 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 08:00 | 0 | 68 | 14 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hour Total | 0 | 290 | 67 | 2 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 08:15 | 1 | 67 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 | 0 | 70 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 08:45 | 0 | 55 | 13 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 09:00 | 1 | 76 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 268 | 64 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 09:15 | 0 | 44 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 09:30 | 0 | 42 | 16 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 09:45 | 0 | 49 | 18 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 10:00 | 0 | 44 | 12 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 0 | 179 | 61 | 0 | 3 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 10:15 | 0 | 37 | 16 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 10:30 | 0 | 41 | 14 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 10:45 | 0 | 45 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:00 | 0 | 31 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Hour Total | 0 | 154 | 46 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 11:15 | 0 | 33 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:30 | 1 | 42 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 11:45 | 0 | 27 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:00 | 0 | 38 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hour Total | 1 | 140 | 65 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 12:15 | 1 | 41 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 12:30 | 0 | 33 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:45 | 0 | 32 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 13:00 | 0 | 36 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 1 | 142 | 69 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 13:15 | 0 | 43 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 13:30 | 1 | 38 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 13:45 | 0 | 43 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 14:00 | 0 | 35 | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 1 | 159 | 64 | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 231 |
| 14:15 | 0 | 46 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 14:30 | 1 | 41 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 14:45 | 1 | 40 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 15:00 | 0 | 44 | 24 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 2 | 171 | 64 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| 15:15 | 0 | 65 | 24 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 15:30 | 0 | 49 | 21 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 15:45 | 1 | 65 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 16:00 | 0 | 65 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 1 | 244 | 85 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 16:15 | 1 | 68 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 16:30 | 0 | 81 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 16:45 | 0 | 93 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 129 |
| 17:00 | 0 | 101 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| Hour Total | 1 | 343 | 117 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 469 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 104 | 29 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:30 | 0 | 96 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 17:45 | 0 | 85 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 0 | 98 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| Hour Total | 0 | 383 | 122 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 |
| 18:15 | 0 | 108 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 18:30 | 0 | 76 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 18:45 | 0 | 52 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 19:00 | 0 | 36 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Hour Total | 0 | 272 | 65 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 339 |
| 19:15 | 0 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:30 | 0 | 35 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:45 | 0 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 33 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 139 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 |
| 20:15 | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 20:30 | 0 | 32 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:45 | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:00 | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 103 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 21:15 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 21:30 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 21:45 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 76 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 22:15 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 0 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 23:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| DAY TOTAL | 10 | 3508 | 1119 | 7 | 36 | 6 | 1 | 4 | 33 | 0 | 1 | 1 | 0 | 0 | 0 | 4726 |
| PERCENTS | 0.3% | 74.3% | 23.7% | 0.2% | 0.8% | 0.1% | 0.0% | 0.0% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.1% Trucks & Buses 1.8%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:15 | 07:00 | 06:15 | 07:15 | 09:45 | 09:15 | 08:45 | | 05:00 | | | | | | | 07:30 |
| AM Peaks | 2 | 296 | 83 | 2 | 5 | 2 | 1 | 1 | 4 | | | | | | | 374 |
| PM Times | 14:00 | 16:45 | 16:45 | 15:30 | 14:45 | 12:15 | | 17:30 | 14:45 | | 16:00 | 16:00 | | | | 16:45 |
| PM Peaks | 2 | 394 | 130 | 2 | 8 | 1 | | 1 | 4 | | 1 | 1 | | | | 531 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 00:30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 00:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 1 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 01:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 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 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 04:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 20 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:15 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:30 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:45 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 06:00 | 0 | 36 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 105 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 06:15 | 0 | 43 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 06:30 | 0 | 51 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 06:45 | 0 | 57 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 07:00 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 0 | 234 | 66 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 07:15 | 0 | 62 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 07:30 | 0 | 70 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 07:45 | 0 | 88 | 16 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 08:00 | 0 | 71 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 0 | 291 | 81 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 379 |
| 08:15 | 1 | 80 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 08:30 | 0 | 63 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 08:45 | 0 | 58 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:00 | 0 | 52 | 18 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 253 | 75 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 09:15 | 0 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:30 | 0 | 38 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 09:45 | 0 | 39 | 12 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:00 | 1 | 49 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Hour Total | 1 | 166 | 40 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 214 |
| 10:15 | 0 | 35 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 10:30 | 0 | 42 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 10:45 | 0 | 43 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 11:00 | 0 | 33 | 16 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 153 | 62 | 1 | 3 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 11:15 | 0 | 31 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:30 | 0 | 47 | 14 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:45 | 0 | 32 | 12 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 12:00 | 0 | 26 | 22 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 0 | 136 | 60 | 0 | 5 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 12:15 | 0 | 46 | 26 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:30 | 1 | 28 | 13 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:45 | 0 | 40 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 13:00 | 0 | 61 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 1 | 175 | 65 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 13:15 | 1 | 40 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:30 | 0 | 38 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 13:45 | 0 | 46 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 14:00 | 0 | 37 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 1 | 161 | 60 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 14:15 | 0 | 47 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:30 | 0 | 31 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 14:45 | 0 | 44 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 15:00 | 0 | 49 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 0 | 171 | 71 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 15:15 | 1 | 73 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 15:30 | 0 | 79 | 24 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 15:45 | 0 | 76 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:00 | 0 | 73 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Hour Total | 1 | 301 | 108 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 419 |
| 16:15 | 0 | 99 | 29 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 16:30 | 1 | 92 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 16:45 | 0 | 99 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 17:00 | 0 | 95 | 30 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| Hour Total | 1 | 385 | 119 | 2 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 514 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2017-SBI,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 82 | 24 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 17:30 | 0 | 97 | 29 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 17:45 | 0 | 97 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 18:00 | 0 | 67 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 0 | 343 | 97 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| 18:15 | 0 | 55 | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 18:30 | 0 | 61 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:45 | 0 | 69 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 19:00 | 0 | 48 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 0 | 233 | 70 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 306 |
| 19:15 | 0 | 45 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:30 | 0 | 46 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 19:45 | 0 | 37 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:00 | 0 | 38 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 166 | 44 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 20:15 | 0 | 28 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:30 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:45 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:00 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 88 | 24 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 21:15 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:30 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:45 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 0 | 65 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 22:15 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:45 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 23:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:30 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:45 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 24:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 21 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| DAY TOTAL | 7 | 3562 | 1118 | 7 | 42 | 6 | 1 | 10 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 4783 |
| PERCENTS | 0.2% | 74.5% | 23.4% | 0.2% | 0.8% | 0.1% | 0.0% | 0.2% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.9% Trucks & Buses 2.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 00:45 | 07:30 | 07:15 | 07:45 | 09:30 | 10:00 | | 11:15 | 11:00 | | 07:15 | | | | | 07:30 |
| AM Peaks | 1 | 309 | 81 | 3 | 5 | 2 | | 2 | 6 | | 1 | | | | | 397 |
| PM Times | 12:30 | 16:15 | 16:00 | 15:30 | 14:45 | 13:00 | 14:45 | 16:45 | 12:30 | | | | | | | 16:15 |
| PM Peaks | 2 | 385 | 130 | 3 | 6 | 2 | 1 | 2 | 2 | | | | | | | 514 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 25 | 3336 | | 105 | | 5 | | 98 | | | 2 | | 0 | | 0 | |
| | 10660 | | 22 | | 19 | | 20 | | 1 | | | 2 | | 0 | | 14295 |
| PERCENTS | 0.2% | 74.6% | 23.4% | 0.2% | 0.8% | 0.1% | 0.0% | 0.1% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 6 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 1 | 0 | 0 | 12 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 7 | 3 | 1 | 0 | 25 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| 01:30 | 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 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 1 | 9 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 7 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 3 | 0 | 0 | 11 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 7 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 6 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 10 | 0 | 0 | 29 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 7 | 0 | 0 | 21 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 12 | 19 | 3 | 0 | 39 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 14 | 16 | 2 | 0 | 42 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 14 | 10 | 2 | 1 | 40 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 23 | 51 | 52 | 7 | 1 | 142 |
| 06:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 25 | 10 | 5 | 0 | 56 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 34 | 17 | 1 | 0 | 84 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 23 | 40 | 18 | 3 | 0 | 101 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 39 | 30 | 21 | 2 | 1 | 100 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 103 | 129 | 66 | 11 | 1 | 341 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 27 | 20 | 2 | 1 | 86 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 16 | 44 | 16 | 0 | 0 | 88 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 52 | 18 | 3 | 0 | 98 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 32 | 41 | 24 | 2 | 0 | 109 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 97 | 164 | 78 | 7 | 1 | 381 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 20 | 36 | 12 | 1 | 0 | 75 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 25 | 25 | 15 | 4 | 0 | 81 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 29 | 37 | 16 | 4 | 0 | 98 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 27 | 31 | 8 | 1 | 0 | 71 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 101 | 129 | 51 | 10 | 0 | 325 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 25 | 24 | 14 | 1 | 2 | 72 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 31 | 24 | 0 | 0 | 84 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 23 | 25 | 4 | 1 | 0 | 60 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 24 | 6 | 1 | 0 | 57 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 25 | 88 | 104 | 48 | 3 | 2 | 273 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 19 | 19 | 6 | 0 | 0 | 51 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 26 | 8 | 1 | 0 | 60 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 18 | 6 | 2 | 0 | 50 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 25 | 20 | 13 | 3 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 83 | 83 | 33 | 6 | 0 | 230 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 17 | 17 | 5 | 1 | 0 | 45 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 13 | 22 | 8 | 1 | 0 | 50 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 19 | 9 | 1 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 25 | 23 | 5 | 4 | 1 | 66 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 73 | 81 | 27 | 7 | 1 | 209 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 18 | 9 | 0 | 0 | 58 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 21 | 7 | 2 | 0 | 50 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 18 | 6 | 1 | 1 | 39 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 21 | 19 | 9 | 1 | 0 | 58 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 74 | 76 | 31 | 4 | 1 | 205 |
| 13:15 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 17 | 20 | 4 | 0 | 0 | 50 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 16 | 10 | 0 | 0 | 58 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 34 | 7 | 2 | 0 | 59 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 24 | 12 | 2 | 0 | 60 |
| Hour Total | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 19 | 73 | 94 | 33 | 4 | 0 | 227 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 25 | 7 | 0 | 0 | 72 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 29 | 18 | 8 | 1 | 0 | 59 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 23 | 12 | 7 | 0 | 0 | 47 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 28 | 8 | 2 | 0 | 66 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 15 | 111 | 83 | 30 | 3 | 0 | 244 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 31 | 15 | 2 | 0 | 70 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 22 | 34 | 13 | 0 | 0 | 79 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 40 | 12 | 3 | 0 | 99 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 63 | 50 | 12 | 0 | 0 | 134 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 19 | 143 | 155 | 52 | 5 | 0 | 382 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 38 | 36 | 19 | 3 | 0 | 112 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 41 | 45 | 18 | 4 | 1 | 126 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 50 | 46 | 13 | 3 | 0 | 128 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 58 | 36 | 20 | 3 | 0 | 137 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 56 | 187 | 163 | 70 | 13 | 1 | 503 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 53 | 40 | 13 | 3 | 1 | 136 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 47 | 45 | 27 | 3 | 1 | 141 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 32 | 35 | 24 | 3 | 1 | 0 | 110 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 51 | 38 | 3 | 0 | 0 | 111 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 89 | 186 | 147 | 46 | 7 | 2 | 498 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 27 | 39 | 5 | 1 | 0 | 84 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 35 | 15 | 3 | 1 | 0 | 67 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 13 | 5 | 1 | 0 | 66 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 14 | 9 | 1 | 1 | 0 | 54 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 61 | 107 | 76 | 14 | 4 | 0 | 271 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 25 | 8 | 1 | 0 | 0 | 60 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 18 | 22 | 6 | 2 | 0 | 0 | 58 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 18 | 7 | 1 | 0 | 0 | 49 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 16 | 7 | 2 | 0 | 0 | 41 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 73 | 81 | 28 | 6 | 0 | 0 | 208 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 9 | 3 | 1 | 0 | 35 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 11 | 8 | 3 | 2 | 0 | 37 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 11 | 3 | 3 | 0 | 0 | 33 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 7 | 3 | 1 | 0 | 29 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 35 | 49 | 27 | 12 | 4 | 0 | 134 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 5 | 3 | 0 | 0 | 25 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 7 | 1 | 0 | 0 | 21 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 1 | 0 | 0 | 16 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 2 | 0 | 0 | 18 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 30 | 23 | 7 | 0 | 0 | 80 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 10 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 0 | 10 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 6 | 3 | 0 | 0 | 31 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 8 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 6 | 4 | 1 | 0 | 21 |
| DAY TOTAL | 1 | 0 | 0 | 3 | 0 | 1 | 8 | 103 | 575 | 1658 | 1648 | 681 | 97 | 11 | 4786 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% | 0.2% | 2.1% | 12.0% | 34.6% | 34.4% | 14.2% | 2.0% | 0.2% | 100% |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
50.1 mph

85th Percentile Speed
60.5 mph

Median Speed
55.1 mph

Average Speed
55.1 mph

10 MPH Pace Speed
50 mph to 60 mph
3306 vehicles in pace
Representing 69.0% of the total vehicles

Vehicles > 55 MPH
2437
50.9%

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 0 | 0 | 0 | 9 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 6 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 11 | 3 | 0 | 0 | 23 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 4 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 5 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 2 | 1 | 0 | 13 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 0 | 11 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 10 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 6 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 8 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 5 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 10 | 4 | 1 | 1 | 31 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 11 | 4 | 0 | 29 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 15 | 9 | 3 | 0 | 30 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 14 | 6 | 1 | 42 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 19 | 4 | 3 | 0 | 34 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 62 | 38 | 16 | 1 | 135 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 29 | 15 | 1 | 0 | 58 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 25 | 15 | 3 | 0 | 71 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 23 | 41 | 21 | 1 | 0 | 93 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 24 | 45 | 12 | 1 | 1 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 83 | 140 | 63 | 6 | 1 | 314 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 43 | 17 | 3 | 4 | 80 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 39 | 34 | 4 | 0 | 103 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 39 | 36 | 12 | 4 | 0 | 96 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 16 | 33 | 24 | 6 | 0 | 86 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 91 | 151 | 87 | 17 | 4 | 365 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 20 | 36 | 22 | 2 | 0 | 89 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 24 | 32 | 17 | 3 | 0 | 83 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 25 | 32 | 10 | 1 | 0 | 71 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 47 | 15 | 1 | 0 | 95 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 100 | 147 | 64 | 7 | 0 | 338 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 22 | 13 | 3 | 0 | 61 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 21 | 7 | 0 | 0 | 61 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 27 | 22 | 3 | 0 | 0 | 69 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 27 | 17 | 5 | 1 | 0 | 58 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 100 | 82 | 28 | 4 | 0 | 249 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 13 | 20 | 14 | 6 | 0 | 0 | 55 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 21 | 10 | 0 | 0 | 59 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 14 | 18 | 9 | 2 | 0 | 53 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 22 | 6 | 0 | 0 | 43 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 23 | 72 | 75 | 31 | 2 | 0 | 210 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 16 | 5 | 2 | 0 | 50 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 26 | 5 | 3 | 0 | 60 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 16 | 5 | 1 | 0 | 44 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 21 | 26 | 4 | 3 | 0 | 59 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 82 | 84 | 19 | 9 | 0 | 213 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 20 | 6 | 2 | 0 | 58 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 23 | 18 | 0 | 1 | 0 | 48 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 16 | 9 | 0 | 0 | 52 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 17 | 19 | 11 | 2 | 0 | 58 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 80 | 73 | 26 | 5 | 0 | 216 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 16 | 28 | 11 | 1 | 0 | 65 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 23 | 9 | 2 | 0 | 58 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 16 | 7 | 0 | 0 | 55 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 19 | 4 | 1 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 83 | 86 | 31 | 4 | 0 | 231 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 22 | 20 | 7 | 1 | 0 | 57 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 14 | 9 | 1 | 0 | 52 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 15 | 27 | 10 | 3 | 0 | 61 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 32 | 25 | 8 | 0 | 0 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 93 | 86 | 34 | 5 | 0 | 242 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 35 | 30 | 10 | 0 | 0 | 92 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 27 | 20 | 15 | 2 | 0 | 74 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 33 | 28 | 16 | 2 | 0 | 89 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 22 | 31 | 13 | 1 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 45 | 117 | 109 | 54 | 5 | 0 | 339 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 23 | 40 | 22 | 4 | 0 | 96 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 39 | 37 | 16 | 1 | 0 | 105 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 17 | 41 | 45 | 16 | 2 | 0 | 129 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 53 | 51 | 26 | 3 | 0 | 139 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 37 | 156 | 173 | 80 | 10 | 0 | 469 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 40 | 50 | 20 | 2 | 2 | 135 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 47 | 41 | 24 | 2 | 0 | 128 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 56 | 28 | 17 | 0 | 0 | 115 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 50 | 39 | 9 | 1 | 0 | 130 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 193 | 158 | 70 | 5 | 2 | 508 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 48 | 53 | 9 | 3 | 0 | 130 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 35 | 16 | 19 | 1 | 0 | 0 | 90 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 8 | 21 | 22 | 13 | 3 | 1 | 0 | 0 | 0 | 69 |
| 19:00 | 0 | 0 | 0 | 0 | 3 | 2 | 14 | 20 | 7 | 3 | 1 | 0 | 0 | 0 | 50 |
| Hour Total | 0 | 0 | 0 | 0 | 4 | 10 | 36 | 61 | 71 | 70 | 74 | 10 | 3 | 0 | 339 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 17 | 8 | 1 | 0 | 0 | 46 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 14 | 9 | 2 | 0 | 0 | 46 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 13 | 9 | 2 | 0 | 0 | 41 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 20 | 5 | 3 | 1 | 0 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 67 | 64 | 31 | 8 | 1 | 0 | 180 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 9 | 9 | 6 | 0 | 0 | 39 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 16 | 9 | 4 | 0 | 0 | 43 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 8 | 7 | 5 | 0 | 0 | 30 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 6 | 0 | 2 | 0 | 21 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 32 | 41 | 31 | 15 | 2 | 0 | 133 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 10 | 3 | 0 | 0 | 36 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 3 | 6 | 1 | 0 | 22 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 4 | 3 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 11 | 4 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 44 | 21 | 13 | 4 | 0 | 92 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 0 | 0 | 0 | 13 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 3 | 0 | 0 | 11 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 2 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 5 | 0 | 0 | 14 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 11 | 19 | 10 | 0 | 0 | 48 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 3 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 5 | 1 | 0 | 0 | 17 |
| DAY TOTAL | 0 | 0 | 0 | 0 | 4 | 13 | 42 | 149 | 543 | 1526 | 1640 | 692 | 108 | 9 | 4726 |
| PERCENTS | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.3% | 0.9% | 3.2% | 11.5% | 32.3% | 34.8% | 14.6% | 2.2% | 0.1% | 100% |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
49.6 mph

85th Percentile Speed
60.7 mph

Median Speed
55.3 mph

Average Speed
55.0 mph

10 MPH Pace Speed
50 mph to 60 mph
3166 vehicles in pace
Representing 66.9% of the total vehicles

Vehicles > 55 MPH
2449
51.8%

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 6 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 5 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 6 | 1 | 1 | 0 | 21 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 3 | 1 | 0 | 13 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 7 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 1 | 1 | 0 | 14 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 2 | 3 | 0 | 0 | 16 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 5 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 4 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 5 | 1 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 10 | 10 | 2 | 0 | 29 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 | 9 | 0 | 0 | 18 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 13 | 12 | 1 | 0 | 34 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 15 | 11 | 1 | 3 | 34 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 17 | 12 | 3 | 0 | 47 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 23 | 50 | 44 | 5 | 3 | 133 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 29 | 14 | 5 | 0 | 63 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 17 | 28 | 8 | 1 | 0 | 66 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 33 | 16 | 6 | 4 | 0 | 72 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 35 | 33 | 20 | 0 | 0 | 102 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 33 | 97 | 106 | 48 | 10 | 0 | 303 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 33 | 20 | 0 | 0 | 84 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 35 | 31 | 18 | 4 | 0 | 94 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 39 | 35 | 21 | 6 | 0 | 106 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 35 | 37 | 19 | 3 | 0 | 95 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 136 | 136 | 78 | 13 | 0 | 379 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 37 | 30 | 22 | 3 | 2 | 102 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 41 | 24 | 3 | 0 | 88 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 28 | 30 | 7 | 2 | 0 | 72 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 33 | 19 | 2 | 0 | 72 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 97 | 134 | 72 | 10 | 2 | 334 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 28 | 11 | 2 | 0 | 51 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 18 | 7 | 1 | 0 | 49 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 22 | 11 | 1 | 1 | 54 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 29 | 4 | 1 | 0 | 60 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 55 | 97 | 33 | 5 | 1 | 214 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 19 | 23 | 7 | 0 | 0 | 58 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 17 | 23 | 7 | 0 | 0 | 54 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 15 | 26 | 13 | 2 | 0 | 60 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 10 | 28 | 7 | 1 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 21 | 61 | 100 | 34 | 3 | 0 | 225 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 13 | 2 | 2 | 0 | 45 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 23 | 26 | 4 | 3 | 0 | 63 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 21 | 8 | 2 | 0 | 48 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 17 | 7 | 0 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 84 | 77 | 21 | 7 | 0 | 209 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 23 | 24 | 13 | 1 | 0 | 75 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 20 | 3 | 1 | 0 | 45 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 16 | 16 | 9 | 0 | 0 | 51 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 30 | 22 | 5 | 2 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39 | 85 | 82 | 30 | 4 | 0 | 249 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 26 | 11 | 8 | 1 | 1 | 53 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 17 | 25 | 6 | 1 | 1 | 60 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 23 | 15 | 16 | 1 | 0 | 61 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 19 | 12 | 11 | 0 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21 | 85 | 63 | 41 | 3 | 2 | 227 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 21 | 11 | 1 | 1 | 66 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 30 | 5 | 1 | 0 | 52 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 18 | 24 | 8 | 2 | 0 | 56 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 27 | 23 | 10 | 3 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 86 | 98 | 34 | 7 | 1 | 245 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 40 | 29 | 12 | 5 | 0 | 96 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 48 | 31 | 13 | 2 | 0 | 109 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 45 | 28 | 13 | 0 | 0 | 99 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16 | 31 | 51 | 6 | 4 | 0 | 115 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 49 | 164 | 139 | 44 | 11 | 0 | 419 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 48 | 33 | 17 | 2 | 0 | 131 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 57 | 35 | 14 | 2 | 0 | 119 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 55 | 47 | 19 | 0 | 0 | 135 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 49 | 39 | 24 | 3 | 0 | 129 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 59 | 209 | 154 | 74 | 7 | 0 | 514 |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 51 | 26 | 13 | 1 | 0 | 108 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 59 | 34 | 12 | 0 | 1 | 129 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 12 | 55 | 44 | 7 | 0 | 0 | 121 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 29 | 33 | 16 | 2 | 0 | 87 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 52 | 194 | 137 | 48 | 3 | 1 | 445 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26 | 25 | 11 | 3 | 0 | 74 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 34 | 27 | 14 | 1 | 0 | 86 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 38 | 20 | 12 | 2 | 0 | 84 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 32 | 21 | 4 | 0 | 0 | 62 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 130 | 93 | 41 | 6 | 0 | 306 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 23 | 16 | 7 | 0 | 0 | 59 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 16 | 11 | 11 | 2 | 0 | 55 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19 | 12 | 2 | 2 | 0 | 48 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 6 | 2 | 0 | 0 | 49 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 40 | 93 | 45 | 22 | 4 | 0 | 211 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 13 | 10 | 3 | 0 | 0 | 35 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 17 | 6 | 1 | 0 | 0 | 33 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 6 | 2 | 0 | 0 | 26 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 8 | 2 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 21 | 48 | 30 | 8 | 0 | 0 | 114 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 6 | 0 | 0 | 0 | 28 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 7 | 5 | 0 | 0 | 24 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 2 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 2 | 4 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 41 | 17 | 9 | 0 | 0 | 80 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 13 | 3 | 0 | 0 | 23 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 9 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 1 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 1 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 24 | 8 | 2 | 0 | 53 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 0 | 0 | 12 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 7 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 11 | 9 | 5 | 0 | 0 | 30 |
| DAY TOTAL | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 95 | 496 | 1745 | 1614 | 712 | 105 | 10 | 4783 |
| PERCENTS | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 2.0% | 10.4% | 36.5% | 33.8% | 14.8% | 2.1% | 0.2% | 100% |

Station #: Site C-SBI
Site ID: 000000009360
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2018-SBI,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 1 | 0 | 4 | 54 | 1614 | 4902 | 310 | | | | | | | | |
| | 0 | 3 | 16 | 347 | 4929 | 2085 | 30 | | | | | | | | 14295 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.2% | 0.4% | 2.5% | 11.2% | 34.4% | 34.2% | 14.5% | 2.1% | 0.2% | 100% |

Statistical Information...

15th Percentile Speed
50.4 mph

85th Percentile Speed
60.8 mph

Median Speed
55.2 mph

Average Speed
55.3 mph

10 MPH Pace Speed
50 mph to 60 mph
3359 vehicles in pace
Representing 70.2% of the total vehicles

Vehicles > 55 MPH
2441
51.0%

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| 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 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 01:15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:30 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 01:45 | 0 | 6 | 0 | 0 | 0 | 0 | 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 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 02:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 20 | 2 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 04:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:45 | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 1 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 1 | 44 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 05:15 | 1 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:30 | 1 | 32 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 05:45 | 1 | 42 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 06:00 | 0 | 30 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Hour Total | 3 | 126 | 45 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 06:15 | 0 | 53 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 06:30 | 1 | 63 | 33 | 1 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 06:45 | 1 | 66 | 18 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 07:00 | 0 | 71 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Hour Total | 2 | 253 | 89 | 2 | 8 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 07:15 | 0 | 80 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 07:30 | 0 | 71 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:45 | 1 | 65 | 22 | 1 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 08:00 | 0 | 66 | 23 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 1 | 282 | 82 | 1 | 5 | 3 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 383 |
| 08:15 | 1 | 76 | 19 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:30 | 1 | 75 | 22 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 08:45 | 1 | 77 | 18 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 102 |
| 09:00 | 1 | 63 | 29 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 4 | 291 | 88 | 0 | 9 | 2 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 404 |
| 09:15 | 0 | 65 | 27 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 09:30 | 1 | 62 | 20 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 09:45 | 0 | 50 | 17 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:00 | 0 | 38 | 21 | 0 | 6 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hour Total | 1 | 215 | 85 | 0 | 9 | 5 | 2 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 329 |
| 10:15 | 0 | 48 | 18 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:30 | 0 | 51 | 22 | 0 | 3 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 10:45 | 0 | 59 | 12 | 0 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 11:00 | 0 | 46 | 27 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hour Total | 0 | 204 | 79 | 0 | 12 | 6 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 11:15 | 0 | 55 | 29 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 11:30 | 0 | 38 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:45 | 0 | 41 | 15 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 12:00 | 0 | 52 | 24 | 0 | 1 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Hour Total | 0 | 186 | 83 | 0 | 6 | 10 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 293 |
| 12:15 | 0 | 56 | 22 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:30 | 0 | 48 | 22 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:45 | 1 | 60 | 17 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 13:00 | 1 | 52 | 17 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 216 | 78 | 0 | 7 | 7 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 13:15 | 0 | 55 | 15 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:30 | 0 | 63 | 27 | 1 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:45 | 0 | 62 | 21 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 14:00 | 0 | 40 | 29 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Hour Total | 0 | 220 | 92 | 1 | 7 | 4 | 0 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 336 |
| 14:15 | 0 | 64 | 15 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 14:30 | 1 | 54 | 28 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 14:45 | 0 | 60 | 20 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 15:00 | 0 | 60 | 30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 1 | 238 | 93 | 0 | 4 | 3 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| 15:15 | 0 | 62 | 12 | 3 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:30 | 0 | 60 | 24 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 15:45 | 0 | 73 | 22 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 16:00 | 0 | 69 | 25 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 0 | 264 | 83 | 3 | 11 | 4 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 16:15 | 1 | 89 | 29 | 1 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 16:30 | 0 | 91 | 34 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:45 | 0 | 77 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 17:00 | 0 | 102 | 38 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| Hour Total | 1 | 359 | 127 | 3 | 9 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 506 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 89 | 31 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:30 | 1 | 92 | 27 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 17:45 | 0 | 82 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 18:00 | 0 | 82 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 1 | 345 | 101 | 1 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 458 |
| 18:15 | 0 | 74 | 17 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 18:30 | 0 | 49 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 18:45 | 1 | 50 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:00 | 0 | 45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Hour Total | 1 | 218 | 69 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 19:15 | 0 | 46 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 19:30 | 0 | 54 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 19:45 | 1 | 37 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 20:00 | 0 | 47 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 1 | 184 | 54 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 20:15 | 0 | 37 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:30 | 0 | 31 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 20:45 | 0 | 37 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 21:00 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 132 | 31 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 21:15 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:30 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:45 | 0 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:00 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 0 | 94 | 14 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 22:15 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:30 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22:45 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 51 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 23:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 27 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| DAY TOTAL | 19 | 4032 | 1330 | 11 | 103 | 49 | 4 | 27 | 94 | 6 | 0 | 0 | 0 | 0 | 0 | 5675 |
| PERCENTS | 0.4% | 71.1% | 23.5% | 0.2% | 1.9% | 0.8% | 0.0% | 0.4% | 1.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.8%  Trucks & Buses 5.1%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 05:00 | 08:00 | 08:30 | 06:00 | 10:00 | 11:15 | 09:15 | 07:30 | 10:15 | 06:45 | | | | | | 08:15 |
| AM Peaks | 4 | 294 | 96 | 2 | 17 | 10 | 2 | 3 | 18 | 1 | | | | | | 404 |
| PM Times | 12:15 | 17:00 | 16:30 | 14:30 | 15:00 | 12:15 | | 13:45 | 12:45 | 12:30 | | | | | | 16:15 |
| PM Peaks | 2 | 365 | 129 | 3 | 12 | 7 | | 6 | 10 | 1 | | | | | | 506 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 00:30 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 00:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 01:15 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 02:15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 03:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 04:15 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:45 | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 05:00 | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 45 | 15 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 05:15 | 0 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 05:30 | 0 | 30 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:45 | 0 | 36 | 8 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 06:00 | 0 | 42 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| Hour Total | 0 | 135 | 54 | 0 | 2 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| 06:15 | 0 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 06:30 | 1 | 56 | 20 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 06:45 | 0 | 68 | 30 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 07:00 | 0 | 70 | 27 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 244 | 89 | 3 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 350 |
| 07:15 | 0 | 70 | 15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 07:30 | 0 | 81 | 21 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 07:45 | 0 | 58 | 25 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 08:00 | 0 | 63 | 31 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| Hour Total | 0 | 272 | 92 | 1 | 5 | 2 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 08:15 | 0 | 66 | 17 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 08:30 | 0 | 76 | 22 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 08:45 | 0 | 59 | 20 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 09:00 | 0 | 62 | 27 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 263 | 86 | 1 | 9 | 3 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| 09:15 | 0 | 62 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 09:30 | 0 | 58 | 17 | 0 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 09:45 | 0 | 45 | 12 | 0 | 2 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 0 | 58 | 26 | 0 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 0 | 223 | 74 | 0 | 8 | 4 | 1 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 321 |
| 10:15 | 0 | 39 | 19 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 10:30 | 0 | 50 | 15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 10:45 | 0 | 54 | 22 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 11:00 | 0 | 54 | 21 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hour Total | 0 | 197 | 77 | 2 | 3 | 7 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 11:15 | 0 | 45 | 15 | 0 | 2 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:30 | 0 | 64 | 15 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 11:45 | 1 | 47 | 23 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 12:00 | 0 | 53 | 19 | 0 | 2 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hour Total | 1 | 209 | 72 | 0 | 6 | 9 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| 12:15 | 0 | 66 | 29 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 12:30 | 1 | 51 | 19 | 0 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 12:45 | 0 | 54 | 22 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 13:00 | 0 | 57 | 15 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 1 | 228 | 85 | 0 | 4 | 4 | 1 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 13:15 | 0 | 51 | 21 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 13:30 | 0 | 53 | 23 | 0 | 2 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:45 | 0 | 54 | 29 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 14:00 | 0 | 46 | 22 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Hour Total | 0 | 204 | 95 | 1 | 7 | 4 | 0 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| 14:15 | 1 | 55 | 18 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 14:30 | 0 | 47 | 15 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 14:45 | 0 | 49 | 28 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 15:00 | 0 | 52 | 20 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Hour Total | 1 | 203 | 81 | 1 | 1 | 7 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 15:15 | 0 | 73 | 19 | 3 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 15:30 | 0 | 65 | 20 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 15:45 | 0 | 79 | 28 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 16:00 | 0 | 74 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 291 | 85 | 3 | 12 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 398 |
| 16:15 | 0 | 75 | 25 | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:30 | 0 | 68 | 28 | 2 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 16:45 | 1 | 91 | 32 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 17:00 | 0 | 87 | 32 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 1 | 321 | 117 | 3 | 8 | 4 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 463 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 87 | 35 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 17:30 | 0 | 102 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 17:45 | 0 | 85 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 18:00 | 0 | 89 | 29 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| Hour Total | 0 | 363 | 122 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 493 |
| 18:15 | 0 | 74 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 18:30 | 0 | 80 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 18:45 | 0 | 68 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 70 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 0 | 292 | 86 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 381 |
| 19:15 | 1 | 40 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 19:30 | 0 | 46 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 19:45 | 0 | 38 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 20:00 | 0 | 42 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 1 | 166 | 54 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| 20:15 | 1 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 20:30 | 0 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 20:45 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 21:00 | 0 | 23 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| Hour Total | 1 | 111 | 34 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 21:15 | 0 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:30 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:45 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:00 | 0 | 20 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Hour Total | 0 | 85 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 22:15 | 0 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:30 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:45 | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 23:00 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hour Total | 0 | 58 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 23:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:45 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 24:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| DAY TOTAL | 8 | 4010 | 1376 | 15 | 83 | 49 | 4 | 28 | 98 | 5 | 1 | 0 | 0 | 0 | 0 | 5677 |
| PERCENTS | 0.2% | 70.7% | 24.3% | 0.3% | 1.5% | 0.9% | 0.0% | 0.4% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 95.0% Trucks & Buses 4.9%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 01:45 | 06:45 | 07:45 | 06:00 | 06:30 | 11:00 | 08:45 | 11:15 | 11:00 | 09:15 | 01:30 | | | | | 06:45 |
| AM Peaks | 1 | 289 | 95 | 3 | 10 | 9 | 1 | 4 | 11 | 2 | 1 | | | | | 399 |
| PM Times | 12:15 | 16:45 | 16:30 | 14:30 | 15:15 | 14:00 | 12:15 | 16:00 | 12:15 | 16:15 | | | | | | 16:45 |
| PM Peaks | 1 | 367 | 127 | 4 | 12 | 7 | 1 | 4 | 13 | 2 | | | | | | 507 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 00:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 33 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 01:15 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 02:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:15 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:30 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:45 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 05:00 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 41 | 17 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| 05:15 | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:30 | 1 | 40 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 05:45 | 0 | 40 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 06:00 | 0 | 35 | 16 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 1 | 139 | 56 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 06:15 | 0 | 56 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 06:30 | 0 | 55 | 28 | 3 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 06:45 | 0 | 60 | 27 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:00 | 0 | 77 | 23 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 0 | 248 | 95 | 4 | 8 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 365 |
| 07:15 | 0 | 72 | 19 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 07:30 | 0 | 77 | 26 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 07:45 | 0 | 67 | 21 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:00 | 1 | 58 | 18 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hour Total | 1 | 274 | 84 | 2 | 5 | 1 | 2 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 376 |
| 08:15 | 0 | 77 | 18 | 1 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 103 |
| 08:30 | 0 | 61 | 18 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 08:45 | 0 | 66 | 16 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:00 | 0 | 66 | 24 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 270 | 76 | 1 | 4 | 7 | 2 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 372 |
| 09:15 | 1 | 65 | 23 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 09:30 | 0 | 46 | 19 | 1 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 09:45 | 0 | 51 | 26 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 10:00 | 0 | 47 | 22 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 1 | 209 | 90 | 2 | 7 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 10:15 | 0 | 50 | 16 | 0 | 3 | 1 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 10:30 | 0 | 55 | 18 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 10:45 | 0 | 69 | 17 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 11:00 | 0 | 48 | 24 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Hour Total | 0 | 222 | 75 | 0 | 7 | 5 | 5 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| 11:15 | 0 | 41 | 15 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:30 | 0 | 59 | 16 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 11:45 | 0 | 44 | 14 | 0 | 6 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:00 | 0 | 48 | 15 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| Hour Total | 0 | 192 | 60 | 0 | 9 | 5 | 4 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 282 |
| 12:15 | 0 | 72 | 21 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 12:30 | 1 | 46 | 23 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 12:45 | 0 | 45 | 18 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:00 | 0 | 45 | 19 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hour Total | 1 | 208 | 81 | 0 | 5 | 2 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 309 |
| 13:15 | 0 | 58 | 19 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 13:30 | 0 | 52 | 20 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 13:45 | 0 | 65 | 21 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 14:00 | 0 | 56 | 25 | 0 | 3 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| Hour Total | 0 | 231 | 85 | 0 | 9 | 3 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 340 |
| 14:15 | 0 | 62 | 21 | 0 | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:30 | 0 | 44 | 17 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:45 | 0 | 57 | 32 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 15:00 | 0 | 56 | 32 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hour Total | 0 | 219 | 102 | 0 | 5 | 7 | 2 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 344 |
| 15:15 | 0 | 57 | 27 | 3 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 15:30 | 0 | 74 | 23 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:45 | 0 | 76 | 18 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 16:00 | 0 | 89 | 26 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| Hour Total | 0 | 296 | 94 | 4 | 8 | 3 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| 16:15 | 0 | 81 | 28 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 16:30 | 0 | 84 | 27 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:45 | 0 | 86 | 31 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 17:00 | 0 | 110 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| Hour Total | 0 | 361 | 113 | 5 | 8 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 491 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2013-SBO,C-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 88 | 28 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:30 | 1 | 88 | 26 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 17:45 | 0 | 100 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 18:00 | 0 | 67 | 23 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hour Total | 1 | 343 | 95 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 449 |
| 18:15 | 0 | 73 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 18:30 | 0 | 54 | 25 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 18:45 | 0 | 62 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 52 | 21 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 0 | 241 | 95 | 0 | 3 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 345 |
| 19:15 | 1 | 51 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 19:30 | 0 | 45 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 19:45 | 0 | 43 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 20:00 | 0 | 40 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hour Total | 1 | 179 | 48 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| 20:15 | 0 | 39 | 11 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 20:30 | 0 | 26 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 20:45 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:00 | 0 | 26 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Hour Total | 0 | 116 | 36 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 155 |
| 21:15 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:30 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 21:45 | 0 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 0 | 84 | 19 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 22:15 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:30 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 22:45 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:00 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hour Total | 0 | 58 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 23:15 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 23:30 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:45 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 24:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 33 | 7 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| DAY TOTAL | 6 | 4064 | 1354 | 18 | 89 | 40 | 29 | 31 | 88 | 5 | 0 | 0 | 0 | 0 | 0 | 5724 |
| PERCENTS | 0.2% | 71.0% | 23.7% | 0.4% | 1.6% | 0.6% | 0.5% | 0.5% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 94.7% Trucks & Buses 5.2%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 04:45 | 07:00 | 06:30 | 06:00 | 09:00 | 08:15 | 09:15 | 10:45 | 07:45 | 08:00 | | | | | | 07:00 |
| AM Peaks | 1 | 293 | 97 | 4 | 10 | 7 | 5 | 5 | 11 | 2 | | | | | | 400 |
| PM Times | 12:15 | 17:00 | 14:45 | 16:00 | 14:45 | 14:15 | 13:15 | 12:15 | 13:30 | 20:30 | | | | | | 16:45 |
| PM Peaks | 1 | 386 | 114 | 5 | 11 | 7 | 5 | 4 | 8 | 1 | | | | | | 497 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 33 | 4060 | 275 | 37 | 280 | 1 | 0 | 0 | | | | | | | | |
| | 12106 | 44 | 138 | 86 | 16 | 0 | 0 | 17076 | | | | | | | | |
| PERCENTS | 0.2% | 70.9% | 23.8% | 0.3% | 1.7% | 0.8% | 0.2% | 0.5% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 1 | 0 | 0 | 0 | 8 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 5 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 8 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 13 | 3 | 3 | 0 | 0 | 23 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 0 | 0 | 8 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 0 | 0 | 0 | 13 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 0 | 6 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 12 | 2 | 0 | 0 | 30 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 1 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 10 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 14 | 4 | 2 | 0 | 1 | 28 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 9 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 12 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 0 | 0 | 14 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | 9 | 0 | 0 | 29 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 27 | 17 | 0 | 0 | 64 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 15 | 7 | 0 | 0 | 30 |
| 05:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 15 | 14 | 14 | 1 | 0 | 48 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 20 | 15 | 2 | 0 | 56 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 16 | 9 | 0 | 0 | 45 |
| Hour Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 13 | 49 | 65 | 45 | 3 | 0 | 179 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 33 | 16 | 1 | 0 | 72 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 42 | 33 | 11 | 0 | 0 | 105 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 32 | 28 | 12 | 0 | 0 | 89 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 36 | 42 | 6 | 0 | 0 | 93 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41 | 130 | 136 | 45 | 1 | 0 | 359 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 40 | 39 | 12 | 0 | 0 | 98 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 29 | 15 | 2 | 0 | 93 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 35 | 30 | 15 | 2 | 0 | 97 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 17 | 35 | 33 | 5 | 0 | 0 | 95 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 45 | 149 | 131 | 47 | 4 | 0 | 383 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 32 | 36 | 13 | 0 | 0 | 100 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 45 | 28 | 13 | 0 | 0 | 106 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 40 | 40 | 8 | 1 | 0 | 102 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 42 | 29 | 12 | 1 | 0 | 96 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 58 | 159 | 133 | 46 | 2 | 0 | 404 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 44 | 28 | 11 | 1 | 0 | 98 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 38 | 26 | 6 | 0 | 0 | 86 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 16 | 34 | 16 | 2 | 0 | 0 | 74 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 19 | 28 | 1 | 0 | 0 | 71 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 64 | 135 | 98 | 20 | 1 | 0 | 329 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 11 | 32 | 19 | 7 | 0 | 0 | 74 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 21 | 30 | 18 | 5 | 1 | 0 | 86 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 38 | 20 | 11 | 1 | 0 | 80 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 35 | 24 | 9 | 1 | 0 | 80 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 51 | 135 | 81 | 32 | 3 | 0 | 320 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 36 | 33 | 8 | 1 | 0 | 90 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 21 | 18 | 2 | 1 | 0 | 55 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 32 | 21 | 4 | 0 | 0 | 64 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 25 | 25 | 9 | 2 | 0 | 84 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 46 | 114 | 97 | 23 | 4 | 0 | 293 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 34 | 21 | 10 | 1 | 0 | 81 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 28 | 25 | 11 | 0 | 0 | 76 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 36 | 23 | 10 | 0 | 0 | 84 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 | 23 | 22 | 9 | 2 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 56 | 121 | 91 | 40 | 3 | 0 | 319 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 17 | 27 | 25 | 3 | 0 | 0 | 76 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 44 | 23 | 5 | 1 | 0 | 98 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 33 | 31 | 11 | 0 | 0 | 85 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 38 | 16 | 6 | 1 | 0 | 77 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 64 | 142 | 95 | 25 | 2 | 0 | 336 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 37 | 24 | 6 | 1 | 0 | 84 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 17 | 45 | 17 | 5 | 0 | 0 | 88 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 33 | 27 | 3 | 2 | 0 | 84 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 42 | 27 | 9 | 1 | 0 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 58 | 157 | 95 | 23 | 4 | 0 | 348 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 36 | 25 | 10 | 5 | 0 | 86 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 31 | 36 | 8 | 1 | 0 | 88 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 34 | 41 | 10 | 0 | 0 | 100 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 43 | 24 | 10 | 0 | 0 | 100 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 51 | 144 | 126 | 38 | 6 | 0 | 374 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 11 | 50 | 43 | 12 | 2 | 0 | 127 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 52 | 31 | 17 | 2 | 1 | 130 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 42 | 31 | 16 | 1 | 0 | 104 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 61 | 45 | 15 | 3 | 0 | 145 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 68 | 205 | 150 | 60 | 8 | 1 | 506 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 42 | 52 | 13 | 3 | 1 | 126 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 19 | 46 | 44 | 11 | 0 | 0 | 123 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 21 | 48 | 20 | 0 | 0 | 0 | 102 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 39 | 25 | 9 | 0 | 0 | 107 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 84 | 175 | 141 | 33 | 3 | 1 | 458 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 40 | 37 | 5 | 0 | 0 | 94 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 21 | 16 | 7 | 2 | 0 | 72 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 37 | 10 | 2 | 0 | 0 | 65 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 13 | 31 | 9 | 2 | 1 | 0 | 61 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 58 | 129 | 72 | 16 | 3 | 0 | 292 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 28 | 13 | 2 | 0 | 0 | 63 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 27 | 11 | 4 | 0 | 0 | 70 |
| 19:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 19 | 9 | 2 | 0 | 0 | 51 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 30 | 8 | 3 | 1 | 0 | 56 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 63 | 104 | 41 | 11 | 1 | 0 | 240 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 22 | 12 | 6 | 1 | 0 | 48 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 17 | 12 | 2 | 0 | 0 | 40 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 14 | 13 | 5 | 0 | 0 | 47 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 9 | 6 | 4 | 1 | 0 | 32 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31 | 62 | 43 | 17 | 2 | 0 | 167 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | 11 | 4 | 0 | 0 | 28 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 11 | 9 | 0 | 1 | 0 | 30 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 15 | 5 | 2 | 0 | 0 | 31 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 4 | 3 | 0 | 0 | 23 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 24 | 42 | 29 | 9 | 1 | 0 | 112 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 2 | 0 | 0 | 16 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 5 | 2 | 0 | 0 | 21 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 2 | 1 | 1 | 0 | 15 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 2 | 3 | 0 | 0 | 12 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 24 | 16 | 8 | 1 | 0 | 64 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 1 | 0 | 1 | 15 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 2 | 1 | 0 | 10 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 5 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 11 | 11 | 4 | 1 | 1 | 33 |
| DAY TOTAL | 2 | 0 | 0 | 0 | 1 | 4 | 15 | 174 | 911 | 2247 | 1698 | 566 | 53 | 4 | 5675 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% | 0.3% | 3.1% | 16.1% | 39.5% | 29.9% | 9.9% | 0.9% | 0.0% | 100% |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
48.6 mph

85th Percentile Speed
59.3 mph

Median Speed
53.9 mph

Average Speed
54.0 mph

10 MPH Pace Speed
50 mph to 60 mph
3945 vehicles in pace
Representing 69.5% of the total vehicles

Vehicles > 55 MPH
2321
40.9%

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 1 | 0 | 1 | 0 | 11 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 1 | 0 | 1 | 11 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 7 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 14 | 7 | 2 | 1 | 1 | 36 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 8 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 1 | 0 | 8 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 4 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 9 | 6 | 3 | 1 | 0 | 29 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 4 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 4 | 1 | 0 | 0 | 13 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 1 | 0 | 7 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 9 | 6 | 4 | 1 | 0 | 26 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 3 | 0 | 0 | 10 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 1 | 1 | 0 | 14 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 9 | 4 | 2 | 0 | 20 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 5 | 0 | 0 | 20 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 20 | 24 | 13 | 3 | 0 | 64 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 14 | 13 | 3 | 1 | 38 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 13 | 20 | 2 | 0 | 49 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 17 | 13 | 1 | 0 | 49 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 20 | 19 | 5 | 1 | 62 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 43 | 64 | 65 | 11 | 2 | 198 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 10 | 29 | 14 | 2 | 0 | 63 |
| 06:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 25 | 37 | 9 | 0 | 0 | 83 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 37 | 42 | 15 | 2 | 0 | 104 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 34 | 39 | 14 | 1 | 0 | 100 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 35 | 106 | 147 | 52 | 5 | 0 | 350 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 21 | 41 | 15 | 3 | 2 | 88 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 33 | 48 | 20 | 2 | 0 | 107 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 22 | 30 | 21 | 2 | 1 | 88 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 26 | 35 | 22 | 2 | 0 | 99 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 102 | 154 | 78 | 9 | 3 | 382 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 25 | 31 | 17 | 3 | 0 | 91 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 28 | 43 | 19 | 2 | 1 | 102 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 26 | 33 | 10 | 1 | 0 | 85 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 39 | 28 | 13 | 1 | 0 | 94 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 39 | 118 | 135 | 59 | 7 | 1 | 372 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 34 | 27 | 10 | 0 | 0 | 82 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 30 | 23 | 7 | 0 | 0 | 82 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 21 | 21 | 16 | 2 | 0 | 0 | 65 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 48 | 17 | 6 | 1 | 0 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 65 | 133 | 83 | 25 | 1 | 0 | 321 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 19 | 16 | 20 | 6 | 0 | 0 | 64 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 25 | 20 | 8 | 0 | 0 | 69 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 28 | 25 | 11 | 0 | 0 | 79 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 24 | 25 | 8 | 0 | 0 | 80 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 65 | 93 | 90 | 33 | 0 | 0 | 292 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 35 | 12 | 7 | 0 | 0 | 69 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 36 | 18 | 10 | 2 | 0 | 84 |
| 11:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 39 | 20 | 9 | 0 | 0 | 78 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 31 | 21 | 9 | 0 | 0 | 80 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 50 | 141 | 71 | 35 | 2 | 0 | 311 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 | 46 | 26 | 5 | 0 | 0 | 100 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 28 | 22 | 7 | 0 | 0 | 77 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 35 | 23 | 8 | 1 | 0 | 83 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 11 | 30 | 23 | 8 | 1 | 0 | 78 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 61 | 139 | 94 | 28 | 2 | 0 | 338 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 39 | 17 | 2 | 1 | 0 | 76 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 17 | 47 | 18 | 1 | 0 | 0 | 86 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 44 | 17 | 4 | 0 | 0 | 86 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 39 | 20 | 3 | 0 | 0 | 74 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 61 | 169 | 72 | 10 | 1 | 0 | 322 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 32 | 24 | 6 | 0 | 0 | 77 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 28 | 20 | 9 | 1 | 0 | 67 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 29 | 29 | 12 | 2 | 0 | 81 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 26 | 30 | 5 | 1 | 1 | 74 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 33 | 115 | 103 | 32 | 4 | 1 | 299 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 18 | 43 | 27 | 8 | 3 | 0 | 103 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 34 | 35 | 6 | 1 | 0 | 91 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 15 | 55 | 22 | 15 | 1 | 0 | 110 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 35 | 27 | 12 | 1 | 0 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 61 | 167 | 111 | 41 | 6 | 0 | 398 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 37 | 47 | 11 | 3 | 1 | 107 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 37 | 39 | 12 | 2 | 0 | 104 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 20 | 43 | 46 | 13 | 0 | 0 | 130 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 34 | 43 | 25 | 4 | 0 | 122 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 47 | 151 | 175 | 61 | 9 | 1 | 463 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 44 | 45 | 17 | 1 | 0 | 124 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 42 | 51 | 13 | 2 | 0 | 131 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 39 | 37 | 12 | 1 | 0 | 118 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 27 | 46 | 35 | 6 | 1 | 0 | 120 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 91 | 171 | 168 | 48 | 5 | 0 | 493 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 39 | 36 | 9 | 1 | 0 | 101 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 31 | 32 | 11 | 7 | 0 | 0 | 102 |
| 18:45 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 38 | 26 | 7 | 0 | 0 | 0 | 0 | 91 |
| 19:00 | 0 | 0 | 0 | 1 | 1 | 9 | 13 | 31 | 22 | 8 | 2 | 0 | 0 | 0 | 87 |
| Hour Total | 0 | 0 | 0 | 1 | 2 | 14 | 28 | 90 | 94 | 86 | 49 | 16 | 1 | 0 | 381 |
| 19:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 19 | 3 | 2 | 0 | 0 | 54 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 27 | 15 | 4 | 0 | 0 | 65 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 21 | 9 | 1 | 0 | 0 | 50 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 16 | 14 | 4 | 1 | 0 | 56 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 57 | 83 | 41 | 11 | 1 | 0 | 225 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 13 | 15 | 5 | 0 | 1 | 48 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 9 | 10 | 12 | 2 | 0 | 0 | 37 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 16 | 7 | 4 | 0 | 0 | 34 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 12 | 6 | 2 | 0 | 0 | 28 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 31 | 51 | 40 | 13 | 0 | 1 | 147 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17 | 12 | 2 | 0 | 0 | 38 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 11 | 3 | 0 | 0 | 26 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 9 | 2 | 0 | 0 | 18 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 8 | 8 | 3 | 1 | 0 | 26 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15 | 35 | 40 | 10 | 1 | 0 | 108 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 8 | 2 | 0 | 0 | 19 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 5 | 0 | 0 | 18 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 10 | 4 | 0 | 0 | 23 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 5 | 1 | 0 | 0 | 15 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 27 | 12 | 0 | 0 | 75 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 6 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 9 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 8 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 3 | 0 | 0 | 0 | 11 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 13 | 8 | 2 | 2 | 0 | 34 |
| DAY TOTAL | 4 | 0 | 0 | 1 | 2 | 18 | 42 | 267 | 890 | 1997 | 1719 | 654 | 73 | 10 | 5677 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.4% | 0.8% | 4.8% | 15.6% | 35.1% | 30.2% | 11.5% | 1.2% | 0.1% | 100% |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

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

Statistical Information...

15th Percentile Speed
47.9 mph

85th Percentile Speed
59.7 mph

Median Speed
54.1 mph

Average Speed
53.9 mph

10 MPH Pace Speed
50 mph to 60 mph
3716 vehicles in pace
Representing 65.4% of the total vehicles

Vehicles > 55 MPH
2456
43.3%

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 1 | 8 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 1 | 0 | 11 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 1 | 0 | 0 | 14 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 14 | 11 | 2 | 1 | 1 | 37 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 2 | 9 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 5 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 10 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 1 | 0 | 0 | 13 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 9 | 10 | 6 | 2 | 2 | 37 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 5 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 0 | 2 | 1 | 0 | 14 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 5 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 8 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 1 | 0 | 11 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 8 | 8 | 1 | 0 | 30 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 3 | 0 | 0 | 12 |
| 04:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 7 | 1 | 1 | 0 | 12 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 7 | 4 | 0 | 0 | 17 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 8 | 1 | 0 | 22 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 8 | 26 | 16 | 2 | 0 | 63 |
| 05:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 13 | 11 | 1 | 0 | 34 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 14 | 13 | 22 | 2 | 1 | 59 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 25 | 16 | 1 | 2 | 56 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 13 | 24 | 8 | 2 | 0 | 53 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 45 | 75 | 57 | 6 | 3 | 202 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 24 | 22 | 3 | 0 | 75 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 38 | 28 | 12 | 0 | 0 | 92 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 26 | 32 | 11 | 3 | 0 | 91 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 38 | 38 | 14 | 1 | 0 | 107 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 45 | 122 | 122 | 59 | 7 | 0 | 365 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 24 | 31 | 21 | 4 | 0 | 93 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 37 | 25 | 28 | 2 | 0 | 105 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 18 | 35 | 23 | 3 | 1 | 95 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 33 | 22 | 2 | 1 | 83 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 46 | 95 | 124 | 94 | 11 | 2 | 376 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 | 32 | 27 | 21 | 3 | 0 | 103 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 25 | 24 | 4 | 0 | 86 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 23 | 30 | 15 | 2 | 1 | 88 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 32 | 27 | 22 | 1 | 0 | 95 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 49 | 112 | 109 | 82 | 10 | 1 | 372 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 42 | 29 | 6 | 2 | 0 | 95 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 38 | 19 | 6 | 0 | 0 | 72 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 33 | 19 | 7 | 1 | 0 | 82 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 22 | 20 | 9 | 1 | 0 | 72 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 58 | 135 | 87 | 28 | 4 | 0 | 321 |
| 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 25 | 20 | 9 | 1 | 0 | 78 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 37 | 20 | 5 | 1 | 0 | 79 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 9 | 36 | 32 | 5 | 2 | 0 | 92 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 34 | 23 | 2 | 2 | 0 | 77 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 54 | 132 | 95 | 21 | 6 | 0 | 326 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 25 | 14 | 6 | 0 | 0 | 63 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 15 | 31 | 25 | 7 | 0 | 0 | 81 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 28 | 21 | 4 | 1 | 0 | 68 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 18 | 28 | 8 | 2 | 0 | 70 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 55 | 102 | 88 | 25 | 3 | 0 | 282 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 34 | 37 | 11 | 2 | 0 | 97 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 31 | 16 | 6 | 2 | 0 | 74 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 20 | 26 | 6 | 1 | 0 | 69 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 31 | 17 | 3 | 2 | 0 | 69 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 55 | 116 | 96 | 26 | 7 | 0 | 309 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 33 | 21 | 9 | 1 | 0 | 81 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 42 | 17 | 9 | 2 | 0 | 78 |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 28 | 40 | 13 | 0 | 0 | 92 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 42 | 25 | 6 | 0 | 0 | 89 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 45 | 145 | 103 | 37 | 3 | 0 | 340 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 18 | 38 | 24 | 5 | 1 | 0 | 90 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 25 | 24 | 6 | 0 | 0 | 66 |
| 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 24 | 32 | 10 | 2 | 0 | 94 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 40 | 22 | 3 | 1 | 0 | 94 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 78 | 127 | 102 | 24 | 4 | 0 | 344 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 17 | 36 | 20 | 10 | 2 | 0 | 95 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 45 | 29 | 13 | 1 | 0 | 105 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 22 | 42 | 22 | 8 | 1 | 0 | 97 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 51 | 46 | 9 | 3 | 1 | 117 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 60 | 174 | 117 | 40 | 7 | 1 | 414 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 54 | 27 | 16 | 3 | 0 | 117 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 44 | 31 | 18 | 1 | 0 | 115 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 42 | 36 | 14 | 0 | 1 | 119 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 54 | 53 | 18 | 4 | 0 | 140 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 61 | 194 | 147 | 66 | 8 | 1 | 491 |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 40 | 35 | 22 | 0 | 1 | 120 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 43 | 36 | 11 | 2 | 0 | 118 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 58 | 35 | 7 | 1 | 0 | 119 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37 | 39 | 9 | 0 | 0 | 92 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 66 | 178 | 145 | 49 | 3 | 1 | 449 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 44 | 31 | 14 | 0 | 0 | 96 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 22 | 24 | 16 | 1 | 0 | 82 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 37 | 28 | 5 | 0 | 1 | 91 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 25 | 35 | 5 | 0 | 0 | 76 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 49 | 128 | 118 | 40 | 1 | 1 | 345 |
| 19:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 24 | 25 | 6 | 0 | 0 | 67 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 24 | 10 | 7 | 1 | 1 | 57 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 24 | 17 | 3 | 1 | 0 | 55 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 27 | 13 | 3 | 0 | 0 | 53 |
| Hour Total | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 34 | 99 | 65 | 19 | 2 | 1 | 232 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 15 | 18 | 4 | 1 | 0 | 52 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 19 | 7 | 2 | 0 | 0 | 38 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 8 | 1 | 0 | 0 | 30 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 11 | 10 | 4 | 0 | 0 | 35 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 28 | 61 | 43 | 11 | 1 | 0 | 155 |
| 21:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 13 | 8 | 1 | 0 | 0 | 30 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 7 | 4 | 7 | 0 | 0 | 28 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 4 | 3 | 0 | 0 | 26 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 7 | 3 | 0 | 0 | 23 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 37 | 23 | 14 | 0 | 0 | 107 |
| 22:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 0 | 0 | 0 | 14 |
| 22:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 8 | 5 | 0 | 0 | 18 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 10 | 2 | 0 | 0 | 22 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 4 | 1 | 0 | 0 | 16 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 21 | 30 | 8 | 0 | 0 | 70 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 7 | 2 | 0 | 0 | 15 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 2 | 1 | 0 | 12 |
| 23:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 6 |
| 24:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 16 | 5 | 1 | 0 | 43 |
| DAY TOTAL | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 152 | 862 | 2086 | 1760 | 739 | 91 | 14 | 5724 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 2.7% | 15.1% | 36.4% | 30.7% | 12.9% | 1.5% | 0.2% | 100% |

Station #: Site C-SBO
Site ID: 000000009347
Location: Carrollton, btw Channel Way & Omera
Direction: SOUTH
Lane: 1

File: 2014-SBO,S-FINAL.prn
City: 17-311 RS Max
County: 36.93666, -76.53293

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 71+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 7 | 0 | 3 | 76 | 2663 | 5177 | 217 | 0 | 1 | 22 | 593 | 6330 | 1959 | 28 | 17076 |
| PERCENTS | 0.1% | 0.0% | 0.0% | 0.1% | 0.1% | 0.2% | 0.5% | 3.5% | 15.5% | 37.0% | 30.3% | 11.4% | 1.2% | 0.1% | 100% |

Statistical Information...

15th Percentile Speed
49.0 mph

85th Percentile Speed
60.0 mph

Median Speed
54.4 mph

Average Speed
54.5 mph

10 MPH Pace Speed
50 mph to 60 mph
3846 vehicles in pace
Representing 67.1% of the total vehicles

Vehicles > 55 MPH
2604
45.5%

# Appendix C
# Volume Worksheets

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Harbor Point Lane Eastbound | | | Whippingham Parkway Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 49 | 0 | 25 | 18 | 0 | 29 | 10 | 1967 | 7 | 4 | 607 | 11 |
| | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 33 | 0 | 1 | 25 | 1 |
| | **Total Existing 2017 Traffic** | 49 | 0 | 25 | 18 | 0 | 30 | 12 | 2000 | 7 | 5 | 642 | 12 |
| | Truck % | 0% | - | 0% | 0% | - | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| | PHF | 0.89 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2,390 | 8 | 6 | 767 | 14 |
| | **2032 No Build** | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2,692 | 9 | 7 | 864 | 16 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2,390 | 8 | 6 | 767 | 14 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2,692 | 9 | 7 | 864 | 16 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *7* | |
| | Exiting Assignment | | | | | | | | 13 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | | 32 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *34* | |
| | Exiting Assignment | | | | | | | | 7 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *5* | |
| | Exiting Assignment | | | | | | | | 14 | | | | |
| | **Site Traffic** | | | | | | | | **52** | | | **57** | |
| Total | **2026 South Harbor Build** | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2,442 | 8 | 6 | 824 | 14 |
| | **2026 Total Traffic** | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2,456 | 8 | 6 | 829 | 14 |
| | **2032 South Harbor Build** | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2,744 | 9 | 7 | 921 | 16 |
| | **2032 Total Traffic** | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2,758 | 9 | 7 | 926 | 16 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Whippingham Parkway/Harbor Point Lane
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Harbor Point Lane Eastbound | | | Whippingham Parkway Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 11 | 0 | 15 | 23 | 0 | 8 | 31 | 948 | 30 | 19 | 1950 | 45 |
| | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 1 | 0 | 22 | 0 |
| | **Total Existing 2017 Traffic** | 11 | 0 | 15 | 23 | 0 | 9 | 31 | 962 | 31 | 19 | 1959 | 45 |
| | Truck % | 0% | - | 0% | 0% | - | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| | PHF | 0.96 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1,150 | 37 | 23 | 2,341 | 54 |
| | **2032 No Build** | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1,295 | 42 | 26 | 2,637 | 61 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1,150 | 37 | 23 | 2,341 | 54 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1,295 | 42 | 26 | 2,637 | 61 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *14* | |
| | Exiting Assignment | | | | | | | | 11 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *36* | |
| | Exiting Assignment | | | | | | | | 25 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *9* | |
| | Exiting Assignment | | | | | | | | 28 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | | 10 | | | | |
| | **Site Traffic** | | | | | | | | **64** | | | **59** | |
| Total | **2026 South Harbor Build** | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1,214 | 37 | 23 | 2,400 | 54 |
| | **2026 Total Traffic** | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1,224 | 37 | 23 | 2,416 | 54 |
| | **2032 South Harbor Build** | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1,359 | 42 | 26 | 2,696 | 61 |
| | **2032 Total Traffic** | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1,369 | 42 | 26 | 2,712 | 61 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Eagle Harbor Parkway Eastbound | | | Kings Cross Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 129 | 1 | 56 | 12 | 2 | 18 | 36 | 1843 | 1 | 2 | 635 | 23 |
| | Trucks | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 31 | 2 | 0 | 24 | 1 |
| | **Total Existing 2017 Traffic** | 130 | 1 | 56 | 12 | 2 | 20 | 38 | 1874 | 3 | 2 | 659 | 24 |
| | Truck % | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| | PHF | 0.89 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2,240 | 4 | 2 | 788 | 29 |
| | **2032 No Build** | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2,522 | 4 | 3 | 887 | 32 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2,240 | 4 | 2 | 788 | 29 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2,522 | 4 | 3 | 887 | 32 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *7* | |
| | Exiting Assignment | | | | | | | | 13 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | | 32 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *34* | |
| | Exiting Assignment | | | | | | | | 7 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *5* | |
| | Exiting Assignment | | | | | | | | 14 | | | | |
| | **Site Traffic** | | | | | | | | **52** | | | **57** | |
| Total | **2026 South Harbor Build** | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2,292 | 4 | 2 | 845 | 29 |
| | **2026 Total Traffic** | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2,306 | 4 | 2 | 850 | 29 |
| | **2032 South Harbor Build** | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2,574 | 4 | 3 | 944 | 32 |
| | **2032 Total Traffic** | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2,588 | 4 | 3 | 949 | 32 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Eagle Harbor Parkway/Kings Cross
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Eagle Harbor Parkway Eastbound | | | Kings Cross Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 61 | 4 | 47 | 12 | 5 | 11 | 78 | 937 | 14 | 20 | 1803 | 151 |
| | Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 1 | 0 | 23 | 0 |
| | **Total Existing 2017 Traffic** | 61 | 4 | 47 | 12 | 5 | 12 | 78 | 951 | 15 | 20 | 1826 | 151 |
| | Truck % | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| | PHF | 0.94 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1,137 | 18 | 24 | 2,182 | 180 |
| | **2032 No Build** | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1,280 | 20 | 27 | 2,458 | 203 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1,137 | 18 | 24 | 2,182 | 180 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1,280 | 20 | 27 | 2,458 | 203 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *14* | |
| | Exiting Assignment | | | | | | | | 11 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *36* | |
| | Exiting Assignment | | | | | | | | 25 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *9* | |
| | Exiting Assignment | | | | | | | | 28 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | | 50% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | | 10 | | | | |
| | **Site Traffic** | | | | | | | | **64** | | | **59** | |
| Total | **2026 South Harbor Build** | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1,201 | 18 | 24 | 2,241 | 180 |
| | **2026 Total Traffic** | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1,211 | 18 | 24 | 2,257 | 180 |
| | **2032 South Harbor Build** | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1,344 | 20 | 27 | 2,517 | 203 |
| | **2032 Total Traffic** | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1,354 | 20 | 27 | 2,533 | 203 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Smith's Neck Road
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Smiths Neck Road Eastbound | | | Smiths Neck Road Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 607 | 49 | 126 | 41 | 8 | 27 | 46 | 1118 | 70 | 28 | 512 | 171 |
| | Trucks | 5 | 1 | 0 | 2 | 0 | 1 | 6 | 27 | 3 | 1 | 24 | 0 |
| | **Total Existing 2017 Traffic** | 612 | 50 | 126 | 43 | 8 | 28 | 52 | 1145 | 73 | 29 | 536 | 171 |
| | Truck % | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| | PHF | 0.89 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 731 | 60 | 151 | 51 | 10 | 33 | 62 | 1,368 | 87 | 35 | 641 | 204 |
| | **2032 No Build** | 824 | 67 | 170 | 58 | 11 | 38 | 70 | 1,541 | 98 | 39 | 721 | 230 |
| | **2026 Nike Park Diversion Diverted Trips** | -292 | | -60 | | | | -25 | 267 | | | 82 | -82 |
| | **2026 Total No Build** | 439 | 60 | 91 | 51 | 10 | 33 | 37 | 1,635 | 87 | 35 | 723 | 122 |
| | **2032 Nike Park Diversion Diverted Trips** | -330 | | -68 | | | | -28 | 302 | | | 92 | -92 |
| | **2032 Total No Build** | 494 | 67 | 102 | 58 | 11 | 38 | 42 | 1,843 | 98 | 39 | 813 | 138 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | *30%* | *20%* | |
| | Exiting Distribution | | | | 45% | 5% | 35% | | 15% | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | *4* | *3* | |
| | Exiting Assignment | | | | 12 | 1 | 9 | | 4 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | *5%* | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | 5% | 50% | | | | |
| | *Entering Assignment* | | | *2* | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | 3 | 32 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | *30%* | *20%* | |
| | Exiting Distribution | | | | 45% | 5% | | | 50% | | | | |
| | *Entering Assignment* | | *3* | | | | | | | | *21* | *14* | |
| | Exiting Assignment | | | | 7 | 1 | | | 7 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | *5%* | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | 5% | 50% | | | | |
| | *Entering Assignment* | | | *1* | | | | | | | | *5* | |
| | Exiting Assignment | | | | | | | 1 | 14 | | | | |
| | **Site Traffic** | | **4** | **2** | **19** | **2** | **9** | **3** | **43** | | **25** | **33** | |
| Total | **2026 South Harbor Build** | 439 | 64 | 93 | 70 | 12 | 42 | 40 | 1,678 | 87 | 60 | 756 | 122 |
| | **2026 Total Traffic** | 439 | 64 | 94 | 70 | 12 | 42 | 41 | 1,692 | 87 | 60 | 761 | 122 |
| | **2032 South Harbor Build** | 494 | 71 | 104 | 77 | 13 | 47 | 45 | 1,886 | 98 | 64 | 846 | 138 |
| | **2032 Total Traffic** | 494 | 71 | 105 | 77 | 13 | 47 | 46 | 1,900 | 98 | 64 | 851 | 138 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Smith's Neck Road
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Smiths Neck Road Eastbound | | | Smiths Neck Road Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 315 | 37 | 91 | 72 | 76 | 23 | 240 | 663 | 75 | 65 | 1321 | 504 |
| | Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 15 | 0 | 1 | 18 | 4 |
| | **Total Existing 2017 Traffic** | 315 | 37 | 92 | 72 | 76 | 23 | 241 | 678 | 75 | 66 | 1339 | 508 |
| | Truck % | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| | PHF | 0.92 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 376 | 44 | 110 | 86 | 91 | 27 | 288 | 810 | 90 | 79 | 1,600 | 607 |
| | **2032 No Build** | 424 | 50 | 124 | 97 | 102 | 31 | 324 | 912 | 101 | 89 | 1,802 | 684 |
| | **2026 Nike Park Diversion Diverted Trips** | -150 | | -44 | | | | -115 | 35 | | | 243 | -243 |
| | **2026 Total No Build** | 226 | 44 | 66 | 86 | 91 | 27 | 173 | 845 | 90 | 79 | 1,843 | 364 |
| | **2032 Nike Park Diversion Diverted Trips** | -170 | | -50 | | | | -130 | 40 | | | 274 | -274 |
| | **2032 Total No Build** | 254 | 50 | 74 | 97 | 102 | 31 | 194 | 952 | 101 | 89 | 2,076 | 410 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | *30%* | *20%* | |
| | Exiting Distribution | | | | 45% | 5% | 35% | | 15% | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | *8* | *6* | |
| | Exiting Assignment | | | | 10 | 1 | 8 | | 3 | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | *5%* | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | 5% | 50% | | | | |
| | *Entering Assignment* | | | *4* | | | | | | | | *36* | |
| | Exiting Assignment | | | | | | | 2 | 25 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | *30%* | *20%* | |
| | Exiting Distribution | | | | 45% | 5% | | | 50% | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | *5* | *4* | |
| | Exiting Assignment | | | | 25 | 3 | | | 28 | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | *5%* | | | | | | | | *50%* | |
| | Exiting Distribution | | | | | | | 5% | 50% | | | | |
| | *Entering Assignment* | | | *2* | | | | | | | | *16* | |
| | Exiting Assignment | | | | | | | 1 | 10 | | | | |
| | **Site Traffic** | | **2** | **4** | **35** | **4** | **8** | **2** | **56** | | **13** | **46** | |
| Total | **2026 South Harbor Build** | 226 | 46 | 70 | 121 | 95 | 35 | 175 | 901 | 90 | 92 | 1,889 | 364 |
| | **2026 Total Traffic** | 226 | 46 | 72 | 121 | 95 | 35 | 176 | 911 | 90 | 92 | 1,905 | 364 |
| | **2032 South Harbor Build** | 254 | 52 | 78 | 132 | 106 | 39 | 196 | 1,008 | 101 | 102 | 2,122 | 410 |
| | **2032 Total Traffic** | 254 | 52 | 80 | 132 | 106 | 39 | 197 | 1,018 | 101 | 102 | 2,138 | 410 |

# VOLUME DEVELOPMENT SHEET

## Bojangles/7-Eleven Driveway at Smith's Neck Road
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Smiths Neck Road Eastbound | | | Smiths Neck Road Westbound | | | Bojangles Driveway Northbound | | | 7-Eleven Driveway Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | | | | | | | | | | | | |
| | Trucks | | | | | | | | | | | | |
| | **Total Existing 2017 Traffic** | 92 | | 60 | | | | 47 | 5 | | | 5 | 32 |
| | Truck % | 0% | - | 0% | - | - | - | 0% | 0% | - | - | 0% | 0% |
| | PHF | | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 110 | 0 | 72 | 0 | 0 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| | **2032 No Build** | 124 | 0 | 81 | 0 | 0 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 110 | 0 | 72 | 0 | 0 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 124 | 0 | 81 | 0 | 0 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *2* | | | | | | | | | | |
| | Exiting Assignment | | | | | 4 | | | | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *2* | | | | | | | | | | |
| | Exiting Assignment | | | | | 3 | | | | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *3* | | | | | | | | | | |
| | Exiting Assignment | | | | | 1 | | | | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | | | |
| | Exiting Assignment | | | | | 1 | | | | | | | |
| | **Site Traffic** | | **7** | | | **8** | | | | | | | |
| Total | **2026 South Harbor Build** | 110 | 7 | 72 | 0 | 8 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| | **2026 Total Traffic** | 110 | 8 | 72 | 0 | 9 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| | **2032 South Harbor Build** | 124 | 7 | 81 | 0 | 8 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| | **2032 Total Traffic** | 124 | 8 | 81 | 0 | 9 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |

# VOLUME DEVELOPMENT SHEET

## Bojangles/7-Eleven Driveway at Smith's Neck Road
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Smiths Neck Road Eastbound | | | Smiths Neck Road Westbound | | | Bojangles Driveway Northbound | | | 7-Eleven Driveway Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | | | | | | | | | | | | |
| | Trucks | | | | | | | | | | | | |
| | **Total Existing 2017 Traffic** | 130 | 0 | 48 | 0 | 0 | 0 | 66 | 5 | 0 | | 5 | 105 |
| | Truck % | 0% | - | 0% | - | - | - | 0% | 0% | - | - | 0% | 0% |
| | PHF | 0.92 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 155 | 0 | 57 | 0 | 0 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| | **2032 No Build** | 175 | 0 | 65 | 0 | 0 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 155 | 0 | 57 | 0 | 0 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 175 | 0 | 65 | 0 | 0 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | | | |
| | Exiting Assignment | | | | | 1 | | | | | | | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *4* | | | | | | | | | | |
| | Exiting Assignment | | | | | 2 | | | | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | | | |
| | Exiting Assignment | | | | | 3 | | | | | | | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *5%* | | | | | | | | | | |
| | Exiting Distribution | | | | | 5% | | | | | | | |
| | *Entering Assignment* | | *2* | | | | | | | | | | |
| | Exiting Assignment | | | | | 1 | | | | | | | |
| | **Site Traffic** | | **2** | | | **4** | | | | | | | |
| Total | **2026 South Harbor Build** | 155 | 6 | 57 | 0 | 6 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| | **2026 Total Traffic** | 155 | 8 | 57 | 0 | 7 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| | **2032 South Harbor Build** | 175 | 6 | 65 | 0 | 6 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| | **2032 Total Traffic** | 175 | 8 | 65 | 0 | 7 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Northgate Lane
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Northgate Lane Eastbound | | | Northgate Lane Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 43 | 0 | 30 | 0 | 0 | 0 | 17 | 1235 | 0 | 0 | 688 | 8 |
| | Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 28 | 0 |
| | **Total Existing 2017 Traffic** | 43 | 0 | 32 | 0 | 0 | 0 | 17 | 1272 | 0 | 0 | 716 | 8 |
| | Truck % | 0% | - | 6% | - | - | - | 0% | 3% | - | - | 4% | 0% |
| | PHF | 0.92 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1,520 | 0 | 0 | 856 | 10 |
| | **2032 No Build** | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 1,712 | 0 | 0 | 964 | 11 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | 267 | | | 22 | |
| | **2026 Total No Build** | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1,787 | 0 | 0 | 878 | 10 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | 302 | | | 24 | |
| | **2032 Total No Build** | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 2,014 | 0 | 0 | 988 | 11 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *45%* | *20%* | | |
| | Exiting Distribution | | | | | | 15% | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | | *6* | *3* | | |
| | Exiting Assignment | | | | | | 4 | | | | | 12 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *18* | |
| | Exiting Assignment | | | | | | | | 35 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *45%* | *20%* | | |
| | Exiting Distribution | | | | | | 50% | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | | *31* | *14* | | |
| | Exiting Assignment | | | | | | 7 | | | | | 7 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *6* | |
| | Exiting Assignment | | | | | | | | 15 | | | | |
| | **Site Traffic** | | | | | | **11** | | **35** | **37** | **17** | **37** | |
| Total | **2026 South Harbor Build** | 51 | 0 | 38 | 0 | 0 | 11 | 20 | 1,822 | 37 | 17 | 915 | 10 |
| | **2026 Total Traffic** | 51 | 0 | 38 | 0 | 0 | 11 | 20 | 1,837 | 37 | 17 | 921 | 10 |
| | **2032 South Harbor Build** | 58 | 0 | 43 | 0 | 0 | 11 | 23 | 2,049 | 37 | 17 | 1,025 | 11 |
| | **2032 Total Traffic** | 58 | 0 | 43 | 0 | 0 | 11 | 23 | 2,064 | 37 | 17 | 1,031 | 11 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Northgate Lane
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Northgate Lane Eastbound | | | Northgate Lane Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 9 | 0 | 15 | 0 | 1 | 1 | 73 | 1025 | 1 | 3 | 1448 | 28 |
| | Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 19 | 0 |
| | **Total Existing 2017 Traffic** | 9 | 0 | 15 | 0 | 1 | 1 | 74 | 1038 | 1 | 3 | 1467 | 28 |
| | Truck % | 0% | - | 0% | - | 0% | 0% | 1% | 1% | 0% | 0% | 1% | 0% |
| | PHF | 0.94 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1,241 | 1 | 4 | 1,753 | 33 |
| | **2032 No Build** | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1,397 | 1 | 4 | 1,974 | 38 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | 35 | | | 199 | |
| | **2026 Total No Build** | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1,276 | 1 | 4 | 1,952 | 33 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | 40 | | | 224 | |
| | **2032 Total No Build** | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1,437 | 1 | 4 | 2,198 | 38 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *45%* | *20%* | | |
| | Exiting Distribution | | | | | | 15% | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | | *13* | *6* | | |
| | Exiting Assignment | | | | | | 3 | | | | | 10 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *10* | |
| | Exiting Assignment | | | | | | | | 31 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *45%* | *20%* | | |
| | Exiting Distribution | | | | | | 50% | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | | *8* | *4* | | |
| | Exiting Assignment | | | | | | 28 | | | | | 25 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *18* | |
| | Exiting Assignment | | | | | | | | 10 | | | | |
| | **Site Traffic** | | | | | | **31** | | **31** | **21** | **10** | **45** | |
| Total | **2026 South Harbor Build** | 11 | 0 | 18 | 0 | 1 | 32 | 88 | 1,307 | 22 | 14 | 1,997 | 33 |
| | **2026 Total Traffic** | 11 | 0 | 18 | 0 | 1 | 32 | 88 | 1,317 | 22 | 14 | 2,015 | 33 |
| | **2032 South Harbor Build** | 12 | 0 | 20 | 0 | 1 | 32 | 100 | 1,468 | 22 | 14 | 2,243 | 38 |
| | **2032 Total Traffic** | 12 | 0 | 20 | 0 | 1 | 32 | 100 | 1,478 | 22 | 14 | 2,261 | 38 |

# Carrollton Boulevard at Nike Park
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Nike Park Eastbound | | | Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2026 and 2032 Background Traffic | **2026 No Build** | 0 | 0 | 0 | | | | 0 | 1,507 | 0 | 0 | 894 | 0 |
| | **Nike Park Diversion Diverted Trips** | 292 | 0 | 60 | | | | 25 | -25 | 0 | 0 | -60 | 82 |
| | **2026 Total No Build** | 292 | 0 | 60 | 0 | 0 | 0 | 25 | 1,482 | 0 | 0 | 834 | 82 |
| | **2032 No Build** | 0 | 0 | 0 | | | | 0 | 1,697 | 0 | 0 | 1,007 | 0 |
| | **Nike Park Diversion Diverted Trips** | 330 | 0 | 68 | | | | 28 | -28 | 0 | 0 | -68 | 92 |
| | **2032 Total No Build** | 330 | 0 | 68 | 0 | 0 | 0 | 28 | 1,669 | 0 | 0 | 939 | 92 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *45%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | *6* | | | | |
| | Exiting Assignment | | | | | | | | | | | 12 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *18* | |
| | Exiting Assignment | | | | | | | | 35 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *45%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | *31* | | | | |
| | Exiting Assignment | | | | | | | | | | | 7 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *6* | |
| | Exiting Assignment | | | | | | | | 15 | | | | |
| | **Site Traffic** | | | | | | | | **72** | | | **37** | |
| Total | **2026 South Harbor Build** | 292 | 0 | 60 | 0 | 0 | 0 | 25 | 1,554 | 0 | 0 | 871 | 82 |
| | **2026 Total Traffic** | 292 | 0 | 60 | 0 | 0 | 0 | 25 | 1,569 | 0 | 0 | 877 | 82 |
| | **South Harbor Build** | 330 | 0 | 68 | 0 | 0 | 0 | 28 | 1,741 | 0 | 0 | 976 | 92 |
| | **Total Traffic** | 330 | 0 | 68 | 0 | 0 | 0 | 28 | 1,756 | 0 | 0 | 982 | 92 |

# Carrollton Boulevard at Nike Park
## AM Peak Hour
## (7:00 AM to 8:00 AM)

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## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Nike Park Eastbound | | | Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| 2026 and 2032 Background Traffic | **2026 No Build** | 0 | 0 | 0 | | | | 0 | 1,313 | 0 | 0 | 1,771 | 0 |
| | **Nike Park Diversion Diverted Trips** | 150 | 0 | 44 | | | | 115 | -115 | 0 | 0 | -44 | 243 |
| | **2026 Total No Build** | 150 | 0 | 44 | 0 | 0 | 0 | 115 | 1,198 | 0 | 0 | 1,727 | 243 |
| | **2032 No Build** | 0 | 0 | 0 | | | | 0 | 1,480 | 0 | 0 | 1,994 | 0 |
| | **Nike Park Diversion Diverted Trips** | 170 | 0 | 50 | | | | 130 | -130 | 0 | 0 | -50 | 274 |
| | **2032 Total No Build** | 170 | 0 | 50 | 0 | 0 | 0 | 130 | 1,350 | 0 | 0 | 1,944 | 274 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *45%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | *13* | | | | |
| | Exiting Assignment | | | | | | | | | | | 10 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *39* | |
| | Exiting Assignment | | | | | | | | 27 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *45%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 45% | |
| | *Entering Assignment* | | | | | | | | *8* | | | | |
| | Exiting Assignment | | | | | | | | | | | 25 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | | | *55%* | |
| | Exiting Distribution | | | | | | | | 55% | | | | |
| | *Entering Assignment* | | | | | | | | | | | *18* | |
| | Exiting Assignment | | | | | | | | 10 | | | | |
| | **Site Traffic** | | | | | | | | **48** | | | **74** | |
| Total | **2026 South Harbor Build** | 150 | 0 | 44 | 0 | 0 | 0 | 115 | 1,246 | 0 | 0 | 1,801 | 243 |
| | **2026 Total Traffic** | 150 | 0 | 44 | 0 | 0 | 0 | 115 | 1,256 | 0 | 0 | 1,819 | 243 |
| | **South Harbor Build** | 170 | 0 | 50 | 0 | 0 | 0 | 130 | 1,398 | 0 | 0 | 2,018 | 274 |
| | **Total Traffic** | 170 | 0 | 50 | 0 | 0 | 0 | 130 | 1,408 | 0 | 0 | 2,036 | 274 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Brewers Neck Boulevard
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Brewers Neck Boulevard Eastbound | | | - Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 781 | - | 438 | - | - | - | 339 | 441 | - | - | 301 | 456 |
| | Trucks | 31 | - | 26 | - | - | - | 29 | 8 | - | - | 10 | 17 |
| | **Total Existing 2017 Traffic** | 812 | 0 | 464 | 0 | 0 | 0 | 368 | 449 | 0 | 0 | 311 | 473 |
| | Truck % | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| | PHF | 0.93 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 970 | 0 | 555 | 0 | 0 | 0 | 440 | 537 | 0 | 0 | 372 | 565 |
| | **2032 No Build** | 1,093 | 0 | 624 | 0 | 0 | 0 | 495 | 604 | 0 | 0 | 419 | 637 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 970 | 81 | 555 | 36 | 58 | 45 | 440 | 537 | 20 | 44 | 372 | 565 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 1,093 | 81 | 624 | 36 | 58 | 45 | 495 | 604 | 20 | 44 | 419 | 637 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | *10%* | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | 10% |
| | *Entering Assignment* | *1* | | | | | | | *5* | | | | |
| | Exiting Assignment | | | | | | | | | | | 9 | 3 |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *10%* | | | | | | | | *40%* | *15%* | |
| | Exiting Distribution | | | | 25% | 10% | 30% | | 25% | | | | |
| | *Entering Assignment* | | *3* | | | | | | | | *13* | *5* | |
| | Exiting Assignment | | | | 16 | 6 | 19 | | 16 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | *10%* | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | 10% |
| | *Entering Assignment* | *7* | | | | | | | *24* | | | | |
| | Exiting Assignment | | | | | | | | | | | 5 | 1 |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *10%* | | | | | | | | *40%* | *15%* | |
| | Exiting Distribution | | | | 25% | 10% | 30% | | 25% | | | | |
| | *Entering Assignment* | | *1* | | | | | | | | *4* | *2* | |
| | Exiting Assignment | | | | 7 | 3 | 8 | | 7 | | | | |
| | **Site Traffic** | **8** | **3** | | **16** | **6** | **19** | | **45** | | **13** | **19** | **4** |
| Total | **2026 South Harbor Build** | 978 | 84 | 555 | 52 | 64 | 64 | 440 | 582 | 20 | 57 | 391 | 569 |
| | **2026 Total Traffic** | 978 | 85 | 555 | 59 | 67 | 72 | 440 | 589 | 20 | 61 | 393 | 569 |
| | **2032 South Harbor Build** | 1,101 | 84 | 624 | 52 | 64 | 64 | 495 | 649 | 20 | 57 | 438 | 641 |
| | **2032 Total Traffic** | 1,101 | 85 | 624 | 59 | 67 | 72 | 495 | 656 | 20 | 61 | 440 | 641 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Brewers Neck Boulevard
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Brewers Neck Boulevard Eastbound | | | - Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 621 | - | 520 | - | - | - | 452 | 461 | - | 1 | 519 | 992 |
| | Trucks | 11 | - | 16 | - | - | - | 8 | 6 | - | 0 | 6 | 14 |
| | **Total Existing 2017 Traffic** | 632 | 0 | 536 | 0 | 0 | 0 | 460 | 467 | 0 | 1 | 525 | 1006 |
| | Truck % | 2% | - | 3% | - | - | - | 2% | 1% | - | 0% | 1% | 1% |
| | PHF | 0.95 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 755 | 0 | 641 | 0 | 0 | 0 | 550 | 558 | 0 | 1 | 627 | 1,202 |
| | **2032 No Build** | 851 | 0 | 721 | 0 | 0 | 0 | 619 | 629 | 0 | 1 | 707 | 1,354 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 755 | 189 | 641 | 158 | 294 | 50 | 550 | 558 | 61 | 305 | 627 | 1,202 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 851 | 189 | 721 | 158 | 294 | 50 | 619 | 629 | 61 | 305 | 707 | 1,354 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | *10%* | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | 10% |
| | *Entering Assignment* | *3* | | | | | | | *10* | | | | |
| | Exiting Assignment | | | | | | | | | | | 8 | 2 |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *10%* | | | | | | | | *40%* | *15%* | |
| | Exiting Distribution | | | | 25% | 10% | 30% | | 25% | | | | |
| | *Entering Assignment* | | *7* | | | | | | | | *29* | *11* | |
| | Exiting Assignment | | | | 12 | 5 | 15 | | 12 | | | | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | *10%* | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | 10% |
| | *Entering Assignment* | *2* | | | | | | | *6* | | | | |
| | Exiting Assignment | | | | | | | | | | | 20 | 6 |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | *10%* | | | | | | | | *40%* | *15%* | |
| | Exiting Distribution | | | | 25% | 10% | 30% | | 25% | | | | |
| | *Entering Assignment* | | *3* | | | | | | | | *13* | *5* | |
| | Exiting Assignment | | | | 5 | 2 | 6 | | 5 | | | | |
| | **Site Traffic** | **5** | **7** | | **12** | **5** | **15** | | **28** | | **29** | **39** | **8** |
| Total | **2026 South Harbor Build** | 760 | 196 | 641 | 170 | 299 | 65 | 550 | 586 | 61 | 334 | 666 | 1,210 |
| | **2026 Total Traffic** | 760 | 199 | 641 | 175 | 301 | 71 | 550 | 591 | 61 | 347 | 671 | 1,210 |
| | **2032 South Harbor Build** | 856 | 196 | 721 | 170 | 299 | 65 | 619 | 657 | 61 | 334 | 746 | 1,362 |
| | **2032 Total Traffic** | 856 | 199 | 721 | 175 | 301 | 71 | 619 | 662 | 61 | 347 | 751 | 1,362 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Channell Way/Deep Bottom Drive
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Deep Bottom Drive Eastbound | | | Channell Way Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 0 | 0 | 2 | 19 | 1 | 42 | 5 | 759 | 6 | 13 | 722 | 1 |
| | Trucks | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 38 | 2 | 0 | 37 | 0 |
| | **Total Existing 2017 Traffic** | 0 | 0 | 4 | 19 | 1 | 44 | 5 | 773 | 8 | 13 | 759 | 1 |
| | Truck % | - | - | 50% | 0% | 0% | 5% | 0% | 5% | 25% | 0% | 5% | 0% |
| | PHF | 0.92 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| | **2032 No Build** | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1,040 | 11 | 17 | 1,022 | 1 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1,040 | 11 | 17 | 1,022 | 1 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *5* | | | | |
| | Exiting Assignment | | | | | | | | | | | 9 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *35%* | *15%* | | |
| | Exiting Distribution | | | | 10% | | 25% | | | | | 25% | |
| | *Entering Assignment* | | | | | | | | | *11* | *5* | | |
| | Exiting Assignment | | | | 6 | | 16 | | | | | 16 | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *24* | | | | |
| | Exiting Assignment | | | | | | | | | | | 5 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *35%* | *15%* | | |
| | Exiting Distribution | | | | 10% | | 25% | | | | | 25% | |
| | *Entering Assignment* | | | | | | | | | *4* | *2* | | |
| | Exiting Assignment | | | | 3 | | 7 | | | | | 7 | |
| | **Site Traffic** | | | | **6** | | **16** | | **29** | **11** | **5** | **30** | |
| Total | **2026 South Harbor Build** | 0 | 0 | 5 | 29 | 1 | 69 | 6 | 953 | 21 | 21 | 937 | 1 |
| | **2026 Total Traffic** | 0 | 0 | 5 | 32 | 1 | 76 | 6 | 953 | 25 | 23 | 944 | 1 |
| | **2032 South Harbor Build** | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1,069 | 22 | 22 | 1,052 | 1 |
| | **2032 Total Traffic** | 0 | 0 | 5 | 35 | 1 | 82 | 7 | 1,069 | 26 | 24 | 1,059 | 1 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Channell Way/Deep Bottom Drive
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Deep Bottom Drive Eastbound | | | Channell Way Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 3 | 0 | 7 | 16 | 0 | 26 | 11 | 890 | 23 | 49 | 984 | 5 |
| | Trucks | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 1 | 0 | 22 | 0 |
| | **Total Existing 2017 Traffic** | 3 | 0 | 7 | 17 | 0 | 27 | 11 | 897 | 24 | 49 | 1006 | 5 |
| | Truck % | 0% | - | 0% | 6% | - | 4% | 0% | 1% | 4% | 0% | 2% | 0% |
| | PHF | 0.94 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1,072 | 29 | 59 | 1,202 | 6 |
| | **2032 No Build** | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1,207 | 32 | 66 | 1,354 | 7 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1,072 | 29 | 59 | 1,202 | 6 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1,207 | 32 | 66 | 1,354 | 7 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *10* | | | | |
| | Exiting Assignment | | | | | | | | | | | 8 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *35%* | *15%* | | |
| | Exiting Distribution | | | | 10% | | 25% | | | | | 25% | |
| | *Entering Assignment* | | | | | | | | | *25* | *11* | | |
| | Exiting Assignment | | | | 5 | | 12 | | | | | 12 | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *6* | | | | |
| | Exiting Assignment | | | | | | | | | | | 20 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | | *35%* | *15%* | | |
| | Exiting Distribution | | | | 10% | | 25% | | | | | 25% | |
| | *Entering Assignment* | | | | | | | | | *11* | *5* | | |
| | Exiting Assignment | | | | 2 | | 5 | | | | | 5 | |
| | **Site Traffic** | | | | **5** | | **12** | | **16** | **25** | **11** | **40** | |
| Total | **2026 South Harbor Build** | 4 | 0 | 8 | 25 | 0 | 44 | 13 | 1,088 | 54 | 70 | 1,242 | 6 |
| | **2026 Total Traffic** | 4 | 0 | 8 | 27 | 0 | 49 | 13 | 1,088 | 65 | 75 | 1,247 | 6 |
| | **2032 South Harbor Build** | 4 | 0 | 9 | 28 | 0 | 48 | 15 | 1,223 | 57 | 77 | 1,394 | 7 |
| | **2032 Total Traffic** | 4 | 0 | 9 | 30 | 0 | 53 | 15 | 1,223 | 68 | 82 | 1,399 | 7 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Ashby Way/Omera Drive
## AM Peak Hour
## (7:00 AM to 8:00 AM)

| | Description | Ashby Way Eastbound | | | Omera Drive Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 51 | 1 | 21 | 32 | 1 | 60 | 10 | 630 | 8 | 45 | 689 | 6 |
| | Trucks | 1 | 0 | 1 | 1 | 0 | 4 | 0 | 36 | 1 | 3 | 30 | 1 |
| | **Total Existing 2017 Traffic** | 52 | 1 | 22 | 33 | 1 | 64 | 10 | 666 | 9 | 48 | 719 | 7 |
| | Truck % | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| | PHF | 0.90 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| | **2032 No Build** | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *5* | | | | |
| | Exiting Assignment | | | | | | | | | | | 9 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *11* | | | | |
| | Exiting Assignment | | | | | | | | | | | 22 | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *24* | | | | |
| | Exiting Assignment | | | | | | | | | | | 5 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *4* | | | | |
| | Exiting Assignment | | | | | | | | | | | 10 | |
| | **Site Traffic** | | | | | | | | **40** | | | **36** | |
| Total | **2026 South Harbor Build** | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 836 | 11 | 57 | 895 | 8 |
| | **2026 Total Traffic** | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 840 | 11 | 57 | 905 | 8 |
| | **2032 South Harbor Build** | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 936 | 12 | 65 | 1,004 | 9 |
| | **2032 Total Traffic** | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 940 | 12 | 65 | 1,014 | 9 |

# VOLUME DEVELOPMENT SHEET

## Carrollton Boulevard at Ashby Way/Omera Drive
## PM Peak Hour
## (4:45 PM to 5:45 PM)

| | Description | Ashby Way Eastbound | | | Omera Drive Westbound | | | Carrollton Boulevard Northbound | | | Carrollton Boulevard Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| Existing Conditions | **2017 Counts** | | | | | | | | | | | | |
| | Cars | 29 | 6 | 13 | 40 | 6 | 76 | 24 | 788 | 21 | 83 | 958 | 39 |
| | Trucks | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 15 | 0 | 2 | 11 | 0 |
| | **Total Existing 2017 Traffic** | 29 | 6 | 13 | 41 | 6 | 78 | 24 | 803 | 21 | 85 | 969 | 39 |
| | Truck % | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| | PHF | 0.99 | | | | | | | | | | | |
| | Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Background Traffic | **Background Traffic** | | | | | | | | | | | | |
| | **2026 No Build** | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1,158 | 47 |
| | **2032 No Build** | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1,081 | 28 | 114 | 1,304 | 52 |
| | **2026 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2026 Total No Build** | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1,158 | 47 |
| | **2032 Nike Park Diversion Diverted Trips** | | | | | | | | | | | | |
| | **2032 Total No Build** | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1,081 | 28 | 114 | 1,304 | 52 |
| Site Traffic | **The Pitt & Lipp** | | | | | | | | | | | | |
| | **Residental N Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *10* | | | | |
| | Exiting Assignment | | | | | | | | | | | 8 | |
| | **Residental S Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *25* | | | | |
| | Exiting Assignment | | | | | | | | | | | 17 | |
| | **Office Uses** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *6* | | | | |
| | Exiting Assignment | | | | | | | | | | | 20 | |
| | **The Crossing Tower Parcel** | | | | | | | | | | | | |
| | **Proposed Trips** | | | | | | | | | | | | |
| | *Entering Distribution* | | | | | | | | *35%* | | | | |
| | Exiting Distribution | | | | | | | | | | | 35% | |
| | *Entering Assignment* | | | | | | | | *11* | | | | |
| | Exiting Assignment | | | | | | | | | | | 7 | |
| | **Site Traffic** | | | | | | | | **41** | | | **45** | |
| Total | **2026 South Harbor Build** | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1,001 | 25 | 102 | 1,203 | 47 |
| | **2026 Total Traffic** | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1,012 | 25 | 102 | 1,210 | 47 |
| | **2032 South Harbor Build** | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1,122 | 28 | 114 | 1,349 | 52 |
| | **2032 Total Traffic** | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1,133 | 28 | 114 | 1,356 | 52 |

# Appendix D
# Model Calibration

Existing SimTraffic Speed Calibration Results

**Site A-Between Eagle Harbor and Whipingham**

AM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Eagle Harbor Parkway | to | Whippingham Parkway | 45.37 | 30 | 15.37295167 | -34% | TRUE | Vehicles are unable to accelerate with the limited spacing |
| SB | Whippingham Parkway | to | Eagle Harbor Parkway | 48.94 | 42 | 6.937208333 | -14% | TRUE | Vehicles are unable to accelerate with the limited spacing |

PM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | PM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Eagle Harbor Parkway | to | Whippingham Parkway | 48.58 | 36 | 12.58050667 | -26% | TRUE | Vehicles are unable to accelerate with the limited spacing |
| SB | Whippingham Parkway | to | Eagle Harbor Parkway | 38.01 | 15 | 23.00510333 | -61% | TRUE | Vehicles are unable to accelerate with the limited spacing |

**Site B-Between Brewers Neck and Northgate**

AM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Brewers Neck | to | Northgate | 58.63 | 53 | 5.633333333 | -10% | TRUE | Only off by 1 MPH |
| SB | Brewers Neck | to | Northgate | 58.33 | 54 | 4.333333333 | -7% | FALSE | |

PM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | PM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Brewers Neck | to | Northgate | 58.45 | 54 | 4.45 | -8% | FALSE | |
| SB | Brewers Neck | to | Northgate | 54.20 | 44 | 10.2 | -19% | TRUE | Congestion along southbound Carrollton Boulevard |

**Site C-Between Channel Way & Omera**

AM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Channel Way | to | Omera | 60.73 | 57 | 3.733333333 | -6% | FALSE | |
| SB | Channel Way | to | Omera | 58.97 | 57 | 1.966666667 | -3% | FALSE | |

PM Peak Hour

| Segment | | | | Measured Speeds | Simulated Speeds | Speed Difference | Percent Difference | Speed Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|
| | | | | PM Peak Hour | | | | | |
| Carrollton Boulevard | | | | | | | | | |
| NB | Channel Way | to | Omera | 58.48 | 55 | 3.483333333 | -6% | FALSE | |
| SB | Channel Way | to | Omera | 57.12 | 55 | 2.116666667 | -4% | FALSE | |

Existing SimTraffic Volume Calibration Results

| Intersection | Movement | AM Peak Hour | | | | | | | PM Peak Hour | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Actual Volumes | Volume Percentile | Simulated Volumes | Volume Difference | Percent Difference | Volume Fails? | Justification | Actual Volumes | Volume Percentile | Simulated Volumes | Volume Difference | Percent Difference | Volume Fails? | Justification |
| 1. Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway | EBL | 49 | 64% | 48 | -1 | -2.0% | FALSE | | 11 | 25% | 10 | -1 | -9.1% | FALSE | |
| | EBT | 0 | 0% | | 0 | - | - | | 0 | 0% | | 0 | - | - | |
| | EBR | 25 | 49% | 24 | -1 | -4.0% | FALSE | | 15 | 31% | 16 | 1 | 6.7% | FALSE | |
| | WBL | 18 | 43% | 17 | -1 | -5.6% | FALSE | | 23 | 40% | 22 | -1 | -4.3% | FALSE | |
| | WBT | 0 | 0% | | 0 | - | - | | 0 | 0% | | 0 | - | - | |
| | WBR | 30 | 53% | 32 | 2 | 6.7% | FALSE | | 9 | 22% | 10 | 1 | 11.1% | FALSE | |
| | NBL | 12 | 36% | 10 | -2 | -16.7% | FALSE | | 31 | 49% | 30 | -1 | -3.2% | FALSE | |
| | NBT | 2000 | 100% | 2025 | 25 | 1.3% | FALSE | | 962 | 90% | 986 | 24 | 2.5% | FALSE | |
| | NBR | 7 | 27% | 8 | 1 | 14.3% | FALSE | | 31 | 49% | 31 | 0 | 0.0% | FALSE | |
| | SBL | 5 | 25% | 5 | 0 | 0.0% | FALSE | | 19 | 36% | 15 | -4 | -21.1% | TRUE | Low volume movements/Only off by 1 vehicle |
| | SBT | 642 | 86% | 642 | 0 | 0.0% | FALSE | | 1959 | 100% | 1962 | 3 | 0.2% | FALSE | |
| | SBR | 12 | 36% | 13 | 1 | 8.3% | FALSE | | 45 | 56% | 43 | -2 | -4.4% | FALSE | |
| 2. Carrollton Boulevard & Eagle Harbor Parkway/King's Cross | EBL | 130 | 74% | 129 | -1 | -0.8% | FALSE | | 61 | 61% | 58 | -3 | -4.9% | FALSE | |
| | EBT | 1 | 13% | 1 | 0 | 0.0% | FALSE | | 4 | 14% | 5 | 1 | 25.0% | FALSE | |
| | EBR | 56 | 69% | 57 | 1 | 1.8% | FALSE | | 47 | 57% | 48 | 1 | 2.1% | FALSE | |
| | WBL | 12 | 36% | 10 | -2 | -16.7% | FALSE | | 12 | 27% | 14 | 2 | 16.7% | FALSE | |
| | WBT | 2 | 19% | 2 | 0 | 0.0% | FALSE | | 5 | 16% | 5 | 0 | 0.0% | FALSE | |
| | WBR | 20 | 45% | 22 | 2 | 10.0% | FALSE | | 12 | 27% | 14 | 2 | 16.7% | FALSE | |
| | NBL | 38 | 57% | 42 | 4 | 10.5% | FALSE | | 78 | 69% | 78 | 0 | 0.0% | FALSE | |
| | NBT | 1874 | 99% | 1876 | 2 | 0.1% | FALSE | | 951 | 88% | 965 | 14 | 1.5% | FALSE | |
| | NBR | 3 | 22% | 3 | 0 | 0.0% | FALSE | | 15 | 31% | 12 | -3 | -20.0% | FALSE | |
| | SBL | 2 | 19% | 1 | -1 | -50.0% | TRUE | Low volume movements/Only off by 1 vehicle | 20 | 38% | 21 | 1 | 5.0% | FALSE | |
| | SBT | 659 | 87% | 671 | 12 | 1.8% | FALSE | | 1826 | 99% | 1836 | 10 | 0.5% | FALSE | |
| | SBR | 24 | 48% | 27 | 3 | 12.5% | FALSE | | 151 | 73% | 147 | -4 | -2.6% | FALSE | |
| 3. Carrollton Boulevard & Smiths Neck Road | EBL | 612 | 84% | 615 | 3 | 0.5% | FALSE | | 315 | 75% | 318 | 3 | 1.0% | FALSE | |
| | EBT | 50 | 65% | 50 | 0 | 0.0% | FALSE | | 37 | 52% | 37 | 0 | 0.0% | FALSE | |
| | EBR | 126 | 73% | 123 | -3 | -2.4% | FALSE | | 92 | 71% | 94 | 2 | 2.2% | FALSE | |
| | WBL | 43 | 58% | 42 | -1 | -2.3% | FALSE | | 72 | 64% | 73 | 1 | 1.4% | FALSE | |
| | WBT | 8 | 30% | 8 | 0 | 0.0% | FALSE | | 76 | 68% | 73 | -3 | -3.9% | FALSE | |
| | WBR | 28 | 51% | 28 | 0 | 0.0% | FALSE | | 23 | 40% | 21 | -2 | -8.7% | FALSE | |
| | NBL | 52 | 66% | 53 | 1 | 1.9% | FALSE | | 241 | 74% | 248 | 7 | 2.9% | FALSE | |
| | NBT | 1145 | 96% | 1186 | 41 | 3.6% | FALSE | | 678 | 84% | 734 | 56 | 8.3% | FALSE | |
| | NBR | 73 | 71% | 75 | 2 | 2.7% | FALSE | | 75 | 66% | 73 | -2 | -2.7% | FALSE | |
| | SBL | 29 | 52% | 30 | 1 | 3.4% | FALSE | | 66 | 62% | 64 | -2 | -3.0% | FALSE | |
| | SBT | 536 | 83% | 542 | 6 | 1.1% | FALSE | | 1339 | 96% | 1321 | -18 | -1.3% | FALSE | |
| | SBR | 171 | 75% | 161 | -10 | -5.8% | FALSE | | 508 | 79% | 503 | -5 | -1.0% | FALSE | |
| 4. Carrollton Boulevard & Northgate Lane | EBL | 43 | 58% | 42 | -1 | -2.3% | FALSE | | 9 | 22% | 8 | -1 | -11.1% | FALSE | |
| | EBT | 0 | 0% | | 0 | - | - | | 0 | 0% | | 0 | - | - | |
| | EBR | 32 | 55% | 30 | -2 | -6.3% | FALSE | | 15 | 31% | 12 | -3 | -20.0% | FALSE | |
| | WBL | 0 | 0% | | 0 | - | - | | 0 | 0% | | 0 | - | - | |
| | WBT | 0 | 0% | | 0 | - | - | | 1 | 8% | 0 | -1 | -100.0% | FALSE | |
| | WBR | 0 | 0% | | 0 | - | - | | 1 | 8% | 2 | 1 | 100.0% | FALSE | |
| | NBL | 17 | 42% | 16 | -1 | -5.9% | FALSE | | 74 | 65% | 70 | -4 | -5.4% | FALSE | |
| | NBT | 1272 | 97% | 1270 | -2 | -0.2% | FALSE | | 1038 | 95% | 1053 | 15 | 1.4% | FALSE | |
| | NBR | 0 | 0% | | 0 | - | - | | 1 | 8% | 2 | 1 | 100.0% | FALSE | |
| | SBL | 0 | 0% | | 0 | - | - | | 3 | 12% | 2 | -1 | -33.3% | FALSE | |
| | SBT | 716 | 90% | 717 | 1 | 0.1% | FALSE | | 1467 | 97% | 1453 | -14 | -1.0% | FALSE | |
| | SBR | 8 | 30% | 10 | 2 | 25.0% | TRUE | Low volume movements/Only off by 1 vehicle | 28 | 47% | 28 | 0 | 0.0% | FALSE | |

Existing SimTraffic Volume Calibration Results

| Intersection | Movement | Actual Volumes | Volume Percentile | Simulated Volumes | Volume Difference | Percent Difference | Volume Fails? | Justification | Actual Volumes | Volume Percentile | Simulated Volumes | Volume Difference | Percent Difference | Volume Fails? | Justification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | | | | | | PM Peak Hour | | | | | | |
| 5. Carrollton Boulevard & Brewers Neck Boulevard | EBL | 812 | 95% | 808 | -4 | -0.5% | FALSE | | 632 | 83% | 636 | 4 | 0.6% | FALSE | |
| | EBT | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | EBR | 464 | 81% | 472 | 8 | 1.7% | FALSE | | 536 | 82% | 528 | -8 | -1.5% | FALSE | |
| | WBL | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | WBT | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | WBR | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | NBL | 368 | 78% | 361 | -7 | -1.9% | FALSE | | 460 | 77% | 447 | -13 | -2.8% | FALSE | |
| | NBT | 449 | 79% | 452 | 3 | 0.7% | FALSE | | 467 | 78% | 468 | 1 | 0.2% | FALSE | |
| | NBR | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | SBL | | 0% | | 0 | - | - | | | 0% | | 0 | - | - | |
| | SBT | 311 | 77% | 305 | -6 | -1.9% | FALSE | | 525 | 81% | 540 | 15 | 2.9% | FALSE | |
| | SBR | 473 | 82% | 474 | 1 | 0.2% | FALSE | | 1006 | 92% | 982 | -24 | -2.4% | FALSE | |
| 6. Carrollton Boulevard & Deep Bottom Drive/Channell Way | EBL | 0 | 0% | | 0 | - | - | | 3 | 12% | 2 | -1 | -33.3% | FALSE | |
| | EBT | 0 | 0% | | 0 | - | - | | 0 | 0% | | 0 | - | - | |
| | EBR | 4 | 23% | 3 | -1 | -25.0% | TRUE | Low volume movements/Only off by 1 vehicle | 7 | 21% | 6 | -1 | -14.3% | FALSE | |
| | WBL | 19 | 44% | 17 | -2 | -10.5% | FALSE | | 17 | 35% | 16 | -1 | -5.9% | FALSE | |
| | WBT | 1 | 13% | 1 | 0 | 0.0% | FALSE | | 0 | 0% | | 0 | - | - | |
| | WBR | 44 | 61% | 44 | 0 | 0.0% | FALSE | | 27 | 45% | 28 | 1 | 3.7% | FALSE | |
| | NBL | 5 | 25% | 5 | 0 | 0.0% | FALSE | | 11 | 25% | 12 | 1 | 9.1% | FALSE | |
| | NBT | 773 | 94% | 786 | 13 | 1.7% | FALSE | | 897 | 87% | 889 | -8 | -0.9% | FALSE | |
| | NBR | 8 | 30% | 6 | -2 | -25.0% | TRUE | Low volume movements/Only off by 1 vehicle | 24 | 43% | 24 | 0 | 0.0% | FALSE | |
| | SBL | 13 | 40% | 13 | 0 | 0.0% | FALSE | | 49 | 58% | 48 | -1 | -2.0% | FALSE | |
| | SBT | 759 | 92% | 766 | 7 | 0.9% | FALSE | | 1006 | 92% | 1002 | -4 | -0.4% | FALSE | |
| | SBR | 1 | 13% | 1 | 0 | 0.0% | FALSE | | 5 | 16% | 5 | 0 | 0.0% | FALSE | |
| 7. Carrollton Boulevard & Ashby Way/Omera Drive | EBL | 52 | 66% | 50 | -2 | -3.8% | FALSE | | 29 | 48% | 29 | 0 | 0.0% | FALSE | |
| | EBT | 1 | 13% | 1 | 0 | 0.0% | FALSE | | 6 | 18% | 5 | -1 | -16.7% | FALSE | |
| | EBR | 22 | 47% | 22 | 0 | 0.0% | FALSE | | 13 | 30% | 13 | 0 | 0.0% | FALSE | |
| | WBL | 33 | 56% | 34 | 1 | 3.0% | FALSE | | 41 | 55% | 36 | -5 | -12.2% | FALSE | |
| | WBT | 1 | 13% | 2 | 1 | 100.0% | FALSE | | 6 | 18% | 6 | 0 | 0.0% | FALSE | |
| | WBR | 64 | 70% | 69 | 5 | 7.8% | FALSE | | 78 | 69% | 78 | 0 | 0.0% | FALSE | |
| | NBL | 10 | 35% | 9 | -1 | -10.0% | FALSE | | 24 | 43% | 27 | 3 | 12.5% | FALSE | |
| | NBT | 666 | 88% | 659 | -7 | -1.1% | FALSE | | 803 | 86% | 794 | -9 | -1.1% | FALSE | |
| | NBR | 9 | 34% | 10 | 1 | 11.1% | FALSE | | 21 | 39% | 21 | 0 | 0.0% | FALSE | |
| | SBL | 48 | 62% | 46 | -2 | -4.2% | FALSE | | 52 | 60% | 50 | -2 | -3.8% | FALSE | |
| | SBT | 719 | 91% | 750 | 31 | 4.3% | FALSE | | 969 | 91% | 986 | 17 | 1.8% | FALSE | |
| | SBR | 7 | 27% | 8 | 1 | 14.3% | FALSE | | 39 | 53% | 37 | -2 | -5.1% | FALSE | |

**Legend**

| | |
|---|---|
| FALSE | Meets Calibration Threshold |
| TRUE | Does Not Meets Calibration Threshold |

Within ± 20% for <100 vph
Within ± 15% for ≥100 vph to <300 vph
Within ± 10% for ≥300 vph to <1,000 vph
Within ± 5% for ≥1,000 vph

VISSIM Sample Size Determination
2017 Existing AM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 57 |
| 2 | 58 |
| 3 | 56 |
| 4 | 57 |
| 5 | 56 |
| 6 | 57 |
| 7 | 57 |
| 8 | 57 |
| 9 | 57 |
| 10 | 57 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 56.9 |
| $S_s$ | = | 0.6 |
| E | = | 5.7 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.35 | | |
| **95% Confidence Interval** | = | 56.5 | to | 57.3 |
| **Percentage of Mean** | = | 0.62% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2017 Existing AM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 57 |
| 2 | 57 |
| 3 | 57 |
| 4 | 57 |
| 5 | 57 |
| 6 | 57 |
| 7 | 57 |
| 8 | 57 |
| 9 | 57 |
| 10 | 57 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 57.0 |
| $S_s$ | = | 0.0 |
| E | = | 5.7 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.00 | | |
| **95% Confidence Interval** | = | 57.0 | to | 57.0 |
| **Percentage of Mean** | = | 0.00% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

Sample Size Determination
2017 Existing PM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 56 |
| 2 | 56 |
| 3 | 56 |
| 4 | 56 |
| 5 | 57 |
| 6 | 56 |
| 7 | 55 |
| 8 | 56 |
| 9 | 55 |
| 10 | 56 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.9 |
| $S_s$ | = | 0.6 |
| E | = | 5.6 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.35 | | |
| **95% Confidence Interval** | = | 55.5 | to | 56.3 |
| **Percentage of Mean** | = | 0.63% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

Sample Size Determination
2017 Existing PM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

| | |
|---|---|
| User Inputs | Sample Size (N) = Number of Model Runs |
| Constants | Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$) |
| Outputs | Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$ |
| | Sampling Error = Z ($S_s/\sqrt{N}$) |
| | Confidence Level = $X_s \pm Z$ ($S_s/\sqrt{N}$) |
| | % of Sample Mean (E) = % Tolerance * $X_s$ |
| | Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ |

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 55 |
| 2 | 55 |
| 3 | 56 |
| 4 | 55 |
| 5 | 55 |
| 6 | 55 |
| 7 | 55 |
| 8 | 55 |
| 9 | 56 |
| 10 | 55 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.2 |
| $S_s$ | = | 0.4 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.26 | | |
| **95% Confidence Interval** | = | 54.9 | to | 55.5 |
| **Percentage of Mean** | = | 0.47% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2026 No Build AM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 29 |
| 2 | 26 |
| 3 | 27 |
| 4 | 26 |
| 5 | 27 |
| 6 | 28 |
| 7 | 28 |
| 8 | 25 |
| 9 | 26 |
| 10 | 27 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 26.9 |
| $S_s$ | = | 1.2 |
| E | = | 2.7 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.74 | | |
| **95% Confidence Interval** | = | 26.2 | to | 27.6 |
| **Percentage of Mean** | = | 2.76% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2026 No Build AM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 43 |
| 2 | 44 |
| 3 | 42 |
| 4 | 41 |
| 5 | 41 |
| 6 | 42 |
| 7 | 40 |
| 8 | 43 |
| 9 | 44 |
| 10 | 42 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 42.2 |
| $S_s$ | = | 1.3 |
| E | = | 4.2 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.82 | | |
| **95% Confidence Interval** | = | 41.4 | to | 43.0 |
| **Percentage of Mean** | = | 1.93% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2026 No Build PM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = √[(Σ(X-$X_s$)$^2$)/(N-1)]
Sampling Error = Z ($S_s$/√N)
Confidence Level = $X_s$ ± Z ($S_s$/√N)
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = [(Z)$^2$ * ($S_s$)$^2$] / (E)$^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 41 |
| 2 | 41 |
| 3 | 40 |
| 4 | 42 |
| 5 | 42 |
| 6 | 40 |
| 7 | 41 |
| 8 | 41 |
| 9 | 41 |
| 10 | 41 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 41.0 |
| $S_s$ | = | 0.7 |
| E | = | 4.1 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.41 | | |
| **95% Confidence Interval** | = | 40.6 | to | 41.4 |
| **Percentage of Mean** | = | 1.01% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2026 No Build PM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 54 |
| 2 | 54 |
| 3 | 55 |
| 4 | 55 |
| 5 | 55 |
| 6 | 55 |
| 7 | 54 |
| 8 | 55 |
| 9 | 55 |
| 10 | 55 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 54.7 |
| $S_s$ | = | 0.5 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.30 | | |
| **95% Confidence Interval** | = | 54.4 | to | 55.0 |
| **Percentage of Mean** | = | 0.55% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2032 No Build AM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 20 |
| 2 | 20 |
| 3 | 20 |
| 4 | 19 |
| 5 | 22 |
| 6 | 22 |
| 7 | 21 |
| 8 | 21 |
| 9 | 22 |
| 10 | 21 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 20.8 |
| $S_s$ | = | 1.0 |
| E | = | 2.1 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.64 | | |
| **95% Confidence Interval** | = | 20.2 | to | 21.4 |
| **Percentage of Mean** | = | 3.08% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2032 No Build AM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 42 |
| 2 | 42 |
| 3 | 42 |
| 4 | 40 |
| 5 | 42 |
| 6 | 41 |
| 7 | 42 |
| 8 | 41 |
| 9 | 42 |
| 10 | 42 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 41.6 |
| $S_s$ | = | 0.7 |
| E | = | 4.2 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.43 | | |
| **95% Confidence Interval** | = | 41.2 | to | 42.0 |
| **Percentage of Mean** | = | 1.04% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2032 No Build PM Peak Hour
NB Carrollton Boulevard (B)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 41 |
| 2 | 40 |
| 3 | 40 |
| 4 | 42 |
| 5 | 40 |
| 6 | 40 |
| 7 | 40 |
| 8 | 41 |
| 9 | 40 |
| 10 | 40 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 40.4 |
| $S_s$ | = | 0.7 |
| E | = | 4.0 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.43 | | |
| **95% Confidence Interval** | = | 40.0 | to | 40.8 |
| **Percentage of Mean** | = | 1.07% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2032 No Build PM Peak Hour
SB Carrollton Boulevard (C)

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = Z ($S_s/\sqrt{N}$)
Confidence Level = $X_s \pm Z$ ($S_s/\sqrt{N}$)
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 55 |
| 2 | 55 |
| 3 | 55 |
| 4 | 55 |
| 5 | 54 |
| 6 | 55 |
| 7 | 55 |
| 8 | 55 |
| 9 | 55 |
| 10 | 55 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 54.9 |
| $S_s$ | = | 0.3 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.20 | | |
| **95% Confidence Interval** | = | 54.7 | to | 55.1 |
| **Percentage of Mean** | = | 0.36% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
NB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 56 |
| 2 | 56 |
| 3 | 56 |
| 4 | 56 |
| 5 | 56 |
| 6 | 56 |
| 7 | 56 |
| 8 | 55 |
| 9 | 56 |
| 10 | 56 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.9 |
| $S_s$ | = | 0.3 |
| E | = | 5.6 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.20 | | |
| **95% Confidence Interval** | = | 55.7 | to | 56.1 |
| **Percentage of Mean** | = | 0.35% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
SB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 56 |
| 2 | 56 |
| 3 | 56 |
| 4 | 56 |
| 5 | 57 |
| 6 | 57 |
| 7 | 56 |
| 8 | 57 |
| 9 | 56 |
| 10 | 56 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 56.3 |
| $S_s$ | = | 0.5 |
| E | = | 5.6 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.30 | | |
| **95% Confidence Interval** | = | 56.0 | to | 56.6 |
| **Percentage of Mean** | = | 0.53% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
NB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 41 |
| 2 | 40 |
| 3 | 39 |
| 4 | 39 |
| 5 | 39 |
| 6 | 38 |
| 7 | 39 |
| 8 | 40 |
| 9 | 38 |
| 10 | 39 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 39.2 |
| $S_s$ | = | 0.9 |
| E | = | 3.9 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.57 | | |
| **95% Confidence Interval** | = | 38.6 | to | 39.8 |
| **Percentage of Mean** | = | 1.45% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
SB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 55 |
| 2 | 55 |
| 3 | 56 |
| 4 | 56 |
| 5 | 55 |
| 6 | 55 |
| 7 | 55 |
| 8 | 56 |
| 9 | 56 |
| 10 | 55 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.4 |
| $S_s$ | = | 0.5 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.32 | | |
| **95% Confidence Interval** | = | 55.1 | to | 55.7 |
| **Percentage of Mean** | = | 0.58% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
NB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 55 |
| 2 | 55 |
| 3 | 55 |
| 4 | 56 |
| 5 | 56 |
| 6 | 54 |
| 7 | 56 |
| 8 | 55 |
| 9 | 55 |
| 10 | 54 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.1 |
| $S_s$ | = | 0.7 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.46 | | |
| **95% Confidence Interval** | = | 54.6 | to | 55.6 |
| **Percentage of Mean** | = | 0.83% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
SB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 58 |
| 2 | 58 |
| 3 | 58 |
| 4 | 58 |
| 5 | 59 |
| 6 | 58 |
| 7 | 58 |
| 8 | 58 |
| 9 | 58 |
| 10 | 58 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 58.1 |
| $S_s$ | = | 0.3 |
| E | = | 5.8 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.20 | | |
| **95% Confidence Interval** | = | 57.9 | to | 58.3 |
| **Percentage of Mean** | = | 0.34% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
NB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 38 |
| 2 | 39 |
| 3 | 39 |
| 4 | 38 |
| 5 | 39 |
| 6 | 39 |
| 7 | 38 |
| 8 | 38 |
| 9 | 39 |
| 10 | 39 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 38.6 |
| $S_s$ | = | 0.5 |
| E | = | 3.9 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.32 | | |
| **95% Confidence Interval** | = | 38.3 | to | 38.9 |
| **Percentage of Mean** | = | 0.83% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

VISSIM Sample Size Determination
2016 Existing AM Peak Hour
SB Carrollton Boulevard

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1$ + $X_2$ + $X_3$ … + $X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = $Z\ (S_s/\sqrt{N})$
Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 55 |
| 2 | 55 |
| 3 | 55 |
| 4 | 55 |
| 5 | 55 |
| 6 | 56 |
| 7 | 55 |
| 8 | 54 |
| 9 | 54 |
| 10 | 56 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 55.0 |
| $S_s$ | = | 0.7 |
| E | = | 5.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.41 | | |
| **95% Confidence Interval** | = | 54.6 | to | 55.4 |
| **Percentage of Mean** | = | 0.75% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

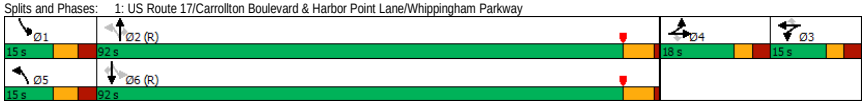
*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

# Appendix E
# Synchro and SimTraffic Reports

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2390 | 8 | 6 | 767 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2390 | 8 | 6 | 767 | 14 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.308 | | | 0.041 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 500 | 3539 | 1615 | 65 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 125 | | | 125 | | | 125 | | | 125 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2598 | 9 | 7 | 834 | 15 |
| Lane Group Flow (vph) | 0 | 64 | 33 | 0 | 24 | 39 | 15 | 2598 | 9 | 7 | 834 | 15 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 92.0 | 92.0 | 15.0 | 92.0 | 92.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.0 | 10.0 | | 7.7 | 7.7 | 107.2 | 108.2 | 108.2 | 105.6 | 105.6 | 105.6 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.06 | 0.06 | 0.77 | 0.77 | 0.77 | 0.75 | 0.75 | 0.75 |
| v/c Ratio | | 0.50 | 0.14 | | 0.24 | 0.19 | 0.04 | 0.95 | 0.01 | 0.07 | 0.32 | 0.01 |
| Control Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.2 | 9.0 | 0.0 | 7.2 | 8.5 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.2 | 9.0 | 0.0 | 7.2 | 8.5 | 0.0 |
| LOS | | E | A | | E | A | A | A | A | A | A | A |
| Approach Delay | | 50.3 | | | 27.6 | | | 8.9 | | | 8.4 | |
| Approach LOS | | D | | | C | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 68 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.95 | | | |
| Intersection Signal Delay: 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 92.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







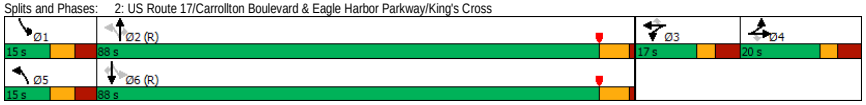

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2390 | 8 | 6 | 767 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2390 | 8 | 6 | 767 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.31 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 500 | 3539 | 1615 | 65 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2598 | 9 | 7 | 834 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 0 | 37 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 64 | 2 | 0 | 24 | 2 | 15 | 2598 | 6 | 7 | 834 | 10 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Effective Green, g (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.04 | 0.04 | 0.72 | 0.71 | 0.71 | 0.71 | 0.70 | 0.70 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 110 | 99 | | 81 | 70 | 378 | 2502 | 1142 | 57 | 2424 | 1044 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | 0.00 | c0.73 | | c0.00 | 0.24 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.03 | | 0.00 | 0.09 | | 0.01 |
| v/c Ratio | | 0.58 | 0.02 | | 0.30 | 0.03 | 0.04 | 1.04 | 0.01 | 0.12 | 0.34 | 0.01 |
| Uniform Delay, d1 | | 63.9 | 61.7 | | 64.7 | 63.9 | 5.7 | 20.5 | 6.0 | 37.6 | 8.4 | 6.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 7.6 | 0.1 | | 2.0 | 0.1 | 0.0 | 22.0 | 0.0 | 0.7 | 0.4 | 0.0 |
| Delay (s) | | 71.6 | 61.8 | | 66.7 | 64.1 | 1.2 | 24.3 | 6.0 | 38.3 | 8.8 | 6.4 |
| Level of Service | | E | E | | E | E | A | C | A | D | A | A |
| Approach Delay (s) | | 68.3 | | | 65.1 | | | 24.2 | | | 9.0 | |
| Approach LOS | | E | | | E | | | C | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 22.5 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.95 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 92.7% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2240 | 4 | 2 | 788 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2240 | 4 | 2 | 788 | 29 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.958 | | 0.270 | | | 0.047 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 489 | 3539 | 967 | 89 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 136 | | | 136 | | | 144 | | | 144 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2435 | 4 | 2 | 857 | 32 |
| Lane Group Flow (vph) | 0 | 169 | 73 | 0 | 17 | 26 | 49 | 2435 | 4 | 2 | 857 | 32 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 17.0 | 17.0 | 17.0 | 15.0 | 88.0 | 88.0 | 15.0 | 88.0 | 88.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 17.1 | 17.1 | | 7.5 | 7.5 | 98.4 | 98.4 | 98.4 | 92.3 | 89.7 | 89.7 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.70 | 0.70 | 0.70 | 0.66 | 0.64 | 0.64 |
| v/c Ratio | | 0.77 | 0.23 | | 0.18 | 0.13 | 0.12 | 0.98 | 0.01 | 0.02 | 0.39 | 0.03 |
| Control Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 6.6 | 21.3 | 0.0 | 7.5 | 10.3 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 6.6 | 21.3 | 0.0 | 7.5 | 10.3 | 0.1 |
| LOS | | F | A | | E | A | A | C | A | A | B | A |
| Approach Delay | | 58.2 | | | 27.3 | | | 21.0 | | | 9.9 | |
| Approach LOS | | E | | | C | | | C | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 50 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 20.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 93.1% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







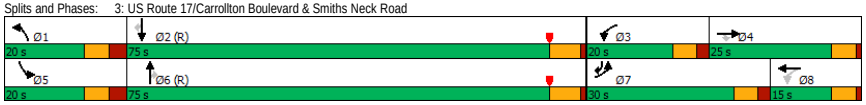

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2240 | 4 | 2 | 788 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2240 | 4 | 2 | 788 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.27 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1820 | 1468 | 488 | 3539 | 967 | 89 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2435 | 4 | 2 | 857 | 32 |
| RTOR Reduction (vph) | 0 | 0 | 64 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 0 | 12 |
| Lane Group Flow (vph) | 0 | 169 | 9 | 0 | 17 | 1 | 49 | 2435 | 3 | 2 | 857 | 20 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Effective Green, g (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.03 | 0.03 | 0.68 | 0.64 | 0.64 | 0.62 | 0.61 | 0.61 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 218 | 197 | | 61 | 49 | 376 | 2267 | 619 | 67 | 2119 | 948 |
| v/s Ratio Prot | | c0.09 | | | c0.01 | | c0.00 | c0.69 | | 0.00 | 0.25 | |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.08 | | 0.00 | 0.02 | | 0.01 |
| v/c Ratio | | 0.78 | 0.05 | | 0.28 | 0.02 | 0.13 | 1.07 | 0.00 | 0.03 | 0.40 | 0.02 |
| Uniform Delay, d1 | | 59.6 | 54.2 | | 66.0 | 65.4 | 8.5 | 25.1 | 9.1 | 34.0 | 14.1 | 10.7 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.89 | 0.48 | 1.00 | 0.98 | 0.73 | 1.00 |
| Incremental Delay, d2 | | 15.7 | 0.1 | | 2.5 | 0.1 | 0.1 | 38.8 | 0.0 | 0.1 | 0.6 | 0.0 |
| Delay (s) | | 75.3 | 54.3 | | 68.5 | 65.6 | 7.6 | 51.0 | 9.1 | 33.5 | 10.9 | 10.8 |
| Level of Service | | E | D | | E | E | A | D | A | C | B | B |
| Approach Delay (s) | | 69.0 | | | 66.7 | | | 50.0 | | | 11.0 | |
| Approach LOS | | E | | | E | | | D | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 42.0 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 0.99 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 93.1% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 60 | 91 | 51 | 10 | 33 | 37 | 1635 | 87 | 35 | 723 | 122 |
| Future Volume (vph) | 439 | 60 | 91 | 51 | 10 | 33 | 37 | 1635 | 87 | 35 | 723 | 122 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.885 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | 0.963 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1698 | 1717 | 1615 | 1719 | 1632 | 0 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | 0.431 | | 0.583 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1698 | 768 | 1615 | 1055 | 1632 | 0 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | | 125 | | 36 | | | | 164 | | | 133 |
| Adj. Flow (vph) | 477 | 65 | 99 | 55 | 11 | 36 | 40 | 1777 | 95 | 38 | 786 | 133 |
| Lane Group Flow (vph) | 267 | 275 | 99 | 55 | 47 | 0 | 40 | 1777 | 95 | 38 | 786 | 133 |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 30.0 | 25.0 | 25.0 | 20.0 | 15.0 | | 20.0 | 75.0 | 75.0 | 20.0 | 75.0 | 30.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 27.0 | 28.0 | 27.5 | 16.3 | 9.4 | | 8.4 | 76.4 | 76.4 | 8.0 | 76.0 | 110.2 |
| Actuated g/C Ratio | 0.19 | 0.20 | 0.20 | 0.12 | 0.07 | | 0.06 | 0.55 | 0.55 | 0.06 | 0.54 | 0.79 |
| v/c Ratio | 0.82 | 0.80 | 0.24 | 0.33 | 0.33 | | 0.42 | 0.92 | 0.10 | 0.38 | 0.42 | 0.10 |
| Control Delay | 75.0 | 72.5 | 5.4 | 45.6 | 31.4 | | 79.7 | 25.3 | 0.9 | 80.5 | 13.4 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 75.0 | 72.5 | 5.4 | 45.6 | 31.4 | | 79.7 | 36.6 | 0.9 | 80.5 | 13.4 | 0.2 |
| LOS | E | E | A | D | C | | E | D | A | F | B | A |
| Approach Delay | | 63.2 | | | 39.1 | | | 35.8 | | | 14.2 | |
| Approach LOS | | E | | | D | | | D | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 35 (25%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.92 | | | |
| Intersection Signal Delay: 35.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 74.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

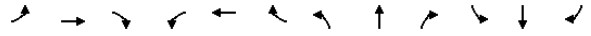







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 60 | 91 | 51 | 10 | 33 | 37 | 1635 | 87 | 35 | 723 | 122 |
| Future Volume (vph) | 439 | 60 | 91 | 51 | 10 | 33 | 37 | 1635 | 87 | 35 | 723 | 122 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1698 | 1717 | 1615 | 1719 | 1632 | | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 0.43 | 1.00 | 0.58 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1698 | 768 | 1615 | 1054 | 1632 | | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 477 | 65 | 99 | 55 | 11 | 36 | 40 | 1777 | 95 | 38 | 786 | 133 |
| RTOR Reduction (vph) | 0 | 0 | 80 | 0 | 34 | 0 | 0 | 0 | 45 | 0 | 0 | 38 |
| Lane Group Flow (vph) | 267 | 275 | 19 | 55 | 13 | 0 | 40 | 1777 | 50 | 38 | 786 | 95 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 27.0 | 41.2 | 27.5 | 15.9 | 8.2 | | 7.4 | 73.8 | 73.8 | 7.0 | 73.4 | 100.4 |
| Effective Green, g (s) | 27.0 | 41.2 | 27.5 | 15.9 | 8.2 | | 7.4 | 73.8 | 73.8 | 7.0 | 73.4 | 100.4 |
| Actuated g/C Ratio | 0.19 | 0.29 | 0.20 | 0.11 | 0.06 | | 0.05 | 0.53 | 0.53 | 0.05 | 0.52 | 0.72 |
| Clearance Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 327 | 409 | 317 | 156 | 95 | | 85 | 1865 | 818 | 87 | 1819 | 1227 |
| v/s Ratio Prot | c0.16 | 0.13 | | 0.02 | 0.01 | | c0.02 | c0.50 | | 0.02 | 0.23 | 0.01 |
| v/s Ratio Perm | | c0.07 | 0.01 | 0.02 | | | | | 0.03 | | | 0.04 |
| v/c Ratio | 0.82 | 0.67 | 0.06 | 0.35 | 0.14 | | 0.47 | 0.95 | 0.06 | 0.44 | 0.43 | 0.08 |
| Uniform Delay, d1 | 54.1 | 43.5 | 45.8 | 56.8 | 62.5 | | 64.4 | 31.4 | 16.2 | 64.6 | 20.5 | 5.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.10 | 0.56 | 1.00 | 1.12 | 0.64 | 0.01 |
| Incremental Delay, d2 | 14.5 | 4.3 | 0.1 | 1.4 | 0.7 | | 2.5 | 10.9 | 0.1 | 2.4 | 0.7 | 0.0 |
| Delay (s) | 68.6 | 47.8 | 45.8 | 58.2 | 63.2 | | 73.3 | 28.4 | 16.3 | 74.5 | 13.8 | 0.1 |
| Level of Service | E | D | D | E | E | | E | C | B | E | B | A |
| Approach Delay (s) | | 56.2 | | | 60.5 | | | 28.8 | | | 14.3 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 30.7 | HCM 2000 Level of Service | | C | |
| HCM 2000 Volume to Capacity ratio | 0.89 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 74.8% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

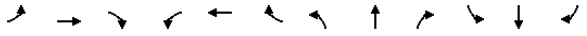


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1787 | 0 | 0 | 878 | 10 |
| Future Volume (vph) | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1787 | 0 | 0 | 878 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1805 | 1524 | 0 | 1900 | 0 | 1805 | 3505 | 1900 | 1900 | 3471 | 1615 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1805 | 1524 | 0 | 1900 | 0 | 1805 | 3505 | 1900 | 1900 | 3471 | 1615 |
| Adj. Flow (vph) | 55 | 0 | 41 | 0 | 0 | 0 | 22 | 1942 | 0 | 0 | 954 | 11 |
| Lane Group Flow (vph) | 0 | 55 | 41 | 0 | 0 | 0 | 22 | 1942 | 0 | 0 | 954 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 59.4% | | | | ICU Level of Service B | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1787 | 0 | 0 | 878 | 10 |
| Future Volume (Veh/h) | 51 | 0 | 38 | 0 | 0 | 0 | 20 | 1787 | 0 | 0 | 878 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 55 | 0 | 41 | 0 | 0 | 0 | 22 | 1942 | 0 | 0 | 954 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | 6 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | | 0.86 | | | | | |
| vC, conflicting volume | 1969 | 2940 | 477 | 2463 | 2951 | 971 | 965 | | | 1942 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1808 | 2931 | 83 | 2379 | 2943 | 971 | 647 | | | 1942 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 100 | 95 | 100 | 100 | 100 | 97 | | | 100 | | |
| cM capacity (veh/h) | 43 | 13 | 820 | 15 | 13 | 256 | 820 | | | 306 | | |

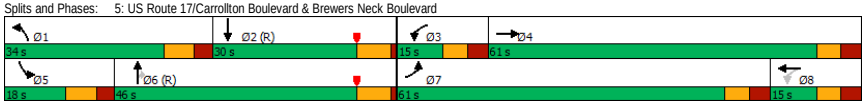
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 96 | 0 | 22 | 971 | 971 | 0 | 0 | 477 | 477 | 11 |
| Volume Left | 55 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| cSH | 74 | 1700 | 820 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.29 | 0.00 | 0.03 | 0.57 | 0.57 | 0.00 | 0.00 | 0.28 | 0.28 | 0.01 |
| Queue Length 95th (ft) | 188 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 299.1 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | A | A | | | | | | | |
| Approach Delay (s) | 299.1 | 0.0 | 0.1 | | | | 0.0 | | | |
| Approach LOS | F | A | | | | | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 9.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 59.4% | | ICU Level of Service | | | | B | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 970 | 81 | 555 | 36 | 58 | 45 | 440 | 537 | 20 | 44 | 372 | 565 |
| Future Volume (vph) | 970 | 81 | 555 | 36 | 58 | 45 | 440 | 537 | 20 | 44 | 372 | 565 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.935 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3309 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.701 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1306 | 3309 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 597 | | 48 | | | | 214 | | | 608 |
| Adj. Flow (vph) | 1043 | 87 | 597 | 39 | 62 | 48 | 473 | 577 | 22 | 47 | 400 | 608 |
| Lane Group Flow (vph) | 1043 | 87 | 597 | 39 | 110 | 0 | 473 | 577 | 22 | 47 | 400 | 608 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 61.0 | 61.0 | | 15.0 | 15.0 | | 34.0 | 46.0 | 46.0 | 18.0 | 30.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 49.3 | 52.2 | 140.0 | 14.0 | 7.2 | | 23.9 | 48.3 | 48.3 | 8.5 | 30.2 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.10 | 0.05 | | 0.17 | 0.34 | 0.34 | 0.06 | 0.22 | 1.00 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.25 | 0.51 | | 0.86 | 0.47 | 0.03 | 0.44 | 0.53 | 0.39 |
| Control Delay | 52.0 | 29.5 | 0.8 | 33.8 | 45.6 | | 60.1 | 36.6 | 0.1 | 83.1 | 39.8 | 2.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 52.0 | 29.5 | 0.8 | 33.8 | 45.6 | | 60.1 | 36.6 | 0.1 | 83.1 | 39.8 | 2.0 |
| LOS | D | C | A | C | D | | E | D | A | F | D | A |
| Approach Delay | | 33.1 | | | 42.5 | | | 46.2 | | | 20.0 | |
| Approach LOS | | C | | | D | | | D | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 65 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 33.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 75.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

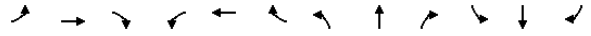







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 970 | 81 | 555 | 36 | 58 | 45 | 440 | 537 | 20 | 44 | 372 | 565 |
| Future Volume (vph) | 970 | 81 | 555 | 36 | 58 | 45 | 440 | 537 | 20 | 44 | 372 | 565 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3308 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1305 | 3308 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1043 | 87 | 597 | 39 | 62 | 48 | 473 | 577 | 22 | 47 | 400 | 608 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1043 | 87 | 597 | 39 | 65 | 0 | 473 | 577 | 7 | 47 | 400 | 608 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 49.3 | 52.2 | 140.0 | 14.3 | 8.6 | | 23.9 | 45.2 | 45.2 | 7.4 | 28.7 | 140.0 |
| Effective Green, g (s) | 49.3 | 52.2 | 140.0 | 14.3 | 8.6 | | 23.9 | 45.2 | 45.2 | 7.4 | 28.7 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.10 | 0.06 | | 0.17 | 0.32 | 0.32 | 0.05 | 0.20 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1185 | 694 | 1524 | 152 | 203 | | 553 | 1142 | 511 | 93 | 718 | 1553 |
| v/s Ratio Prot | c0.31 | 0.05 | | 0.01 | 0.02 | | c0.15 | 0.16 | | 0.03 | c0.11 | |
| v/s Ratio Perm | | | c0.39 | 0.02 | | | | | 0.00 | | | 0.39 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.26 | 0.32 | | 0.86 | 0.51 | 0.01 | 0.51 | 0.56 | 0.39 |
| Uniform Delay, d1 | 42.6 | 28.9 | 0.0 | 57.7 | 62.9 | | 56.4 | 38.4 | 32.2 | 64.5 | 49.9 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.80 | 0.92 | 1.00 | 1.12 | 0.74 | 1.00 |
| Incremental Delay, d2 | 8.0 | 0.1 | 0.8 | 0.9 | 0.9 | | 11.5 | 1.5 | 0.0 | 4.1 | 3.0 | 0.7 |
| Delay (s) | 50.6 | 29.0 | 0.8 | 58.6 | 63.8 | | 56.7 | 36.9 | 32.3 | 76.5 | 39.7 | 0.7 |
| Level of Service | D | C | A | E | E | | E | D | C | E | D | A |
| Approach Delay (s) | | 32.3 | | | 62.4 | | | 45.5 | | | 18.9 | |
| Approach LOS | | C | | | E | | | D | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 33.4 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.78 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 29.5 |
| Intersection Capacity Utilization | | 75.5% | ICU Level of Service | | D |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

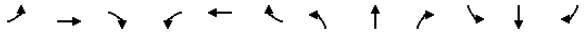


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.907 | | | | 0.850 | | | |
| Flt Protected | | | | | 0.985 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1641 | 0 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.985 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1641 | 0 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 25 | 1 | 58 | 7 | 1004 | 11 | 17 | 986 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 84 | 0 | 7 | 1004 | 11 | 17 | 987 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 43.5% | | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 23 | 1 | 53 | 6 | 924 | 10 | 16 | 907 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 25 | 1 | 58 | 7 | 1004 | 11 | 17 | 986 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | 0.91 | | | | | |
| vC, conflicting volume | 1595 | 2050 | 494 | 1550 | 2039 | 502 | 987 | | | 1015 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1452 | 1953 | 239 | 1403 | 1941 | 502 | 783 | | | 1015 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 72 | 98 | 89 | 99 | | | 98 | | |
| cM capacity (veh/h) | 72 | 57 | 576 | 89 | 58 | 507 | 767 | | | 691 | | |

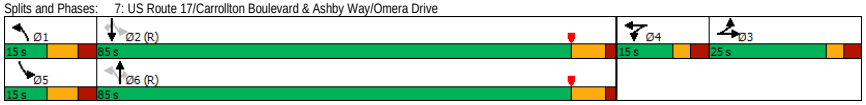
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 84 | 7 | 502 | 502 | 11 | 17 | 657 | 330 |
| Volume Left | 0 | 25 | 7 | 0 | 0 | 0 | 17 | 0 | 0 |
| Volume Right | 5 | 58 | 0 | 0 | 0 | 11 | 0 | 0 | 1 |
| cSH | 576 | 203 | 767 | 1700 | 1700 | 1700 | 691 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.41 | 0.01 | 0.30 | 0.30 | 0.01 | 0.02 | 0.39 | 0.19 |
| Queue Length 95th (ft) | 1 | 47 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| Control Delay (s) | 11.3 | 34.6 | 9.7 | 0.0 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 |
| Lane LOS | B | D | A | | | | B | | |
| Approach Delay (s) | 11.3 | 34.6 | 0.1 | | | | 0.2 | | |
| Approach LOS | B | D | | | | | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 1.5 | | | | | | |
| Intersection Capacity Utilization | | | 43.5% | | ICU Level of Service | | | A | |
| Analysis Period (min) | | | 15 | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.855 | | | 0.911 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.273 | | | 0.272 | | |
| Satd. Flow (perm) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 519 | 3438 | 1455 | 488 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 28 | | | 53 | | | | 132 | | | 132 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 865 | 12 | 62 | 934 | 9 |
| Lane Group Flow (vph) | 67 | 29 | 0 | 0 | 126 | 0 | 13 | 865 | 12 | 62 | 934 | 9 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 25.0 | 25.0 | | 15.0 | 15.0 | | 15.0 | 85.0 | 85.0 | 15.0 | 85.0 | 85.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 11.0 | 11.0 | | | 13.1 | | 91.7 | 86.6 | 86.6 | 96.2 | 93.2 | 93.2 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.09 | | 0.66 | 0.62 | 0.62 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.49 | 0.20 | | | 0.63 | | 0.03 | 0.41 | 0.01 | 0.15 | 0.40 | 0.01 |
| Control Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.0 | 0.0 | 5.9 | 8.7 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.0 | 0.0 | 5.9 | 8.7 | 0.0 |
| LOS | E | C | | | D | | A | B | A | A | A | A |
| Approach Delay | | 57.8 | | | 48.7 | | | 16.7 | | | 8.4 | |
| Approach LOS | | E | | | D | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 50 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 16.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 61.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







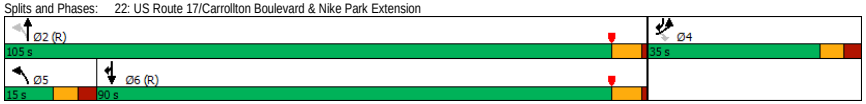

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 796 | 11 | 57 | 859 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.86 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1550 | | | 1622 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.27 | 1.00 | 1.00 | 0.27 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1550 | | | 1622 | | 519 | 3438 | 1455 | 487 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 865 | 12 | 62 | 934 | 9 |
| RTOR Reduction (vph) | 0 | 26 | 0 | 0 | 48 | 0 | 0 | 0 | 5 | 0 | 0 | 3 |
| Lane Group Flow (vph) | 67 | 3 | 0 | 0 | 78 | 0 | 13 | 865 | 7 | 62 | 934 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Effective Green, g (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Actuated g/C Ratio | 0.07 | 0.07 | | | 0.09 | | 0.62 | 0.60 | 0.60 | 0.67 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 118 | 104 | | | 151 | | 346 | 2057 | 870 | 378 | 2161 | 882 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.05 | | 0.00 | 0.25 | | c0.01 | c0.27 | |
| v/s Ratio Perm | | | | | | | 0.02 | | 0.00 | 0.10 | | 0.00 |
| v/c Ratio | 0.57 | 0.03 | | | 0.52 | | 0.04 | 0.42 | 0.01 | 0.16 | 0.43 | 0.01 |
| Uniform Delay, d1 | 63.3 | 61.0 | | | 60.4 | | 10.5 | 15.1 | 11.3 | 8.9 | 13.6 | 10.0 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.61 | 0.60 | 1.00 |
| Incremental Delay, d2 | 6.1 | 0.1 | | | 3.0 | | 0.0 | 0.6 | 0.0 | 0.2 | 0.6 | 0.0 |
| Delay (s) | 69.5 | 61.1 | | | 63.4 | | 10.6 | 15.7 | 11.4 | 5.6 | 8.8 | 10.0 |
| Level of Service | E | E | | | E | | B | B | B | A | A | B |
| Approach Delay (s) | | 67.0 | | | 63.4 | | | 15.6 | | | 8.6 | |
| Approach LOS | | E | | | E | | | B | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 17.4 | HCM 2000 Level of Service | B | |
| HCM 2000 Volume to Capacity ratio | 0.45 | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 27.5 | |
| Intersection Capacity Utilization | 61.0% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1482 | 834 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1482 | 834 | 82 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.266 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 495 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 65 | | | | 89 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1611 | 907 | 89 |
| Lane Group Flow (vph) | 317 | 65 | 27 | 1611 | 907 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 35.0 | 35.0 | 15.0 | 105.0 | 90.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 18.2 | 18.2 | 107.8 | 108.8 | 100.8 | 128.4 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.77 | 0.78 | 0.72 | 0.92 |
| v/c Ratio | 0.71 | 0.25 | 0.06 | 0.59 | 0.36 | 0.06 |
| Control Delay | 67.3 | 13.8 | 4.3 | 8.0 | 11.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 67.3 | 13.8 | 4.3 | 8.0 | 11.5 | 0.1 |
| LOS | E | B | A | A | B | A |
| Approach Delay | 58.2 | | | 7.9 | 10.5 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 15.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension








| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1482 | 834 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1482 | 834 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.27 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 495 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1611 | 907 | 89 |
| RTOR Reduction (vph) | 0 | 57 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 317 | 8 | 27 | 1611 | 907 | 78 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Effective Green, g (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.78 | 0.78 | 0.70 | 0.87 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 446 | 205 | 419 | 2750 | 2477 | 1381 |
| v/s Ratio Prot | c0.09 | | 0.00 | c0.46 | 0.26 | 0.05 |
| v/s Ratio Perm | | 0.01 | 0.05 | | | |
| v/c Ratio | 0.71 | 0.04 | 0.06 | 0.59 | 0.37 | 0.06 |
| Uniform Delay, d1 | 58.4 | 53.3 | 4.5 | 6.4 | 8.5 | 1.2 |
| Progression Factor | 1.00 | 1.00 | 0.94 | 1.08 | 1.31 | 0.20 |
| Incremental Delay, d2 | 5.3 | 0.1 | 0.0 | 0.7 | 0.4 | 0.0 |
| Delay (s) | 63.7 | 53.4 | 4.3 | 7.5 | 11.5 | 0.3 |
| Level of Service | E | D | A | A | B | A |
| Approach Delay (s) | 61.9 | | | 7.5 | 10.5 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 15.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 60.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 120 | 54 | 62 | 77 | 44 | 324 | 344 | 57 | 33 | 113 | 124 | 15 |
| Average Queue (ft) | 56 | 18 | 17 | 23 | 9 | 114 | 125 | 3 | 4 | 28 | 38 | 1 |
| 95th Queue (ft) | 109 | 47 | 46 | 60 | 33 | 264 | 276 | 34 | 20 | 76 | 100 | 7 |
| Link Distance (ft) | 1023 | | 1185 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | 0 | | | | 1 | 2 | 0 | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | | 0 | 0 | 0 | | | | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 260 | 167 | 83 | 64 | 264 | 635 | 654 | 105 | 22 | 175 | 215 | 51 |
| Average Queue (ft) | 136 | 35 | 18 | 23 | 46 | 327 | 335 | 6 | 2 | 75 | 103 | 6 |
| 95th Queue (ft) | 233 | 115 | 55 | 60 | 173 | 591 | 596 | 63 | 13 | 149 | 189 | 36 |
| Link Distance (ft) | 1043 | | 1035 | | | 976 | 976 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 2 | 0 | 1 | 2 | 0 | 11 | 15 | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 2 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | | | 0 | 0 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | R | L | TR | L | T | T | R | L | T | T |
| Maximum Queue (ft) | 328 | 382 | 64 | 109 | 98 | 204 | 597 | 604 | 245 | 96 | 205 | 227 |
| Average Queue (ft) | 202 | 242 | 25 | 39 | 30 | 43 | 298 | 310 | 60 | 31 | 86 | 108 |
| 95th Queue (ft) | 308 | 348 | 51 | 83 | 72 | 127 | 521 | 533 | 219 | 74 | 165 | 188 |
| Link Distance (ft) | | 1224 | 1224 | | 1092 | | 1221 | 1221 | | | 976 | 976 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 465 | | | 140 | | 280 | | | 245 | 310 | | |
| Storage Blk Time (%) | | | | 0 | 0 | 0 | 11 | 15 | 0 | | 0 | 0 |
| Queuing Penalty (veh) | | | | 0 | 0 | 0 | 4 | 13 | 2 | | 0 | 0 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 41 |
| Average Queue (ft) | 10 |
| 95th Queue (ft) | 33 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 340 |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | EB | NB | NB |
|---|---|---|---|---|
| Directions Served | LT | R | L | T |
| Maximum Queue (ft) | 151 | 106 | 45 | 6 |
| Average Queue (ft) | 50 | 29 | 9 | 0 |
| 95th Queue (ft) | 127 | 82 | 30 | 6 |
| Link Distance (ft) | 1221 | | | 1237 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 160 | 245 | |
| Storage Blk Time (%) | 3 | 0 | | |
| Queuing Penalty (veh) | 1 | 0 | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | L | T | TR | L | L | T | T | R |
| Maximum Queue (ft) | 429 | 446 | 102 | 172 | 80 | 115 | 94 | 286 | 298 | 283 | 287 | 58 |
| Average Queue (ft) | 278 | 302 | 34 | 9 | 22 | 40 | 29 | 145 | 179 | 154 | 164 | 11 |
| 95th Queue (ft) | 394 | 410 | 80 | 75 | 57 | 85 | 69 | 244 | 274 | 240 | 253 | 46 |
| Link Distance (ft) | | 668 | 668 | | | 1281 | 1281 | | | 1046 | 1046 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | 150 | | | 560 | 560 | | | 300 |
| Storage Blk Time (%) | | | | | | 0 | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | | | | | 0 | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | SB | SB | SB |
|---|---|---|---|
| Directions Served | L | T | T |
| Maximum Queue (ft) | 112 | 227 | 207 |
| Average Queue (ft) | 42 | 134 | 98 |
| 95th Queue (ft) | 90 | 206 | 175 |
| Link Distance (ft) | | 1181 | 1181 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 300 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 55 | 104 | 18 | 33 |
| Average Queue (ft) | 6 | 38 | 2 | 8 |
| 95th Queue (ft) | 31 | 76 | 11 | 26 |
| Link Distance (ft) | 712 | 416 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 140 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 111 | 64 | 182 | 32 | 241 | 211 | 21 | 64 | 163 | 170 | 32 |
| Average Queue (ft) | 47 | 17 | 62 | 6 | 106 | 64 | 1 | 23 | 54 | 69 | 2 |
| 95th Queue (ft) | 93 | 46 | 131 | 23 | 199 | 160 | 10 | 53 | 125 | 136 | 15 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 0 | | | | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | | | | 0 | | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 110 | 110 |
| Average Queue (ft) | 4 | 4 |
| 95th Queue (ft) | 81 | 80 |
| Link Distance (ft) | 668 | 668 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 5 | 10 |
| Average Queue (ft) | 0 | 0 |
| 95th Queue (ft) | 5 | 8 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 183 | 216 | 64 | 58 | 202 | 216 | 126 | 252 | 139 |
| Average Queue (ft) | 106 | 133 | 15 | 12 | 78 | 74 | 41 | 104 | 9 |
| 95th Queue (ft) | 176 | 197 | 41 | 39 | 172 | 170 | 95 | 202 | 71 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 7 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 0 | 2 | | | 1 | 0 |

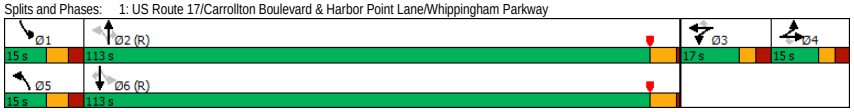
## Network Summary

Network wide Queuing Penalty: 32

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1150 | 37 | 23 | 2341 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1150 | 37 | 23 | 2341 | 54 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.033 | | | 0.207 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 63 | 3539 | 1568 | 393 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1198 | 39 | 24 | 2439 | 56 |
| Lane Group Flow (vph) | 0 | 14 | 19 | 0 | 28 | 11 | 39 | 1198 | 39 | 24 | 2439 | 56 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.4 | 7.4 | | 8.0 | 8.0 | 129.3 | 127.6 | 127.6 | 127.0 | 124.8 | 124.8 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.81 | 0.80 | 0.80 | 0.79 | 0.78 | 0.78 |
| v/c Ratio | | 0.17 | 0.11 | | 0.31 | 0.06 | 0.34 | 0.42 | 0.03 | 0.07 | 0.88 | 0.04 |
| Control Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 34.8 | 2.9 | 0.1 | 4.6 | 21.8 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Total Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 34.8 | 2.9 | 0.1 | 4.6 | 22.8 | 0.1 |
| LOS | | E | A | | F | A | C | A | A | A | C | A |
| Approach Delay | | 33.6 | | | 58.8 | | | 3.8 | | | 22.2 | |
| Approach LOS | | C | | | E | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 10 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 16.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 89.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







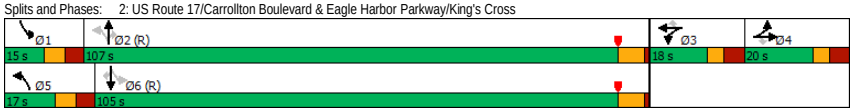

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1150 | 37 | 23 | 2341 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1150 | 37 | 23 | 2341 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.21 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 63 | 3539 | 1568 | 394 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1198 | 39 | 24 | 2439 | 56 |
| RTOR Reduction (vph) | 0 | 0 | 18 | 0 | 0 | 11 | 0 | 0 | 10 | 0 | 0 | 14 |
| Lane Group Flow (vph) | 0 | 14 | 1 | 0 | 28 | 0 | 39 | 1198 | 29 | 24 | 2439 | 42 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Effective Green, g (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Actuated g/C Ratio | | 0.03 | 0.03 | | 0.04 | 0.04 | 0.78 | 0.75 | 0.75 | 0.76 | 0.74 | 0.74 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 51 | 46 | | 77 | 62 | 102 | 2656 | 1176 | 330 | 2649 | 1197 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.34 | | 0.00 | c0.68 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.28 | | 0.02 | 0.05 | | 0.03 |
| v/c Ratio | | 0.27 | 0.01 | | 0.36 | 0.01 | 0.38 | 0.45 | 0.02 | 0.07 | 0.92 | 0.03 |
| Uniform Delay, d1 | | 76.1 | 75.5 | | 74.4 | 73.3 | 38.0 | 7.5 | 5.1 | 5.2 | 16.9 | 5.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 2.51 | 0.32 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.9 | 0.1 | | 2.9 | 0.0 | 1.6 | 0.5 | 0.0 | 0.1 | 6.7 | 0.1 |
| Delay (s) | | 79.0 | 75.6 | | 77.3 | 73.3 | 97.0 | 2.9 | 5.1 | 5.3 | 23.5 | 5.6 |
| Level of Service | | E | E | | E | E | F | A | A | A | C | A |
| Approach Delay (s) | | 77.0 | | | 76.2 | | | 5.9 | | | 22.9 | |
| Approach LOS | | E | | | E | | | A | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 18.3 | HCM 2000 Level of Service | | B |
| HCM 2000 Volume to Capacity ratio | | 0.85 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 89.7% | ICU Level of Service | | E |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1137 | 18 | 24 | 2182 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1137 | 18 | 24 | 2182 | 180 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.198 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 376 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1210 | 19 | 26 | 2321 | 191 |
| Lane Group Flow (vph) | 0 | 83 | 60 | 0 | 21 | 15 | 99 | 1210 | 19 | 26 | 2321 | 191 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.0 | 12.0 | | 7.8 | 7.8 | 122.1 | 117.7 | 117.7 | 114.1 | 110.0 | 110.0 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.76 | 0.74 | 0.74 | 0.71 | 0.69 | 0.69 |
| v/c Ratio | | 0.61 | 0.26 | | 0.24 | 0.08 | 0.70 | 0.46 | 0.02 | 0.08 | 0.94 | 0.17 |
| Control Delay | | 90.2 | 2.7 | | 79.2 | 0.9 | 50.8 | 17.2 | 0.0 | 5.6 | 18.5 | 1.6 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | 0.0 |
| Total Delay | | 90.2 | 2.8 | | 79.2 | 0.9 | 50.8 | 17.2 | 0.0 | 5.6 | 25.4 | 1.6 |
| LOS | | F | A | | E | A | D | B | A | A | C | A |
| Approach Delay | | 53.5 | | | 46.6 | | | 19.5 | | | 23.4 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 12 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.94 | | | |
| Intersection Signal Delay: 23.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 93.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







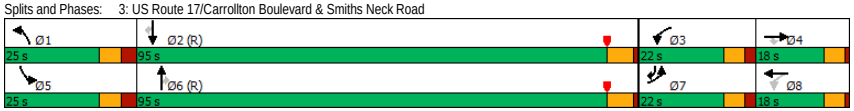

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1137 | 18 | 24 | 2182 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1137 | 18 | 24 | 2182 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1815 | 1615 | | 1834 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.20 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1815 | 1615 | | 1834 | 1495 | 68 | 3574 | 1509 | 377 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1210 | 19 | 26 | 2321 | 191 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 15 | 0 | 0 | 6 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 83 | 5 | 0 | 21 | 0 | 99 | 1210 | 13 | 26 | 2321 | 149 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Effective Green, g (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.03 | 0.03 | 0.75 | 0.70 | 0.70 | 0.69 | 0.67 | 0.67 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 136 | 121 | | 57 | 46 | 141 | 2499 | 1055 | 293 | 2394 | 1082 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | 0.34 | | 0.00 | c0.65 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | c0.49 | | 0.01 | 0.06 | | 0.09 |
| v/c Ratio | | 0.61 | 0.04 | | 0.37 | 0.01 | 0.70 | 0.48 | 0.01 | 0.09 | 0.97 | 0.14 |
| Uniform Delay, d1 | | 71.7 | 68.6 | | 76.0 | 75.1 | 52.9 | 10.9 | 7.3 | 8.5 | 24.9 | 9.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.87 | 1.54 | 1.00 | 0.84 | 0.47 | 0.35 |
| Incremental Delay, d2 | | 7.9 | 0.1 | | 4.0 | 0.1 | 12.3 | 0.6 | 0.0 | 0.1 | 8.1 | 0.1 |
| Delay (s) | | 79.6 | 68.8 | | 79.9 | 75.2 | 58.2 | 17.5 | 7.3 | 7.2 | 19.6 | 3.5 |
| Level of Service | | E | E | | E | E | E | B | A | A | B | A |
| Approach Delay (s) | | 75.0 | | | 78.0 | | | 20.4 | | | 18.3 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 21.5 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.91 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 93.5% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 44 | 66 | 86 | 91 | 27 | 173 | 845 | 90 | 79 | 1843 | 364 |
| Future Volume (vph) | 226 | 44 | 66 | 86 | 91 | 27 | 173 | 845 | 90 | 79 | 1843 | 364 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.966 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | 0.967 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1715 | 1745 | 1599 | 1805 | 1835 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | 0.312 | | 0.658 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1715 | 563 | 1599 | 1250 | 1835 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 109 | | 7 | | | | 102 | | | 163 |
| Adj. Flow (vph) | 246 | 48 | 72 | 93 | 99 | 29 | 188 | 918 | 98 | 86 | 2003 | 396 |
| Lane Group Flow (vph) | 145 | 149 | 72 | 93 | 128 | 0 | 188 | 918 | 98 | 86 | 2003 | 396 |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 22.0 | 18.0 | 18.0 | 22.0 | 18.0 | | 25.0 | 95.0 | 95.0 | 25.0 | 95.0 | 22.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 15.5 | 16.5 | 16.8 | 24.7 | 13.5 | | 17.9 | 94.4 | 94.4 | 12.6 | 89.1 | 110.7 |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.10 | 0.15 | 0.08 | | 0.11 | 0.59 | 0.59 | 0.08 | 0.56 | 0.69 |
| v/c Ratio | 0.87 | 0.83 | 0.27 | 0.40 | 0.80 | | 0.94 | 0.44 | 0.10 | 0.62 | 1.01 | 0.34 |
| Control Delay | 113.2 | 103.5 | 5.3 | 58.1 | 100.1 | | 133.4 | 6.6 | 1.3 | 103.4 | 30.0 | 2.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 |
| Total Delay | 113.2 | 103.5 | 5.3 | 58.1 | 100.1 | | 133.4 | 6.6 | 1.3 | 103.4 | 35.6 | 2.6 |
| LOS | F | F | A | E | F | | F | A | A | F | D | A |
| Approach Delay | | 88.0 | | | 82.4 | | | 26.0 | | | 32.7 | |
| Approach LOS | | F | | | F | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 28 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 38.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 44 | 66 | 86 | 91 | 27 | 173 | 845 | 90 | 79 | 1843 | 364 |
| Future Volume (vph) | 226 | 44 | 66 | 86 | 91 | 27 | 173 | 845 | 90 | 79 | 1843 | 364 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1715 | 1746 | 1599 | 1805 | 1835 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 0.31 | 1.00 | 0.66 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1715 | 563 | 1599 | 1249 | 1835 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 246 | 48 | 72 | 93 | 99 | 29 | 188 | 918 | 98 | 86 | 2003 | 396 |
| RTOR Reduction (vph) | 0 | 0 | 64 | 0 | 6 | 0 | 0 | 0 | 40 | 0 | 0 | 56 |
| Lane Group Flow (vph) | 145 | 149 | 8 | 93 | 122 | 0 | 188 | 918 | 58 | 86 | 2003 | 340 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 15.5 | 32.3 | 16.8 | 25.7 | 13.5 | | 17.9 | 94.4 | 94.4 | 12.6 | 89.1 | 104.6 |
| Effective Green, g (s) | 15.5 | 32.3 | 16.8 | 25.7 | 13.5 | | 17.9 | 94.4 | 94.4 | 12.6 | 89.1 | 104.6 |
| Actuated g/C Ratio | 0.10 | 0.20 | 0.11 | 0.16 | 0.08 | | 0.11 | 0.59 | 0.59 | 0.08 | 0.56 | 0.65 |
| Clearance Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 166 | 228 | 167 | 243 | 154 | | 201 | 2088 | 952 | 139 | 1990 | 1105 |
| v/s Ratio Prot | c0.08 | 0.06 | | 0.03 | c0.07 | | c0.10 | c0.26 | | 0.05 | c0.56 | 0.03 |
| v/s Ratio Perm | | c0.07 | 0.00 | 0.03 | | | | | 0.04 | | | 0.18 |
| v/c Ratio | 0.87 | 0.65 | 0.05 | 0.38 | 0.79 | | 0.94 | 0.44 | 0.06 | 0.62 | 1.01 | 0.31 |
| Uniform Delay, d1 | 71.3 | 58.7 | 64.4 | 59.4 | 71.9 | | 70.5 | 18.2 | 13.9 | 71.4 | 35.5 | 12.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.29 | 0.32 | 0.46 | 1.34 | 0.39 | 0.41 |
| Incremental Delay, d2 | 36.2 | 6.6 | 0.1 | 1.0 | 23.0 | | 43.0 | 0.6 | 0.1 | 3.0 | 14.9 | 0.1 |
| Delay (s) | 107.5 | 65.3 | 64.5 | 60.4 | 94.9 | | 133.9 | 6.4 | 6.6 | 98.9 | 28.8 | 5.0 |
| Level of Service | F | E | E | E | F | | F | A | A | F | C | A |
| Approach Delay (s) | | 81.9 | | | 80.4 | | | 26.4 | | | 27.4 | |
| Approach LOS | | F | | | F | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 34.5 | HCM 2000 Level of Service | C | | |
| HCM 2000 Volume to Capacity ratio | 0.97 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | | |
| Intersection Capacity Utilization | 89.6% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1276 | 1 | 4 | 1952 | 33 |
| Future Volume (vph) | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1276 | 1 | 4 | 1952 | 33 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1771 | 0 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1771 | 0 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 12 | 0 | 19 | 0 | 1 | 1 | 94 | 1357 | 1 | 4 | 2077 | 35 |
| Lane Group Flow (vph) | 0 | 12 | 19 | 0 | 2 | 0 | 94 | 1357 | 1 | 4 | 2077 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 76.1% | | | | | ICU Level of Service D | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1276 | 1 | 4 | 1952 | 33 |
| Future Volume (Veh/h) | 11 | 0 | 18 | 0 | 1 | 1 | 88 | 1276 | 1 | 4 | 1952 | 33 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 12 | 0 | 19 | 0 | 1 | 1 | 94 | 1357 | 1 | 4 | 2077 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | 6 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | | 0.45 | | | | | |
| vC, conflicting volume | 2953 | 3631 | 1038 | 2592 | 3665 | 678 | 2112 | | | 1358 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2896 | 4394 | 0 | 2098 | 4469 | 678 | 1038 | | | 1358 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 100 | 96 | 100 | 0 | 100 | 69 | | | 99 | | |
| cM capacity (veh/h) | 0 | 0 | 494 | 10 | 0 | 399 | 304 | | | 513 | | |

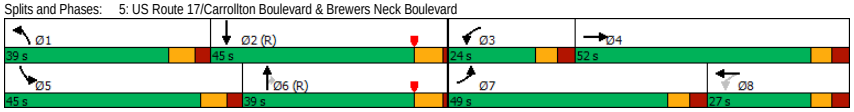
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 31 | 2 | 94 | 678 | 678 | 1 | 4 | 1038 | 1038 | 35 | | |
| Volume Left | 12 | 0 | 94 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| Volume Right | 19 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 35 | | |
| cSH | 0 | 1 | 304 | 1700 | 1700 | 1700 | 513 | 1700 | 1700 | 1700 | | |
| Volume to Capacity | Err | 2.29 | 0.31 | 0.40 | 0.40 | 0.00 | 0.01 | 0.61 | 0.61 | 0.02 | | |
| Queue Length 95th (ft) | Err | 23 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| Control Delay (s) | Err | 6500.3 | 22.1 | 0.0 | 0.0 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | | |
| Lane LOS | F | F | C | | | | B | | | | | |
| Approach Delay (s) | Err | 6500.3 | 1.4 | | | | 0.0 | | | | | |
| Approach LOS | F | F | | | | | | | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | Err | | | | | | | | | |
| Intersection Capacity Utilization | | | 76.1% | | ICU Level of Service | | | | D | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 755 | 189 | 641 | 158 | 294 | 50 | 550 | 558 | 61 | 305 | 627 | 1202 |
| Future Volume (vph) | 755 | 189 | 641 | 158 | 294 | 50 | 550 | 558 | 61 | 305 | 627 | 1202 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.978 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3461 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.633 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1179 | 3461 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 592 | | 10 | | | | 188 | | | 631 |
| Adj. Flow (vph) | 795 | 199 | 675 | 166 | 309 | 53 | 579 | 587 | 64 | 321 | 660 | 1265 |
| Lane Group Flow (vph) | 795 | 199 | 675 | 166 | 362 | 0 | 579 | 587 | 64 | 321 | 660 | 1265 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 39.0 | 39.0 | 45.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 40.2 | 44.9 | 160.0 | 33.4 | 19.0 | | 29.6 | 38.9 | 38.9 | 32.4 | 41.7 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.18 | 0.24 | 0.24 | 0.20 | 0.26 | 1.00 |
| v/c Ratio | 0.92 | 0.38 | 0.43 | 0.56 | 0.86 | | 0.91 | 0.68 | 0.12 | 0.88 | 0.71 | 0.79 |
| Control Delay | 75.0 | 48.9 | 0.9 | 41.2 | 87.0 | | 71.3 | 57.3 | 2.6 | 87.9 | 38.9 | 14.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 75.0 | 48.9 | 0.9 | 41.2 | 87.0 | | 71.3 | 57.3 | 2.6 | 87.9 | 38.9 | 14.6 |
| LOS | E | D | A | D | F | | E | E | A | F | D | B |
| Approach Delay | | 41.9 | | | 72.6 | | | 61.1 | | | 32.2 | |
| Approach LOS | | D | | | E | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 74 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.92 | | | |
| Intersection Signal Delay: 45.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 87.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 755 | 189 | 641 | 158 | 294 | 50 | 550 | 558 | 61 | 305 | 627 | 1202 |
| Future Volume (vph) | 755 | 189 | 641 | 158 | 294 | 50 | 550 | 558 | 61 | 305 | 627 | 1202 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3461 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1179 | 3461 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 795 | 199 | 675 | 166 | 309 | 53 | 579 | 587 | 64 | 321 | 660 | 1265 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 795 | 199 | 675 | 166 | 353 | 0 | 579 | 587 | 16 | 321 | 660 | 1265 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 40.2 | 44.9 | 160.0 | 33.3 | 19.0 | | 29.6 | 38.9 | 38.9 | 32.4 | 41.7 | 160.0 |
| Effective Green, g (s) | 40.2 | 44.9 | 160.0 | 33.3 | 19.0 | | 29.6 | 38.9 | 38.9 | 32.4 | 41.7 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.19 | 0.24 | 0.24 | 0.20 | 0.26 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 862 | 522 | 1568 | 298 | 410 | | 635 | 868 | 384 | 365 | 931 | 1599 |
| v/s Ratio Prot | c0.23 | 0.11 | | 0.05 | 0.10 | | 0.17 | 0.16 | | 0.18 | 0.18 | |
| v/s Ratio Perm | | | 0.43 | 0.07 | | | | | 0.01 | | | c0.79 |
| v/c Ratio | 0.92 | 0.38 | 0.43 | 0.56 | 0.86 | | 0.91 | 0.68 | 0.04 | 0.88 | 0.71 | 0.79 |
| Uniform Delay, d1 | 58.4 | 46.4 | 0.0 | 55.4 | 69.2 | | 63.9 | 54.8 | 46.3 | 61.9 | 53.6 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 0.94 | 1.00 | 1.10 | 0.64 | 1.00 |
| Incremental Delay, d2 | 15.3 | 0.6 | 0.9 | 2.3 | 16.7 | | 16.7 | 4.0 | 0.2 | 17.0 | 3.6 | 3.2 |
| Delay (s) | 73.7 | 46.9 | 0.9 | 57.6 | 85.9 | | 69.3 | 55.6 | 46.5 | 85.3 | 38.1 | 3.2 |
| Level of Service | E | D | A | E | F | | E | E | D | F | D | A |
| Approach Delay (s) | | 41.0 | | | 77.0 | | | 61.6 | | | 25.2 | |
| Approach LOS | | D | | | E | | | E | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 42.6 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.97 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 29.5 | | |
| Intersection Capacity Utilization | 87.6% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1072 | 29 | 59 | 1202 | 6 |
| Future Volume (vph) | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1072 | 29 | 59 | 1202 | 6 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.907 | | | 0.917 | | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.985 | | | 0.981 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1697 | 0 | 0 | 1631 | 0 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.985 | | | 0.981 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1697 | 0 | 0 | 1631 | 0 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 9 | 21 | 0 | 34 | 14 | 1140 | 31 | 63 | 1279 | 6 |
| Lane Group Flow (vph) | 0 | 13 | 0 | 0 | 55 | 0 | 14 | 1140 | 31 | 63 | 1285 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 51.0% | | | | ICU Level of Service A | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1072 | 29 | 59 | 1202 | 6 |
| Future Volume (Veh/h) | 4 | 0 | 8 | 20 | 0 | 32 | 13 | 1072 | 29 | 59 | 1202 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 9 | 21 | 0 | 34 | 14 | 1140 | 31 | 63 | 1279 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1132 | |
| pX, platoon unblocked | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | 0.85 | | | | | |
| vC, conflicting volume | 2040 | 2607 | 642 | 1942 | 2579 | 570 | 1285 | | | 1171 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1865 | 2535 | 212 | 1749 | 2502 | 570 | 972 | | | 1171 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 100 | 99 | 47 | 100 | 93 | 98 | | | 90 | | |
| cM capacity (veh/h) | 32 | 21 | 676 | 40 | 22 | 460 | 607 | | | 604 | | |

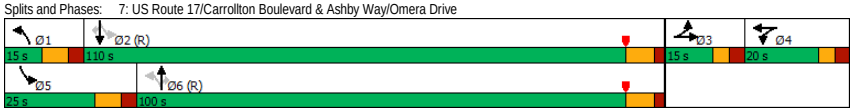
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 13 | 55 | 14 | 570 | 570 | 31 | 63 | 853 | 432 | | | |
| Volume Left | 4 | 21 | 14 | 0 | 0 | 0 | 63 | 0 | 0 | | | |
| Volume Right | 9 | 34 | 0 | 0 | 0 | 31 | 0 | 0 | 6 | | | |
| cSH | 95 | 91 | 607 | 1700 | 1700 | 1700 | 604 | 1700 | 1700 | | | |
| Volume to Capacity | 0.14 | 0.61 | 0.02 | 0.34 | 0.34 | 0.02 | 0.10 | 0.50 | 0.25 | | | |
| Queue Length 95th (ft) | 11 | 71 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | | | |
| Control Delay (s) | 48.8 | 92.4 | 11.1 | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | | | |
| Lane LOS | E | F | B | | | | B | | | | | |
| Approach Delay (s) | 48.8 | 92.4 | 0.1 | | | | 0.5 | | | | | |
| Approach LOS | E | F | | | | | | | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 2.5 | | | | | | | | | |
| Intersection Capacity Utilization | | | 51.0% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1158 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1158 | 47 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.896 | | | 0.915 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.199 | | | 0.236 | | |
| Satd. Flow (perm) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 378 | 3539 | 1615 | 440 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 16 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 970 | 25 | 103 | 1170 | 47 |
| Lane Group Flow (vph) | 35 | 23 | 0 | 0 | 150 | 0 | 29 | 970 | 25 | 103 | 1170 | 47 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.2 | 9.2 | | | 16.9 | | 107.2 | 100.6 | 100.6 | 113.4 | 108.2 | 108.2 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.11 | | 0.67 | 0.63 | 0.63 | 0.71 | 0.68 | 0.68 |
| v/c Ratio | 0.34 | 0.21 | | | 0.71 | | 0.09 | 0.44 | 0.02 | 0.27 | 0.48 | 0.04 |
| Control Delay | 81.1 | 40.3 | | | 67.2 | | 9.1 | 17.5 | 0.0 | 6.5 | 11.7 | 0.3 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.1 | 40.3 | | | 67.2 | | 9.1 | 17.5 | 0.0 | 6.5 | 11.7 | 0.3 |
| LOS | F | D | | | E | | A | B | A | A | B | A |
| Approach Delay | | 64.9 | | | 67.2 | | | 16.9 | | | 10.8 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 74 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 17.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 71.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







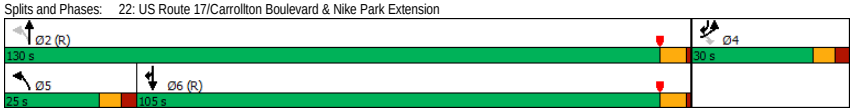

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1158 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 960 | 25 | 102 | 1158 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1702 | | | 1669 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.20 | 1.00 | 1.00 | 0.24 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1702 | | | 1669 | | 379 | 3539 | 1615 | 440 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 970 | 25 | 103 | 1170 | 47 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 37 | 0 | 0 | 0 | 9 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 35 | 8 | 0 | 0 | 113 | 0 | 29 | 970 | 16 | 103 | 1170 | 30 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Effective Green, g (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.11 | | 0.65 | 0.62 | 0.62 | 0.70 | 0.65 | 0.65 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 85 | 80 | | | 176 | | 283 | 2198 | 1003 | 380 | 2316 | 1046 |
| v/s Ratio Prot | c0.02 | 0.00 | | | c0.07 | | 0.00 | 0.27 | | c0.01 | c0.33 | |
| v/s Ratio Perm | | | | | | | 0.06 | | 0.01 | 0.18 | | 0.02 |
| v/c Ratio | 0.41 | 0.10 | | | 0.64 | | 0.10 | 0.44 | 0.02 | 0.27 | 0.51 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.9 | | | 68.7 | | 11.1 | 15.8 | 11.6 | 9.2 | 14.7 | 10.1 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.63 | 0.73 | 1.00 |
| Incremental Delay, d2 | 3.2 | 0.5 | | | 7.8 | | 0.2 | 0.6 | 0.0 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 77.3 | 73.4 | | | 76.5 | | 11.2 | 16.5 | 11.6 | 6.1 | 11.4 | 10.1 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 75.7 | | | 76.5 | | | 16.2 | | | 10.9 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 18.4 | HCM 2000 Level of Service | | B |
| HCM 2000 Volume to Capacity ratio | | 0.52 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 71.2% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1198 | 1727 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1198 | 1727 | 243 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.064 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 119 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 48 | | | | 264 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1302 | 1877 | 264 |
| Lane Group Flow (vph) | 163 | 48 | 125 | 1302 | 1877 | 264 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 12.9 | 12.9 | 133.1 | 134.1 | 115.1 | 135.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.83 | 0.84 | 0.72 | 0.84 |
| v/c Ratio | 0.59 | 0.28 | 0.56 | 0.44 | 0.74 | 0.19 |
| Control Delay | 79.5 | 20.3 | 20.6 | 8.1 | 2.4 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 79.5 | 20.3 | 20.6 | 8.1 | 2.4 | 0.1 |
| LOS | E | C | C | A | A | A |
| Approach Delay | 66.0 | | | 9.2 | 2.1 | |
| Approach LOS | E | | | A | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 78 (49%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.74 | | | |
| Intersection Signal Delay: 8.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 76.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension








| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1198 | 1727 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1198 | 1727 | 243 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.06 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 120 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1302 | 1877 | 264 |
| RTOR Reduction (vph) | 0 | 44 | 0 | 0 | 0 | 43 |
| Lane Group Flow (vph) | 163 | 4 | 125 | 1302 | 1877 | 221 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Effective Green, g (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.84 | 0.84 | 0.72 | 0.84 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 276 | 127 | 223 | 2966 | 2548 | 1326 |
| v/s Ratio Prot | c0.05 | | 0.04 | c0.37 | c0.53 | 0.14 |
| v/s Ratio Perm | | 0.00 | 0.43 | | | |
| v/c Ratio | 0.59 | 0.03 | 0.56 | 0.44 | 0.74 | 0.17 |
| Uniform Delay, d1 | 71.0 | 67.8 | 25.4 | 3.3 | 13.4 | 2.4 |
| Progression Factor | 1.00 | 1.00 | 1.01 | 2.23 | 0.11 | 0.00 |
| Incremental Delay, d2 | 3.4 | 0.1 | 1.8 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 74.4 | 67.9 | 27.5 | 7.7 | 2.2 | 0.0 |
| Level of Service | E | E | C | A | A | A |
| Approach Delay (s) | 72.9 | | | 9.4 | 1.9 | |
| Approach LOS | E | | | A | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 8.7 | HCM 2000 Level of Service | | A |
| HCM 2000 Volume to Capacity ratio | | 0.71 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 20.0 |
| Intersection Capacity Utilization | | 76.6% | ICU Level of Service | | D |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 58 | 61 | 80 | 33 | 91 | 113 | 116 | 33 | 199 | 2476 | 2474 | 230 |
| Average Queue (ft) | 15 | 17 | 22 | 5 | 33 | 31 | 43 | 3 | 32 | 887 | 923 | 55 |
| 95th Queue (ft) | 45 | 47 | 59 | 21 | 74 | 87 | 102 | 18 | 140 | 2440 | 2465 | 214 |
| Link Distance (ft) | 1155 | | 1696 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | | | | 0 | 19 | 25 | 0 |
| Queuing Penalty (veh) | | | | | | | | | 0 | 4 | 13 | 3 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 180 | 120 | 68 | 60 | 181 | 241 | 266 | 48 | 282 | 585 | 583 | 240 |
| Average Queue (ft) | 76 | 41 | 18 | 13 | 70 | 101 | 106 | 3 | 30 | 473 | 498 | 119 |
| 95th Queue (ft) | 143 | 93 | 51 | 45 | 140 | 198 | 204 | 28 | 147 | 693 | 681 | 301 |
| Link Distance (ft) | 1388 | | 1498 | | | 976 | 976 | | | 550 | 550 | |
| Upstream Blk Time (%) | | | | | | | | | | 8 | 12 | |
| Queuing Penalty (veh) | | | | | | | | | | 101 | 140 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | 0 | 21 | 27 | 1 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 5 | 49 | 6 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | R | L | TR | L | T | T | R | L | T | T |
| Maximum Queue (ft) | 352 | 441 | 105 | 140 | 281 | 270 | 325 | 302 | 182 | 310 | 959 | 971 |
| Average Queue (ft) | 213 | 244 | 39 | 81 | 107 | 171 | 134 | 136 | 21 | 105 | 506 | 573 |
| 95th Queue (ft) | 370 | 415 | 86 | 147 | 219 | 264 | 282 | 266 | 100 | 256 | 914 | 986 |
| Link Distance (ft) | | 1812 | 1812 | | 1622 | | 1217 | 1217 | | | 976 | 976 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 1 | 2 |
| Storage Bay Dist (ft) | 465 | | | 140 | | 280 | | | 245 | 310 | | |
| Storage Blk Time (%) | 0 | 1 | | 2 | 6 | 3 | 1 | 1 | 0 | 0 | 14 | 16 |
| Queuing Penalty (veh) | 0 | 1 | | 3 | 6 | 11 | 1 | 1 | 0 | 1 | 11 | 57 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 340 |
| Average Queue (ft) | 204 |
| 95th Queue (ft) | 451 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 340 |
| Storage Blk Time (%) | 1 |
| Queuing Penalty (veh) | 8 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | EB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LTR | L | T | L | T | T |
| Maximum Queue (ft) | 51 | 46 | 19 | 149 | 12 | 19 | 112 | 114 |
| Average Queue (ft) | 10 | 11 | 2 | 69 | 0 | 2 | 4 | 4 |
| 95th Queue (ft) | 34 | 31 | 11 | 132 | 7 | 11 | 115 | 114 |
| Link Distance (ft) | 1606 | | 1590 | | 1229 | | 1217 | 1217 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | 160 | | 245 | | 80 | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 475 | 518 | 279 | 285 | 18 | 6 | 150 | 343 | 318 | 365 | 373 | 335 |
| Average Queue (ft) | 304 | 325 | 119 | 42 | 1 | 0 | 122 | 185 | 166 | 218 | 229 | 209 |
| 95th Queue (ft) | 446 | 473 | 220 | 191 | 19 | 6 | 183 | 302 | 271 | 335 | 345 | 300 |
| Link Distance (ft) | | 640 | 640 | | 1310 | 1310 | | 1284 | 1284 | | | 1055 |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 560 | 560 | |
| Storage Blk Time (%) | 0 | 0 | | | | | 5 | 15 | | | | |
| Queuing Penalty (veh) | 0 | 1 | | | | | 7 | 24 | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 347 | 208 | 300 | 490 | 532 | 266 |
| Average Queue (ft) | 220 | 38 | 250 | 276 | 220 | 14 |
| 95th Queue (ft) | 308 | 119 | 340 | 439 | 423 | 116 |
| Link Distance (ft) | 1055 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 300 | 300 | | | 300 |
| Storage Blk Time (%) | 1 | 0 | 7 | 3 | 0 | 0 |
| Queuing Penalty (veh) | 1 | 0 | 21 | 10 | 2 | 0 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LTR | L | R | L |
| Maximum Queue (ft) | 41 | 106 | 29 | 6 | 81 |
| Average Queue (ft) | 11 | 39 | 5 | 0 | 27 |
| 95th Queue (ft) | 35 | 84 | 20 | 3 | 64 |
| Link Distance (ft) | 711 | 416 | | | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 140 | 60 | 140 |
| Storage Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 0 |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 74 | 57 | 197 | 73 | 280 | 251 | 18 | 119 | 216 | 233 | 29 |
| Average Queue (ft) | 28 | 17 | 90 | 17 | 143 | 103 | 4 | 39 | 65 | 81 | 5 |
| 95th Queue (ft) | 60 | 46 | 171 | 53 | 256 | 224 | 15 | 84 | 156 | 174 | 22 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | | | | | 0 | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | | 0 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 579 | 566 | 568 |
| Average Queue (ft) | 97 | 99 | 41 |
| 95th Queue (ft) | 439 | 436 | 304 |
| Link Distance (ft) | 640 | 640 | 640 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 512 | 516 |
| Average Queue (ft) | 262 | 287 |
| 95th Queue (ft) | 613 | 632 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 2 | 2 |
| Queuing Penalty (veh) | 21 | 30 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB |
|---|---|
| Directions Served | T |
| Maximum Queue (ft) | 13 |
| Average Queue (ft) | 0 |
| 95th Queue (ft) | 9 |
| Link Distance (ft) | 1229 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 127 | 145 | 72 | 74 | 382 | 356 | 311 | 557 | 200 |
| Average Queue (ft) | 51 | 77 | 19 | 62 | 160 | 135 | 129 | 314 | 91 |
| 95th Queue (ft) | 103 | 129 | 52 | 87 | 333 | 298 | 255 | 517 | 243 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | | | 0 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 30 | 10 | | | 16 | 1 |
| Queuing Penalty (veh) | | | | 183 | 12 | | | 39 | 5 |

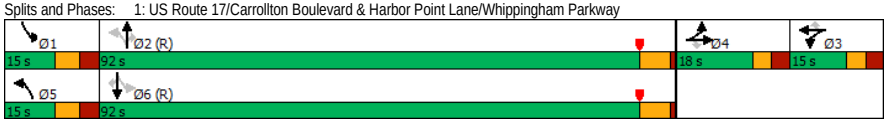
## Network Summary

Network wide Queuing Penalty: 786

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2442 | 8 | 6 | 824 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2442 | 8 | 6 | 824 | 14 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.285 | | | 0.041 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 463 | 3539 | 1615 | 65 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 125 | | | 125 | | | 125 | | | 125 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2654 | 9 | 7 | 896 | 15 |
| Lane Group Flow (vph) | 0 | 64 | 33 | 0 | 24 | 39 | 15 | 2654 | 9 | 7 | 896 | 15 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 92.0 | 92.0 | 15.0 | 92.0 | 92.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.0 | 10.0 | | 7.7 | 7.7 | 107.2 | 108.2 | 108.2 | 105.6 | 105.6 | 105.6 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.06 | 0.06 | 0.77 | 0.77 | 0.77 | 0.75 | 0.75 | 0.75 |
| v/c Ratio | | 0.50 | 0.14 | | 0.24 | 0.19 | 0.04 | 0.97 | 0.01 | 0.07 | 0.34 | 0.01 |
| Control Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.1 | 10.7 | 0.0 | 7.2 | 8.8 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.1 | 10.7 | 0.0 | 7.2 | 8.8 | 0.0 |
| LOS | | E | A | | E | A | A | B | A | A | A | A |
| Approach Delay | | 50.3 | | | 27.6 | | | 10.6 | | | 8.6 | |
| Approach LOS | | D | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 78 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 11.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 94.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







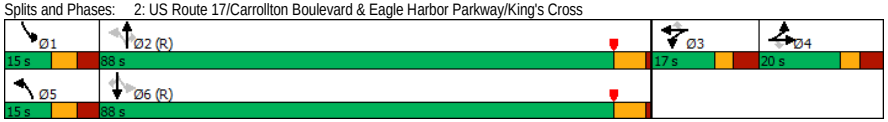

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2442 | 8 | 6 | 824 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2442 | 8 | 6 | 824 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.29 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 463 | 3539 | 1615 | 65 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2654 | 9 | 7 | 896 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 0 | 37 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 64 | 2 | 0 | 24 | 2 | 15 | 2654 | 6 | 7 | 896 | 10 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Effective Green, g (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.04 | 0.04 | 0.72 | 0.71 | 0.71 | 0.71 | 0.70 | 0.70 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 110 | 99 | | 81 | 70 | 352 | 2502 | 1142 | 57 | 2424 | 1044 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | 0.00 | c0.75 | | c0.00 | 0.26 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.03 | | 0.00 | 0.09 | | 0.01 |
| v/c Ratio | | 0.58 | 0.02 | | 0.30 | 0.03 | 0.04 | 1.06 | 0.01 | 0.12 | 0.37 | 0.01 |
| Uniform Delay, d1 | | 63.9 | 61.7 | | 64.7 | 63.9 | 5.8 | 20.5 | 6.0 | 37.6 | 8.6 | 6.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.13 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 7.6 | 0.1 | | 2.0 | 0.1 | 0.0 | 30.4 | 0.0 | 0.7 | 0.4 | 0.0 |
| Delay (s) | | 71.6 | 61.8 | | 66.7 | 64.1 | 1.2 | 33.0 | 6.0 | 38.3 | 9.0 | 6.4 |
| Level of Service | | E | E | | E | E | A | C | A | D | A | A |
| Approach Delay (s) | | 68.3 | | | 65.1 | | | 32.7 | | | 9.2 | |
| Approach LOS | | E | | | E | | | C | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 28.4 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.97 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 94.2% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2292 | 4 | 2 | 845 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2292 | 4 | 2 | 845 | 29 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.958 | | 0.248 | | | 0.047 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 449 | 3539 | 967 | 89 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 136 | | | 136 | | | 144 | | | 144 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2491 | 4 | 2 | 918 | 32 |
| Lane Group Flow (vph) | 0 | 169 | 73 | 0 | 17 | 26 | 49 | 2491 | 4 | 2 | 918 | 32 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 17.0 | 17.0 | 17.0 | 15.0 | 88.0 | 88.0 | 15.0 | 88.0 | 88.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 17.1 | 17.1 | | 7.5 | 7.5 | 98.4 | 98.4 | 98.4 | 92.3 | 89.7 | 89.7 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.70 | 0.70 | 0.70 | 0.66 | 0.64 | 0.64 |
| v/c Ratio | | 0.77 | 0.23 | | 0.18 | 0.13 | 0.13 | 1.00 | 0.01 | 0.02 | 0.41 | 0.03 |
| Control Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 7.1 | 27.9 | 0.0 | 8.0 | 10.4 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 7.1 | 27.9 | 0.0 | 8.0 | 10.4 | 0.1 |
| LOS | | F | A | | E | A | A | C | A | A | B | A |
| Approach Delay | | 58.2 | | | 27.3 | | | 27.4 | | | 10.1 | |
| Approach LOS | | E | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 60 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.00 | | | |
| Intersection Signal Delay: 25.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 94.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







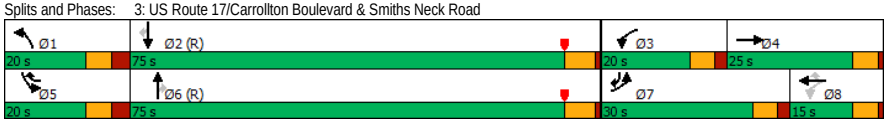

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2292 | 4 | 2 | 845 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2292 | 4 | 2 | 845 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.25 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1820 | 1468 | 448 | 3539 | 967 | 89 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2491 | 4 | 2 | 918 | 32 |
| RTOR Reduction (vph) | 0 | 0 | 64 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 0 | 12 |
| Lane Group Flow (vph) | 0 | 169 | 9 | 0 | 17 | 1 | 49 | 2491 | 3 | 2 | 918 | 20 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Effective Green, g (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.03 | 0.03 | 0.68 | 0.64 | 0.64 | 0.62 | 0.61 | 0.61 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 218 | 197 | | 61 | 49 | 350 | 2267 | 619 | 67 | 2119 | 948 |
| v/s Ratio Prot | | c0.09 | | | c0.01 | | c0.01 | c0.70 | | 0.00 | 0.26 | |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.09 | | 0.00 | 0.02 | | 0.01 |
| v/c Ratio | | 0.78 | 0.05 | | 0.28 | 0.02 | 0.14 | 1.10 | 0.00 | 0.03 | 0.43 | 0.02 |
| Uniform Delay, d1 | | 59.6 | 54.2 | | 66.0 | 65.4 | 8.8 | 25.1 | 9.1 | 34.0 | 14.4 | 10.7 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.94 | 0.53 | 1.00 | 1.04 | 0.72 | 1.00 |
| Incremental Delay, d2 | | 15.7 | 0.1 | | 2.5 | 0.1 | 0.1 | 49.4 | 0.0 | 0.1 | 0.6 | 0.0 |
| Delay (s) | | 75.3 | 54.3 | | 68.5 | 65.6 | 8.3 | 62.7 | 9.1 | 35.6 | 11.1 | 10.8 |
| Level of Service | | E | D | | E | E | A | E | A | D | B | B |
| Approach Delay (s) | | 69.0 | | | 66.7 | | | 61.5 | | | 11.1 | |
| Approach LOS | | E | | | E | | | E | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 49.4 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 1.01 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | | 27.5 | |
| Intersection Capacity Utilization | 94.5% | ICU Level of Service | | F | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 64 | 93 | 70 | 12 | 42 | 40 | 1678 | 87 | 60 | 756 | 122 |
| Future Volume (vph) | 439 | 64 | 93 | 70 | 12 | 42 | 40 | 1678 | 87 | 60 | 756 | 122 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.911 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3467 | 1717 | 0 | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3467 | 1717 | 0 | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | 43 | | | | 117 | | | 164 | | | 133 |
| Adj. Flow (vph) | 477 | 70 | 101 | 76 | 13 | 46 | 43 | 1824 | 95 | 65 | 822 | 133 |
| Lane Group Flow (vph) | 477 | 171 | 0 | 76 | 13 | 46 | 43 | 1824 | 95 | 65 | 822 | 133 |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Total Split (s) | 30.0 | 25.0 | | 20.0 | 15.0 | 20.0 | 20.0 | 75.0 | 75.0 | 20.0 | 75.0 | 30.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 25.8 | 15.4 | | 13.8 | 7.6 | 15.3 | 8.6 | 82.5 | 82.5 | 9.8 | 83.5 | 116.5 |
| Actuated g/C Ratio | 0.18 | 0.11 | | 0.10 | 0.05 | 0.11 | 0.06 | 0.59 | 0.59 | 0.07 | 0.60 | 0.83 |
| v/c Ratio | 0.75 | 0.75 | | 0.44 | 0.13 | 0.17 | 0.43 | 0.87 | 0.10 | 0.53 | 0.40 | 0.10 |
| Control Delay | 62.0 | 64.7 | | 57.5 | 65.2 | 1.3 | 77.8 | 21.0 | 0.6 | 84.9 | 10.8 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.0 | 64.7 | | 57.5 | 65.2 | 1.4 | 77.8 | 26.5 | 0.6 | 84.9 | 10.8 | 0.1 |
| LOS | E | E | | E | E | A | E | C | A | F | B | A |
| Approach Delay | | 62.7 | | | 39.1 | | | 26.4 | | | 14.1 | |
| Approach LOS | | E | | | D | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 48 (34%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 29.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 81.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 64 | 93 | 70 | 12 | 42 | 40 | 1678 | 87 | 60 | 756 | 122 |
| Future Volume (vph) | 439 | 64 | 93 | 70 | 12 | 42 | 40 | 1678 | 87 | 60 | 756 | 122 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3467 | 1718 | | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3467 | 1718 | | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 477 | 70 | 101 | 76 | 13 | 46 | 43 | 1824 | 95 | 65 | 822 | 133 |
| RTOR Reduction (vph) | 0 | 37 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 477 | 134 | 0 | 76 | 13 | 4 | 43 | 1824 | 53 | 65 | 822 | 100 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Actuated Green, G (s) | 25.8 | 18.4 | | 14.2 | 3.4 | 12.0 | 7.6 | 78.2 | 78.2 | 8.6 | 79.2 | 105.0 |
| Effective Green, g (s) | 25.8 | 18.4 | | 14.2 | 3.4 | 12.0 | 7.6 | 78.2 | 78.2 | 8.6 | 79.2 | 105.0 |
| Actuated g/C Ratio | 0.18 | 0.13 | | 0.10 | 0.02 | 0.09 | 0.05 | 0.56 | 0.56 | 0.06 | 0.57 | 0.75 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 638 | 225 | | 176 | 46 | 133 | 87 | 1976 | 867 | 107 | 1963 | 1280 |
| v/s Ratio Prot | c0.14 | c0.08 | | 0.03 | 0.01 | 0.00 | 0.03 | c0.52 | | c0.04 | 0.24 | 0.01 |
| v/s Ratio Perm | | | | 0.01 | | 0.00 | | | 0.03 | | | 0.05 |
| v/c Ratio | 0.75 | 0.59 | | 0.43 | 0.28 | 0.03 | 0.49 | 0.92 | 0.06 | 0.61 | 0.42 | 0.08 |
| Uniform Delay, d1 | 54.0 | 57.3 | | 59.1 | 67.1 | 58.7 | 64.3 | 28.2 | 14.1 | 64.1 | 17.3 | 4.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.07 | 0.55 | 1.00 | 1.13 | 0.60 | 0.01 |
| Incremental Delay, d2 | 4.8 | 4.2 | | 1.7 | 3.4 | 0.1 | 2.6 | 7.4 | 0.1 | 7.5 | 0.6 | 0.0 |
| Delay (s) | 58.8 | 61.4 | | 60.8 | 70.5 | 58.7 | 71.4 | 23.0 | 14.2 | 80.0 | 11.0 | 0.0 |
| Level of Service | E | E | | E | E | E | E | C | B | E | B | A |
| Approach Delay (s) | | 59.5 | | | 61.0 | | | 23.7 | | | 13.9 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 28.5 | HCM 2000 Level of Service | C | |
| HCM 2000 Volume to Capacity ratio | 0.86 | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 24.0 | |
| Intersection Capacity Utilization | 81.6% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1822 | 37 | 17 | 915 | 10 |
| Future Volume (vph) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1822 | 37 | 17 | 915 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1980 | 40 | 18 | 995 | 11 |
| Lane Group Flow (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1980 | 40 | 18 | 995 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 60.4% | | | | | ICU Level of Service B | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1822 | 37 | 17 | 915 | 10 |
| Future Volume (Veh/h) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1822 | 37 | 17 | 915 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1980 | 40 | 18 | 995 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | 0.87 | | | | | |
| vC, conflicting volume | 2077 | 3095 | 498 | 2598 | 3066 | 990 | 1006 | | | 2020 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1940 | 3109 | 126 | 2539 | 3076 | 990 | 710 | | | 2020 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 95 | 100 | 100 | 95 | 97 | | | 94 | | |
| cM capacity (veh/h) | 31 | 9 | 774 | 11 | 10 | 249 | 782 | | | 285 | | |

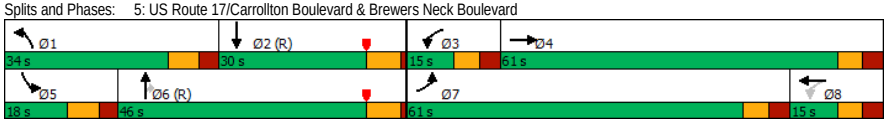
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 41 | 12 | 22 | 990 | 990 | 40 | 18 | 498 | 498 | 11 |
| Volume Left | 0 | 0 | 22 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Volume Right | 41 | 12 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 11 |
| cSH | 774 | 249 | 782 | 1700 | 1700 | 1700 | 285 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.05 | 0.03 | 0.58 | 0.58 | 0.02 | 0.06 | 0.29 | 0.29 | 0.01 |
| Queue Length 95th (ft) | 4 | 4 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 9.9 | 20.2 | 9.7 | 0.0 | 0.0 | 0.0 | 18.5 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | C | A | | | | C | | | |
| Approach Delay (s) | 9.9 | 20.2 | 0.1 | | | | 0.3 | | | |
| Approach LOS | A | C | | | | | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 0.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 60.4% | | ICU Level of Service | | | | | B | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 978 | 84 | 555 | 52 | 64 | 64 | 440 | 582 | 20 | 57 | 391 | 569 |
| Future Volume (vph) | 978 | 84 | 555 | 52 | 64 | 64 | 440 | 582 | 20 | 57 | 391 | 569 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.925 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3274 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.699 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1302 | 3274 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 597 | | 69 | | | | 214 | | | 612 |
| Adj. Flow (vph) | 1052 | 90 | 597 | 56 | 69 | 69 | 473 | 626 | 22 | 61 | 420 | 612 |
| Lane Group Flow (vph) | 1052 | 90 | 597 | 56 | 138 | 0 | 473 | 626 | 22 | 61 | 420 | 612 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 61.0 | 61.0 | | 15.0 | 15.0 | | 34.0 | 46.0 | 46.0 | 18.0 | 30.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 49.6 | 52.4 | 140.0 | 14.3 | 7.2 | | 23.9 | 47.5 | 47.5 | 9.0 | 29.8 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.10 | 0.05 | | 0.17 | 0.34 | 0.34 | 0.06 | 0.21 | 1.00 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.36 | 0.59 | | 0.86 | 0.52 | 0.03 | 0.54 | 0.56 | 0.39 |
| Control Delay | 51.8 | 29.4 | 0.8 | 36.5 | 43.6 | | 59.7 | 37.3 | 0.1 | 78.4 | 43.7 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.8 | 29.4 | 0.8 | 36.5 | 43.6 | | 59.7 | 37.3 | 0.1 | 78.4 | 43.7 | 2.1 |
| LOS | D | C | A | D | D | | E | D | A | E | D | A |
| Approach Delay | | 33.1 | | | 41.5 | | | 46.0 | | | 22.3 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 68 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 34.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 79.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 978 | 84 | 555 | 52 | 64 | 64 | 440 | 582 | 20 | 57 | 391 | 569 |
| Future Volume (vph) | 978 | 84 | 555 | 52 | 64 | 64 | 440 | 582 | 20 | 57 | 391 | 569 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3274 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1301 | 3274 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1052 | 90 | 597 | 56 | 69 | 69 | 473 | 626 | 22 | 61 | 420 | 612 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1052 | 90 | 597 | 56 | 73 | 0 | 473 | 626 | 7 | 61 | 420 | 612 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 49.6 | 52.4 | 140.0 | 14.6 | 8.7 | | 23.9 | 44.5 | 44.5 | 7.7 | 28.3 | 140.0 |
| Effective Green, g (s) | 49.6 | 52.4 | 140.0 | 14.6 | 8.7 | | 23.9 | 44.5 | 44.5 | 7.7 | 28.3 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.10 | 0.06 | | 0.17 | 0.32 | 0.32 | 0.06 | 0.20 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1192 | 697 | 1524 | 155 | 203 | | 553 | 1124 | 503 | 97 | 708 | 1553 |
| v/s Ratio Prot | c0.31 | 0.05 | | 0.02 | 0.02 | | c0.15 | c0.18 | | 0.03 | 0.12 | |
| v/s Ratio Perm | | | 0.39 | 0.02 | | | | | 0.00 | | | c0.39 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.36 | 0.36 | | 0.86 | 0.56 | 0.01 | 0.63 | 0.59 | 0.39 |
| Uniform Delay, d1 | 42.5 | 28.8 | 0.0 | 58.0 | 63.0 | | 56.4 | 39.6 | 32.7 | 64.8 | 50.6 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.80 | 0.90 | 1.00 | 0.97 | 0.79 | 1.00 |
| Incremental Delay, d2 | 8.1 | 0.1 | 0.8 | 1.4 | 1.1 | | 11.5 | 1.9 | 0.0 | 11.6 | 3.5 | 0.7 |
| Delay (s) | 50.6 | 28.9 | 0.8 | 59.4 | 64.1 | | 56.3 | 37.6 | 32.8 | 74.6 | 43.6 | 0.7 |
| Level of Service | D | C | A | E | E | | E | D | C | E | D | A |
| Approach Delay (s) | | 32.4 | | | 62.7 | | | 45.4 | | | 21.3 | |
| Approach LOS | | C | | | E | | | D | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 34.4 | HCM 2000 Level of Service | C | | |
| HCM 2000 Volume to Capacity ratio | 0.79 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 29.5 | | |
| Intersection Capacity Utilization | 79.7% | ICU Level of Service | D | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 29 | 1 | 69 | 6 | 953 | 21 | 21 | 937 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 29 | 1 | 69 | 6 | 953 | 21 | 21 | 937 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1036 | 23 | 23 | 1018 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 33 | 75 | 7 | 1036 | 23 | 23 | 1019 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 43.9% | | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 29 | 1 | 69 | 6 | 953 | 21 | 21 | 937 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 29 | 1 | 69 | 6 | 953 | 21 | 21 | 937 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1036 | 23 | 23 | 1018 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | 0.90 | | | | | |
| vC, conflicting volume | 1597 | 2138 | 510 | 1610 | 2115 | 518 | 1019 | | | 1059 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1444 | 2043 | 237 | 1458 | 2018 | 518 | 803 | | | 1059 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 60 | 98 | 85 | 99 | | | 97 | | |
| cM capacity (veh/h) | 69 | 49 | 573 | 80 | 51 | 495 | 748 | | | 665 | | |

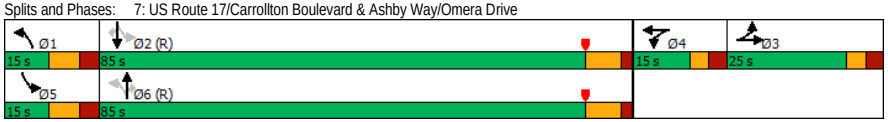
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 108 | 7 | 518 | 518 | 23 | 23 | 679 | 340 |
| Volume Left | 0 | 32 | 7 | 0 | 0 | 0 | 23 | 0 | 0 |
| Volume Right | 5 | 75 | 0 | 0 | 0 | 23 | 0 | 0 | 1 |
| cSH | 573 | 258 | 748 | 1700 | 1700 | 1700 | 665 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.42 | 0.01 | 0.30 | 0.30 | 0.01 | 0.03 | 0.40 | 0.20 |
| Queue Length 95th (ft) | 1 | 49 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| Control Delay (s) | 11.3 | 33.9 | 9.9 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 |
| Lane LOS | B | D | A | | | | B | | |
| Approach Delay (s) | 11.3 | 33.9 | 0.1 | | | | 0.2 | | |
| Approach LOS | B | D | | | | | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 1.8 | | | | | | |
| Intersection Capacity Utilization | | | 43.9% | | ICU Level of Service | | | A | |
| Analysis Period (min) | | | 15 | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 836 | 11 | 57 | 895 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 836 | 11 | 57 | 895 | 8 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.855 | | | 0.911 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.259 | | | 0.255 | | |
| Satd. Flow (perm) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 492 | 3438 | 1455 | 457 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 28 | | | 53 | | | | 132 | | | 132 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 909 | 12 | 62 | 973 | 9 |
| Lane Group Flow (vph) | 67 | 29 | 0 | 0 | 126 | 0 | 13 | 909 | 12 | 62 | 973 | 9 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 25.0 | 25.0 | | 15.0 | 15.0 | | 15.0 | 85.0 | 85.0 | 15.0 | 85.0 | 85.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 11.0 | 11.0 | | | 13.1 | | 91.7 | 86.6 | 86.6 | 96.2 | 93.2 | 93.2 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.09 | | 0.66 | 0.62 | 0.62 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.49 | 0.20 | | | 0.63 | | 0.03 | 0.43 | 0.01 | 0.16 | 0.42 | 0.01 |
| Control Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.3 | 0.0 | 6.0 | 8.9 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.3 | 0.0 | 6.0 | 8.9 | 0.0 |
| LOS | E | C | | | D | | A | B | A | A | A | A |
| Approach Delay | | 57.8 | | | 48.7 | | | 17.0 | | | 8.7 | |
| Approach LOS | | E | | | D | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 53 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 16.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







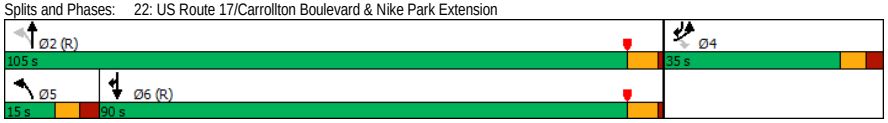

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 836 | 11 | 57 | 895 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 836 | 11 | 57 | 895 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.86 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1550 | | | 1622 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.26 | 1.00 | 1.00 | 0.26 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1550 | | | 1622 | | 492 | 3438 | 1455 | 458 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 909 | 12 | 62 | 973 | 9 |
| RTOR Reduction (vph) | 0 | 26 | 0 | 0 | 48 | 0 | 0 | 0 | 5 | 0 | 0 | 3 |
| Lane Group Flow (vph) | 67 | 3 | 0 | 0 | 78 | 0 | 13 | 909 | 7 | 62 | 973 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Effective Green, g (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Actuated g/C Ratio | 0.07 | 0.07 | | | 0.09 | | 0.62 | 0.60 | 0.60 | 0.67 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 118 | 104 | | | 151 | | 330 | 2057 | 870 | 360 | 2161 | 882 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.05 | | 0.00 | 0.26 | | c0.01 | c0.28 | |
| v/s Ratio Perm | | | | | | | 0.02 | | 0.00 | 0.11 | | 0.00 |
| v/c Ratio | 0.57 | 0.03 | | | 0.52 | | 0.04 | 0.44 | 0.01 | 0.17 | 0.45 | 0.01 |
| Uniform Delay, d1 | 63.3 | 61.0 | | | 60.4 | | 10.6 | 15.3 | 11.3 | 9.1 | 13.8 | 10.0 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.60 | 0.61 | 1.00 |
| Incremental Delay, d2 | 6.1 | 0.1 | | | 3.0 | | 0.0 | 0.7 | 0.0 | 0.2 | 0.6 | 0.0 |
| Delay (s) | 69.5 | 61.1 | | | 63.4 | | 10.7 | 16.0 | 11.4 | 5.7 | 9.0 | 10.0 |
| Level of Service | E | E | | | E | | B | B | B | A | A | B |
| Approach Delay (s) | | 67.0 | | | 63.4 | | | 15.9 | | | 8.9 | |
| Approach LOS | | E | | | E | | | B | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 17.5 | HCM 2000 Level of Service | B | | |
| HCM 2000 Volume to Capacity ratio | 0.47 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 27.5 | | |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1554 | 871 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1554 | 871 | 82 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.253 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 471 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 65 | | | | 89 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1689 | 947 | 89 |
| Lane Group Flow (vph) | 317 | 65 | 27 | 1689 | 947 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 35.0 | 35.0 | 15.0 | 105.0 | 90.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 18.2 | 18.2 | 107.8 | 108.8 | 100.8 | 128.4 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.77 | 0.78 | 0.72 | 0.92 |
| v/c Ratio | 0.71 | 0.25 | 0.06 | 0.61 | 0.37 | 0.06 |
| Control Delay | 67.3 | 13.8 | 4.0 | 9.6 | 12.0 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 67.3 | 13.8 | 4.0 | 9.6 | 12.0 | 0.2 |
| LOS | E | B | A | A | B | A |
| Approach Delay | 58.2 | | | 9.5 | 11.0 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 64 (46%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 15.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



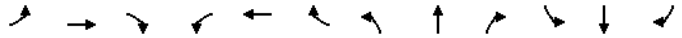





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1554 | 871 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1554 | 871 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.25 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 471 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1689 | 947 | 89 |
| RTOR Reduction (vph) | 0 | 57 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 317 | 8 | 27 | 1689 | 947 | 78 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Effective Green, g (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.78 | 0.78 | 0.70 | 0.87 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 446 | 205 | 401 | 2750 | 2477 | 1381 |
| v/s Ratio Prot | c0.09 | | 0.00 | c0.48 | 0.27 | 0.05 |
| v/s Ratio Perm | | 0.01 | 0.05 | | | |
| v/c Ratio | 0.71 | 0.04 | 0.07 | 0.61 | 0.38 | 0.06 |
| Uniform Delay, d1 | 58.4 | 53.3 | 4.6 | 6.7 | 8.6 | 1.2 |
| Progression Factor | 1.00 | 1.00 | 0.87 | 1.24 | 1.35 | 0.51 |
| Incremental Delay, d2 | 5.3 | 0.1 | 0.0 | 0.7 | 0.4 | 0.0 |
| Delay (s) | 63.7 | 53.4 | 4.1 | 9.0 | 12.0 | 0.6 |
| Level of Service | E | D | A | A | B | A |
| Approach Delay (s) | 61.9 | | | 8.9 | 11.0 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 62.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 7 | 72 | 0 | 8 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| Future Volume (vph) | 110 | 7 | 72 | 0 | 8 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.864 | | | | | | | | | 0.885 | |
| Flt Protected | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (prot) | 1770 | 1609 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (perm) | 1770 | 1609 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Adj. Flow (vph) | 120 | 8 | 78 | 0 | 9 | 0 | 61 | 7 | 0 | 0 | 7 | 41 |
| Lane Group Flow (vph) | 120 | 86 | 0 | 0 | 9 | 0 | 0 | 68 | 0 | 0 | 48 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 29.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 134 | 53 | 70 | 88 | 79 | 345 | 359 | 6 | 30 | 134 | 142 | 9 |
| Average Queue (ft) | 56 | 17 | 16 | 27 | 12 | 137 | 152 | 0 | 3 | 34 | 46 | 1 |
| 95th Queue (ft) | 110 | 44 | 47 | 66 | 51 | 302 | 320 | 6 | 17 | 92 | 111 | 4 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | | | | | 1 | 3 | | | | | |
| Queuing Penalty (veh) | 0 | | | | | 0 | 0 | | | | | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 288 | 158 | 76 | 66 | 264 | 641 | 660 | 175 | 18 | 177 | 197 | 38 |
| Average Queue (ft) | 145 | 35 | 16 | 22 | 45 | 382 | 386 | 8 | 1 | 85 | 106 | 5 |
| 95th Queue (ft) | 259 | 109 | 50 | 58 | 161 | 635 | 639 | 77 | 11 | 160 | 185 | 23 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 4 | 0 | 1 | 2 | 0 | 16 | 18 | 0 | | | 0 | |
| Queuing Penalty (veh) | 3 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | | | 0 | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 282 | 320 | 229 | 126 | 62 | 91 | 348 | 664 | 673 | 245 | 146 | 200 |
| Average Queue (ft) | 159 | 189 | 102 | 58 | 12 | 25 | 57 | 358 | 370 | 76 | 61 | 81 |
| 95th Queue (ft) | 248 | 275 | 186 | 111 | 42 | 62 | 183 | 607 | 622 | 239 | 122 | 154 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | | 0 | | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | | | | | | |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | | 0 | | 0 | 0 | 5 | 20 | 0 | | |
| Queuing Penalty (veh) | | | | 0 | | 0 | 0 | 2 | 18 | 2 | | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 248 | 32 |
| Average Queue (ft) | 104 | 5 |
| 95th Queue (ft) | 188 | 22 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | R | R | L | L |
| Maximum Queue (ft) | 56 | 38 | 33 | 49 |
| Average Queue (ft) | 19 | 10 | 8 | 12 |
| 95th Queue (ft) | 43 | 31 | 25 | 37 |
| Link Distance (ft) | 1152 | 872 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 245 | 300 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | WB | WB | WB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | L | T | TR | L | L | T | T |
| Maximum Queue (ft) | 479 | 505 | 171 | 145 | 11 | 86 | 110 | 116 | 275 | 299 | 290 | 304 |
| Average Queue (ft) | 307 | 334 | 42 | 6 | 1 | 32 | 43 | 48 | 152 | 177 | 168 | 178 |
| 95th Queue (ft) | 441 | 470 | 119 | 78 | 12 | 67 | 84 | 92 | 242 | 269 | 260 | 277 |
| Link Distance (ft) | | 610 | 610 | | 1332 | | 1286 | 1286 | | | 1050 | 1050 |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | | 150 | | | 650 | 650 | | |
| Storage Blk Time (%) | 0 | 0 | 0 | 0 | | | 0 | | | | | 3 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | | | 0 | | | | | 1 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | R | L | T | T |
| Maximum Queue (ft) | 167 | 123 | 246 | 212 |
| Average Queue (ft) | 19 | 52 | 144 | 115 |
| 95th Queue (ft) | 90 | 105 | 221 | 190 |
| Link Distance (ft) | | | 1181 | 1181 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 225 | 500 | | |
| Storage Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | L | TR |
| Maximum Queue (ft) | 54 | 67 | 78 | 20 | 37 | 2 |
| Average Queue (ft) | 6 | 23 | 31 | 2 | 9 | 0 |
| 95th Queue (ft) | 33 | 54 | 60 | 13 | 29 | 1 |
| Link Distance (ft) | 712 | 416 | | | | 1050 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | 275 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 104 | 53 | 186 | 34 | 263 | 229 | 20 | 76 | 142 | 157 | 31 |
| Average Queue (ft) | 48 | 16 | 66 | 6 | 107 | 70 | 1 | 25 | 58 | 73 | 2 |
| 95th Queue (ft) | 91 | 42 | 139 | 23 | 206 | 170 | 10 | 56 | 122 | 138 | 15 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 0 | | | | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | | | | 0 | | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 291 | 143 | 57 |
| Average Queue (ft) | 12 | 11 | 2 |
| 95th Queue (ft) | 133 | 129 | 59 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 62 | 71 |
| Average Queue (ft) | 3 | 3 |
| 95th Queue (ft) | 60 | 62 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 200 | 226 | 53 | 47 | 225 | 233 | 151 | 269 | 170 |
| Average Queue (ft) | 107 | 135 | 16 | 15 | 92 | 89 | 50 | 122 | 12 |
| 95th Queue (ft) | 181 | 201 | 39 | 42 | 193 | 190 | 114 | 228 | 88 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 8 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 1 | 2 | | | 1 | 0 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | LTR | LTR | LTR |
| Maximum Queue (ft) | 3 | 29 | 48 | 48 |
| Average Queue (ft) | 0 | 7 | 23 | 23 |
| 95th Queue (ft) | 3 | 27 | 42 | 45 |
| Link Distance (ft) | | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 175 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

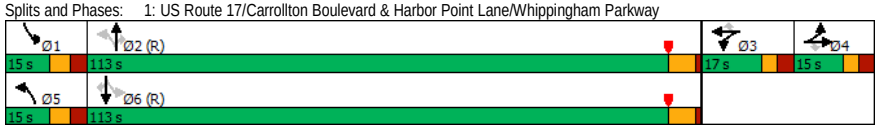
## Network Summary

Network wide Queuing Penalty: 40

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1214 | 37 | 23 | 2400 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1214 | 37 | 23 | 2400 | 54 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.033 | | | 0.190 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 63 | 3539 | 1568 | 361 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1265 | 39 | 24 | 2500 | 56 |
| Lane Group Flow (vph) | 0 | 14 | 19 | 0 | 28 | 11 | 39 | 1265 | 39 | 24 | 2500 | 56 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.4 | 7.4 | | 8.0 | 8.0 | 129.3 | 127.6 | 127.6 | 127.0 | 124.8 | 124.8 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.81 | 0.80 | 0.80 | 0.79 | 0.78 | 0.78 |
| v/c Ratio | | 0.17 | 0.11 | | 0.31 | 0.06 | 0.34 | 0.45 | 0.03 | 0.07 | 0.90 | 0.04 |
| Control Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 31.3 | 4.2 | 0.0 | 4.6 | 23.3 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 |
| Total Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 31.3 | 4.2 | 0.0 | 4.6 | 26.6 | 0.1 |
| LOS | | E | A | | F | A | C | A | A | A | C | A |
| Approach Delay | | 33.6 | | | 58.8 | | | 4.9 | | | 25.8 | |
| Approach LOS | | C | | | E | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 15 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 19.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 91.3% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







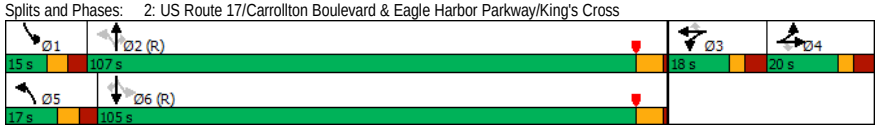

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1214 | 37 | 23 | 2400 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1214 | 37 | 23 | 2400 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.19 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 63 | 3539 | 1568 | 362 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1265 | 39 | 24 | 2500 | 56 |
| RTOR Reduction (vph) | 0 | 0 | 18 | 0 | 0 | 11 | 0 | 0 | 10 | 0 | 0 | 14 |
| Lane Group Flow (vph) | 0 | 14 | 1 | 0 | 28 | 0 | 39 | 1265 | 29 | 24 | 2500 | 42 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Effective Green, g (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Actuated g/C Ratio | | 0.03 | 0.03 | | 0.04 | 0.04 | 0.78 | 0.75 | 0.75 | 0.76 | 0.74 | 0.74 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 51 | 46 | | 77 | 62 | 102 | 2656 | 1176 | 306 | 2649 | 1197 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.36 | | 0.00 | c0.70 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.28 | | 0.02 | 0.06 | | 0.03 |
| v/c Ratio | | 0.27 | 0.01 | | 0.36 | 0.01 | 0.38 | 0.48 | 0.02 | 0.08 | 0.94 | 0.03 |
| Uniform Delay, d1 | | 76.1 | 75.5 | | 74.4 | 73.3 | 42.8 | 7.7 | 5.1 | 5.4 | 17.8 | 5.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 2.20 | 0.47 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.9 | 0.1 | | 2.9 | 0.0 | 1.6 | 0.6 | 0.0 | 0.1 | 8.5 | 0.1 |
| Delay (s) | | 79.0 | 75.6 | | 77.3 | 73.3 | 95.5 | 4.2 | 5.1 | 5.5 | 26.4 | 5.6 |
| Level of Service | | E | E | | E | E | F | A | A | A | C | A |
| Approach Delay (s) | | 77.0 | | | 76.2 | | | 6.9 | | | 25.7 | |
| Approach LOS | | E | | | E | | | A | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 20.3 | HCM 2000 Level of Service | C | |
| HCM 2000 Volume to Capacity ratio | 0.87 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 25.0 | |
| Intersection Capacity Utilization | 91.3% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1201 | 18 | 24 | 2241 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1201 | 18 | 24 | 2241 | 180 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.181 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 344 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1278 | 19 | 26 | 2384 | 191 |
| Lane Group Flow (vph) | 0 | 83 | 60 | 0 | 21 | 15 | 99 | 1278 | 19 | 26 | 2384 | 191 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.0 | 12.0 | | 7.8 | 7.8 | 122.1 | 117.7 | 117.7 | 114.1 | 110.0 | 110.0 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.76 | 0.74 | 0.74 | 0.71 | 0.69 | 0.69 |
| v/c Ratio | | 0.61 | 0.26 | | 0.24 | 0.08 | 0.70 | 0.49 | 0.02 | 0.09 | 0.97 | 0.17 |
| Control Delay | | 90.2 | 2.7 | | 79.2 | 0.9 | 54.4 | 15.8 | 0.0 | 4.1 | 20.2 | 0.7 |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.7 | 0.0 |
| Total Delay | | 90.2 | 2.8 | | 79.2 | 0.9 | 54.4 | 15.8 | 0.0 | 4.1 | 54.0 | 0.7 |
| LOS | | F | A | | E | A | D | B | A | A | D | A |
| Approach Delay | | 53.5 | | | 46.6 | | | 18.3 | | | 49.6 | |
| Approach LOS | | D | | | D | | | B | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 24 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 39.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 95.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







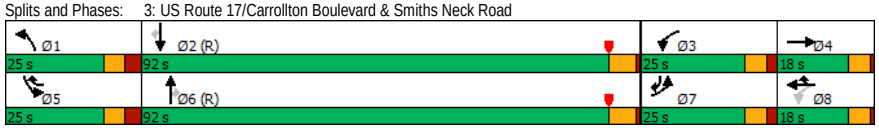

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1201 | 18 | 24 | 2241 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1201 | 18 | 24 | 2241 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1815 | 1615 | | 1834 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1815 | 1615 | | 1834 | 1495 | 68 | 3574 | 1509 | 343 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1278 | 19 | 26 | 2384 | 191 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 15 | 0 | 0 | 6 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 83 | 5 | 0 | 21 | 0 | 99 | 1278 | 13 | 26 | 2384 | 149 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Effective Green, g (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.03 | 0.03 | 0.75 | 0.70 | 0.70 | 0.69 | 0.67 | 0.67 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 136 | 121 | | 57 | 46 | 141 | 2499 | 1055 | 270 | 2394 | 1082 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | 0.36 | | 0.00 | c0.67 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | c0.49 | | 0.01 | 0.06 | | 0.09 |
| v/c Ratio | | 0.61 | 0.04 | | 0.37 | 0.01 | 0.70 | 0.51 | 0.01 | 0.10 | 1.00 | 0.14 |
| Uniform Delay, d1 | | 71.7 | 68.6 | | 76.0 | 75.1 | 52.9 | 11.3 | 7.3 | 8.8 | 26.2 | 9.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 1.36 | 1.00 | 0.61 | 0.41 | 0.12 |
| Incremental Delay, d2 | | 7.9 | 0.1 | | 4.0 | 0.1 | 12.6 | 0.7 | 0.0 | 0.1 | 12.1 | 0.1 |
| Delay (s) | | 79.6 | 68.8 | | 79.9 | 75.2 | 63.6 | 16.0 | 7.3 | 5.4 | 22.7 | 1.3 |
| Level of Service | | E | E | | E | E | E | B | A | A | C | A |
| Approach Delay (s) | | 75.0 | | | 78.0 | | | 19.2 | | | 21.0 | |
| Approach LOS | | E | | | E | | | B | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 22.8 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.93 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 95.2% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 46 | 70 | 121 | 95 | 35 | 175 | 901 | 90 | 92 | 1889 | 364 |
| Future Volume (vph) | 226 | 46 | 70 | 121 | 95 | 35 | 175 | 901 | 90 | 92 | 1889 | 364 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.910 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3502 | 1719 | 0 | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.408 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3502 | 1719 | 0 | 775 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | 37 | | | | 61 | | | 102 | | | 155 |
| Adj. Flow (vph) | 246 | 50 | 76 | 132 | 103 | 38 | 190 | 979 | 98 | 100 | 2053 | 396 |
| Lane Group Flow (vph) | 246 | 126 | 0 | 132 | 103 | 38 | 190 | 979 | 98 | 100 | 2053 | 396 |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 25.0 | 18.0 | | 25.0 | 18.0 | | 25.0 | 92.0 | 92.0 | 25.0 | 92.0 | 25.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 16.1 | 13.5 | | 26.5 | 12.4 | 33.0 | 19.0 | 93.8 | 93.8 | 13.6 | 88.4 | 110.6 |
| Actuated g/C Ratio | 0.10 | 0.08 | | 0.17 | 0.08 | 0.21 | 0.12 | 0.59 | 0.59 | 0.08 | 0.55 | 0.69 |
| v/c Ratio | 0.70 | 0.71 | | 0.59 | 0.70 | 0.10 | 0.89 | 0.47 | 0.10 | 0.67 | 1.04 | 0.34 |
| Control Delay | 80.2 | 70.8 | | 64.3 | 95.8 | 4.0 | 123.9 | 4.5 | 0.6 | 102.5 | 41.3 | 2.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 |
| Total Delay | 80.2 | 70.8 | | 64.3 | 95.8 | 4.0 | 123.9 | 4.5 | 0.6 | 102.5 | 46.4 | 2.7 |
| LOS | F | E | | E | F | A | F | A | A | F | D | A |
| Approach Delay | | 77.1 | | | 67.8 | | | 22.1 | | | 41.8 | |
| Approach LOS | | E | | | E | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 40 (25%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 40.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.3% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 46 | 70 | 121 | 95 | 35 | 175 | 901 | 90 | 92 | 1889 | 364 |
| Future Volume (vph) | 226 | 46 | 70 | 121 | 95 | 35 | 175 | 901 | 90 | 92 | 1889 | 364 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 5.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3502 | 1718 | | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | | 0.41 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3502 | 1718 | | 774 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 246 | 50 | 76 | 132 | 103 | 38 | 190 | 979 | 98 | 100 | 2053 | 396 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 31 | 0 | 0 | 40 | 0 | 0 | 54 |
| Lane Group Flow (vph) | 246 | 92 | 0 | 132 | 103 | 7 | 190 | 979 | 58 | 100 | 2053 | 342 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 16.1 | 13.5 | | 27.4 | 12.4 | 31.0 | 19.0 | 93.9 | 93.9 | 13.6 | 88.5 | 104.6 |
| Effective Green, g (s) | 16.1 | 13.5 | | 27.4 | 12.4 | 31.0 | 19.0 | 93.9 | 93.9 | 13.6 | 88.5 | 104.6 |
| Actuated g/C Ratio | 0.10 | 0.08 | | 0.17 | 0.08 | 0.19 | 0.12 | 0.59 | 0.59 | 0.08 | 0.55 | 0.65 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 352 | 144 | | 229 | 147 | 312 | 214 | 2076 | 947 | 150 | 1976 | 1105 |
| v/s Ratio Prot | c0.07 | 0.05 | | 0.05 | c0.05 | 0.00 | c0.11 | c0.28 | | 0.06 | c0.57 | 0.03 |
| v/s Ratio Perm | | | | 0.04 | | | | | 0.04 | | | 0.18 |
| v/c Ratio | 0.70 | 0.64 | | 0.58 | 0.70 | 0.02 | 0.89 | 0.47 | 0.06 | 0.67 | 1.04 | 0.31 |
| Uniform Delay, d1 | 69.6 | 70.9 | | 59.4 | 72.0 | 52.2 | 69.5 | 18.9 | 14.2 | 71.0 | 35.8 | 12.0 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.32 | 0.19 | 0.16 | 1.33 | 0.40 | 0.40 |
| Incremental Delay, d2 | 6.0 | 9.0 | | 3.5 | 14.0 | 0.0 | 30.6 | 0.7 | 0.1 | 3.9 | 24.4 | 0.1 |
| Delay (s) | 75.6 | 79.9 | | 62.9 | 86.0 | 52.3 | 122.2 | 4.3 | 2.3 | 98.4 | 38.8 | 4.9 |
| Level of Service | E | E | | E | F | D | F | A | A | F | D | A |
| Approach Delay (s) | | 77.0 | | | 70.1 | | | 21.8 | | | 35.9 | |
| Approach LOS | | E | | | E | | | C | | | D | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 37.4 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.95 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | | |
| Intersection Capacity Utilization | 90.3% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1307 | 22 | 14 | 1997 | 33 |
| Future Volume (vph) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1307 | 22 | 14 | 1997 | 33 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1390 | 23 | 15 | 2124 | 35 |
| Lane Group Flow (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1390 | 23 | 15 | 2124 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Control Type: Unsignalized | | | | |
| Intersection Capacity Utilization 66.7% | | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1307 | 22 | 14 | 1997 | 33 |
| Future Volume (Veh/h) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1307 | 22 | 14 | 1997 | 33 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1390 | 23 | 15 | 2124 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | | 0.46 | | | | | |
| vC, conflicting volume | 3071 | 3755 | 1062 | 2689 | 3767 | 695 | 2159 | | | 1413 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3156 | 4657 | 0 | 2317 | 4683 | 695 | 1154 | | | 1413 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 91 | 66 | | | 97 | | |
| cM capacity (veh/h) | 1 | 0 | 497 | 7 | 0 | 389 | 276 | | | 489 | | |

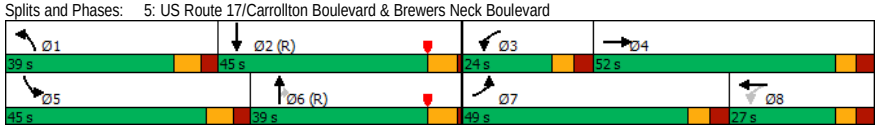
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 19 | 34 | 94 | 695 | 695 | 23 | 15 | 1062 | 1062 | 35 |
| Volume Left | 0 | 0 | 94 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Volume Right | 19 | 34 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 35 |
| cSH | 497 | 389 | 276 | 1700 | 1700 | 1700 | 489 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.09 | 0.34 | 0.41 | 0.41 | 0.01 | 0.03 | 0.62 | 0.62 | 0.02 |
| Queue Length 95th (ft) | 3 | 7 | 36 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Control Delay (s) | 12.5 | 15.1 | 24.6 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | C | | | | B | | | |
| Approach Delay (s) | 12.5 | 15.1 | 1.5 | | | | 0.1 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 0.9 | | | |
| Intersection Capacity Utilization | | 66.7% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 760 | 196 | 641 | 170 | 299 | 65 | 550 | 586 | 61 | 334 | 666 | 1210 |
| Future Volume (vph) | 760 | 196 | 641 | 170 | 299 | 65 | 550 | 586 | 61 | 334 | 666 | 1210 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.973 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3444 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.629 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1172 | 3444 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 581 | | 13 | | | | 188 | | | 630 |
| Adj. Flow (vph) | 800 | 206 | 675 | 179 | 315 | 68 | 579 | 617 | 64 | 352 | 701 | 1274 |
| Lane Group Flow (vph) | 800 | 206 | 675 | 179 | 383 | 0 | 579 | 617 | 64 | 352 | 701 | 1274 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 39.0 | 39.0 | 45.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 40.3 | 44.9 | 160.0 | 34.1 | 19.3 | | 29.6 | 36.6 | 36.6 | 34.3 | 41.3 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.18 | 0.23 | 0.23 | 0.21 | 0.26 | 1.00 |
| v/c Ratio | 0.93 | 0.39 | 0.43 | 0.59 | 0.90 | | 0.91 | 0.76 | 0.13 | 0.91 | 0.76 | 0.80 |
| Control Delay | 75.3 | 49.3 | 0.9 | 42.1 | 90.6 | | 71.1 | 63.1 | 2.7 | 93.7 | 47.8 | 12.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 75.3 | 49.3 | 0.9 | 42.1 | 90.6 | | 71.1 | 63.1 | 2.7 | 93.7 | 47.8 | 12.9 |
| LOS | E | D | A | D | F | | E | E | A | F | D | B |
| Approach Delay | | 42.2 | | | 75.2 | | | 63.7 | | | 35.7 | |
| Approach LOS | | D | | | E | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 74 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 47.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.1% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 760 | 196 | 641 | 170 | 299 | 65 | 550 | 586 | 61 | 334 | 666 | 1210 |
| Future Volume (vph) | 760 | 196 | 641 | 170 | 299 | 65 | 550 | 586 | 61 | 334 | 666 | 1210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3445 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1171 | 3445 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 800 | 206 | 675 | 179 | 315 | 68 | 579 | 617 | 64 | 352 | 701 | 1274 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 800 | 206 | 675 | 179 | 372 | 0 | 579 | 617 | 15 | 352 | 701 | 1274 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 40.3 | 44.9 | 160.0 | 34.0 | 19.3 | | 29.6 | 36.6 | 36.6 | 34.3 | 41.3 | 160.0 |
| Effective Green, g (s) | 40.3 | 44.9 | 160.0 | 34.0 | 19.3 | | 29.6 | 36.6 | 36.6 | 34.3 | 41.3 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.19 | 0.23 | 0.23 | 0.21 | 0.26 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 864 | 522 | 1568 | 303 | 415 | | 635 | 817 | 362 | 386 | 922 | 1599 |
| v/s Ratio Prot | c0.23 | 0.11 | | 0.05 | 0.11 | | 0.17 | 0.17 | | c0.20 | 0.20 | |
| v/s Ratio Perm | | | 0.43 | 0.07 | | | | | 0.01 | | | c0.80 |
| v/c Ratio | 0.93 | 0.39 | 0.43 | 0.59 | 0.90 | | 0.91 | 0.76 | 0.04 | 0.91 | 0.76 | 0.80 |
| Uniform Delay, d1 | 58.4 | 46.6 | 0.0 | 55.2 | 69.4 | | 63.9 | 57.5 | 48.0 | 61.4 | 54.8 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 0.97 | 1.00 | 1.17 | 0.77 | 1.00 |
| Incremental Delay, d2 | 15.7 | 0.6 | 0.9 | 3.1 | 21.1 | | 16.6 | 6.0 | 0.2 | 20.5 | 4.5 | 3.2 |
| Delay (s) | 74.1 | 47.1 | 0.9 | 58.3 | 90.5 | | 69.1 | 61.9 | 48.2 | 92.6 | 46.9 | 3.2 |
| Level of Service | E | D | A | E | F | | E | E | D | F | D | A |
| Approach Delay (s) | | 41.4 | | | 80.2 | | | 64.5 | | | 29.9 | |
| Approach LOS | | D | | | F | | | E | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 45.5 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.99 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 29.5 | | |
| Intersection Capacity Utilization | 90.1% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 8 | 25 | 0 | 44 | 13 | 1088 | 54 | 70 | 1242 | 6 |
| Future Volume (vph) | 4 | 0 | 8 | 25 | 0 | 44 | 13 | 1088 | 54 | 70 | 1242 | 6 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.907 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.985 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1697 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.985 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1697 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 9 | 27 | 0 | 47 | 14 | 1157 | 57 | 74 | 1321 | 6 |
| Lane Group Flow (vph) | 0 | 13 | 0 | 0 | 27 | 47 | 14 | 1157 | 57 | 74 | 1327 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 52.3% | | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 8 | 25 | 0 | 44 | 13 | 1088 | 54 | 70 | 1242 | 6 |
| Future Volume (Veh/h) | 4 | 0 | 8 | 25 | 0 | 44 | 13 | 1088 | 54 | 70 | 1242 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 9 | 27 | 0 | 47 | 14 | 1157 | 57 | 74 | 1321 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | | 0.83 | | | | | |
| vC, conflicting volume | 2078 | 2714 | 664 | 2002 | 2660 | 578 | 1327 | | | 1214 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1893 | 2656 | 192 | 1801 | 2591 | 578 | 989 | | | 1214 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 86 | 100 | 99 | 22 | 100 | 90 | 98 | | | 87 | | |
| cM capacity (veh/h) | 29 | 16 | 685 | 35 | 18 | 454 | 588 | | | 582 | | |

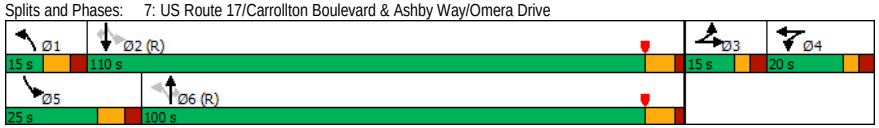
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 13 | 74 | 14 | 578 | 578 | 57 | 74 | 881 | 446 |
| Volume Left | 4 | 27 | 14 | 0 | 0 | 0 | 74 | 0 | 0 |
| Volume Right | 9 | 47 | 0 | 0 | 0 | 57 | 0 | 0 | 6 |
| cSH | 86 | 95 | 588 | 1700 | 1700 | 1700 | 582 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.78 | 0.02 | 0.34 | 0.34 | 0.03 | 0.13 | 0.52 | 0.26 |
| Queue Length 95th (ft) | 13 | 102 | 2 | 0 | 0 | 0 | 11 | 0 | 0 |
| Control Delay (s) | 54.4 | 101.6 | 11.3 | 0.0 | 0.0 | 0.0 | 12.1 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | |
| Approach Delay (s) | 54.4 | 101.6 | 0.1 | | | | 0.6 | | |
| Approach LOS | F | F | | | | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 3.4 | | | | | | | | | |
| Intersection Capacity Utilization | | | 52.3% | | ICU Level of Service | | | | A | | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1001 | 25 | 102 | 1203 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1001 | 25 | 102 | 1203 | 47 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.896 | | | 0.915 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.186 | | | 0.223 | | |
| Satd. Flow (perm) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 353 | 3539 | 1615 | 415 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 16 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 1011 | 25 | 103 | 1215 | 47 |
| Lane Group Flow (vph) | 35 | 23 | 0 | 0 | 150 | 0 | 29 | 1011 | 25 | 103 | 1215 | 47 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.2 | 9.2 | | | 16.9 | | 107.2 | 100.6 | 100.6 | 113.4 | 108.2 | 108.2 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.11 | | 0.67 | 0.63 | 0.63 | 0.71 | 0.68 | 0.68 |
| v/c Ratio | 0.34 | 0.21 | | | 0.71 | | 0.10 | 0.45 | 0.02 | 0.28 | 0.50 | 0.04 |
| Control Delay | 81.1 | 40.3 | | | 67.2 | | 9.2 | 17.8 | 0.0 | 6.4 | 11.0 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.1 | 40.3 | | | 67.2 | | 9.2 | 17.8 | 0.0 | 6.4 | 11.0 | 0.2 |
| LOS | F | D | | | E | | A | B | A | A | B | A |
| Approach Delay | | 64.9 | | | 67.2 | | | 17.2 | | | 10.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 69 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 17.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 72.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







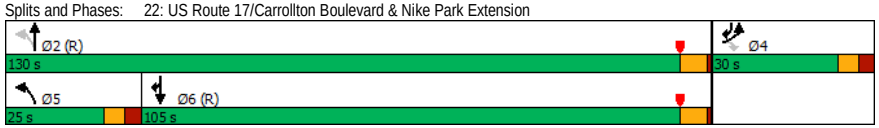

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1001 | 25 | 102 | 1203 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1001 | 25 | 102 | 1203 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1702 | | | 1669 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.19 | 1.00 | 1.00 | 0.22 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1702 | | | 1669 | | 354 | 3539 | 1615 | 415 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 1011 | 25 | 103 | 1215 | 47 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 37 | 0 | 0 | 0 | 9 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 35 | 8 | 0 | 0 | 113 | 0 | 29 | 1011 | 16 | 103 | 1215 | 30 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Effective Green, g (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.11 | | 0.65 | 0.62 | 0.62 | 0.70 | 0.65 | 0.65 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 85 | 80 | | | 176 | | 268 | 2198 | 1003 | 364 | 2316 | 1046 |
| v/s Ratio Prot | c0.02 | 0.00 | | | c0.07 | | 0.00 | 0.29 | | c0.02 | c0.34 | |
| v/s Ratio Perm | | | | | | | 0.07 | | 0.01 | 0.18 | | 0.02 |
| v/c Ratio | 0.41 | 0.10 | | | 0.64 | | 0.11 | 0.46 | 0.02 | 0.28 | 0.52 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.9 | | | 68.7 | | 11.3 | 16.1 | 11.6 | 9.5 | 15.0 | 10.1 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.61 | 0.67 | 1.00 |
| Incremental Delay, d2 | 3.2 | 0.5 | | | 7.8 | | 0.2 | 0.7 | 0.0 | 0.4 | 0.7 | 0.0 |
| Delay (s) | 77.3 | 73.4 | | | 76.5 | | 11.5 | 16.8 | 11.6 | 6.1 | 10.7 | 10.1 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 75.7 | | | 76.5 | | | 16.5 | | | 10.4 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 18.0 | HCM 2000 Level of Service | B | |
| HCM 2000 Volume to Capacity ratio | 0.53 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | |
| Intersection Capacity Utilization | 72.5% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1246 | 1801 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1246 | 1801 | 243 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.054 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 101 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 48 | | | | 264 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1354 | 1958 | 264 |
| Lane Group Flow (vph) | 163 | 48 | 125 | 1354 | 1958 | 264 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 12.9 | 12.9 | 133.1 | 134.1 | 115.1 | 135.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.83 | 0.84 | 0.72 | 0.84 |
| v/c Ratio | 0.59 | 0.28 | 0.60 | 0.46 | 0.77 | 0.19 |
| Control Delay | 79.5 | 20.3 | 22.8 | 8.9 | 4.4 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 79.5 | 20.3 | 22.8 | 8.9 | 4.4 | 0.1 |
| LOS | E | C | C | A | A | A |
| Approach Delay | 66.0 | | | 10.0 | 3.9 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 84 (53%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 9.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 78.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



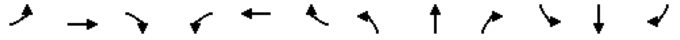





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1246 | 1801 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1246 | 1801 | 243 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.05 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 101 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1354 | 1958 | 264 |
| RTOR Reduction (vph) | 0 | 44 | 0 | 0 | 0 | 43 |
| Lane Group Flow (vph) | 163 | 4 | 125 | 1354 | 1958 | 221 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Effective Green, g (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.84 | 0.84 | 0.72 | 0.84 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 276 | 127 | 208 | 2966 | 2548 | 1326 |
| v/s Ratio Prot | c0.05 | | 0.04 | c0.38 | c0.55 | 0.14 |
| v/s Ratio Perm | | 0.00 | 0.46 | | | |
| v/c Ratio | 0.59 | 0.03 | 0.60 | 0.46 | 0.77 | 0.17 |
| Uniform Delay, d1 | 71.0 | 67.8 | 34.2 | 3.4 | 14.0 | 2.4 |
| Progression Factor | 1.00 | 1.00 | 0.80 | 2.39 | 0.24 | 0.00 |
| Incremental Delay, d2 | 3.4 | 0.1 | 2.5 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 74.4 | 67.9 | 29.8 | 8.4 | 4.0 | 0.0 |
| Level of Service | E | E | C | A | A | A |
| Approach Delay (s) | 72.9 | | | 10.2 | 3.6 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 9.8 | HCM 2000 Level of Service | A | |
| HCM 2000 Volume to Capacity ratio | 0.74 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 | |
| Intersection Capacity Utilization | 78.7% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 6 | 57 | 0 | 6 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| Future Volume (vph) | 155 | 6 | 57 | 0 | 6 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | | | | | | 0.872 | |
| Flt Protected | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (prot) | 1770 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (perm) | 1770 | 1611 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Adj. Flow (vph) | 168 | 7 | 62 | 0 | 7 | 0 | 86 | 7 | 0 | 0 | 7 | 136 |
| Lane Group Flow (vph) | 168 | 69 | 0 | 0 | 7 | 0 | 0 | 93 | 0 | 0 | 143 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 63 | 68 | 69 | 34 | 98 | 169 | 185 | 50 | 201 | 2903 | 2917 | 230 |
| Average Queue (ft) | 17 | 20 | 22 | 6 | 33 | 45 | 55 | 5 | 29 | 1045 | 1095 | 59 |
| 95th Queue (ft) | 49 | 54 | 54 | 23 | 75 | 125 | 141 | 31 | 133 | 2721 | 2767 | 223 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 1 | 1 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | | 0 | 0 | 0 | 21 | 27 | 0 |
| Queuing Penalty (veh) | | | | | | | 0 | 0 | 0 | 5 | 15 | 3 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 163 | 123 | 81 | 66 | 195 | 266 | 278 | 85 | 309 | 584 | 587 | 240 |
| Average Queue (ft) | 69 | 41 | 22 | 15 | 67 | 112 | 123 | 4 | 33 | 484 | 506 | 118 |
| 95th Queue (ft) | 134 | 92 | 58 | 50 | 139 | 233 | 244 | 46 | 148 | 689 | 687 | 299 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | 8 | 11 | |
| Queuing Penalty (veh) | | | | | | | | | | 95 | 135 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 29 | 1 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 52 | 6 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 189 | 216 | 201 | 148 | 179 | 98 | 331 | 290 | 311 | 183 | 449 | 946 |
| Average Queue (ft) | 91 | 131 | 89 | 88 | 85 | 27 | 191 | 129 | 133 | 21 | 146 | 558 |
| 95th Queue (ft) | 177 | 198 | 162 | 148 | 157 | 68 | 318 | 238 | 245 | 78 | 371 | 960 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 2 | 0 | | | | | | 0 |
| Queuing Penalty (veh) | | | | | 3 | 0 | | | | | | 2 |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | | 1 | 2 | 0 | | | 1 | 0 | 0 | 12 |
| Queuing Penalty (veh) | | | | 2 | 3 | 0 | | | 1 | 0 | 1 | 11 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 967 | 820 |
| Average Queue (ft) | 598 | 204 |
| 95th Queue (ft) | 993 | 745 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 4 | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | 4 | 1 |
| Queuing Penalty (veh) | 13 | 5 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | R | L | R |
| Maximum Queue (ft) | 45 | 57 | 156 | 34 | 2 | 43 | 2 |
| Average Queue (ft) | 12 | 20 | 70 | 1 | 0 | 6 | 0 |
| 95th Queue (ft) | 34 | 46 | 134 | 26 | 0 | 25 | 2 |
| Link Distance (ft) | 1152 | 872 | | 1215 | | | |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 245 | | 300 | 300 | 200 |
| Storage Blk Time (%) | | | | 0 | | | |
| Queuing Penalty (veh) | | | | 0 | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | L | T | TR | L | L | T | T | R |
| Maximum Queue (ft) | 518 | 541 | 236 | 260 | 150 | 354 | 317 | 394 | 406 | 380 | 384 | 225 |
| Average Queue (ft) | 336 | 359 | 108 | 24 | 124 | 201 | 180 | 232 | 244 | 235 | 240 | 73 |
| 95th Queue (ft) | 484 | 510 | 197 | 141 | 186 | 333 | 303 | 354 | 364 | 340 | 345 | 216 |
| Link Distance (ft) | | 610 | 610 | | | 1286 | 1286 | | | 1050 | 1050 | |
| Upstream Blk Time (%) | | 0 | | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | 150 | | | 650 | 650 | | | 225 |
| Storage Blk Time (%) | 0 | 0 | | | 5 | 18 | | | | | 13 | 0 |
| Queuing Penalty (veh) | 0 | 1 | | | 8 | 31 | | | | | 8 | 1 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | L | T | T | R |
| Maximum Queue (ft) | 437 | 432 | 537 | 299 |
| Average Queue (ft) | 277 | 254 | 231 | 53 |
| 95th Queue (ft) | 424 | 382 | 413 | 240 |
| Link Distance (ft) | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 500 | | | 300 |
| Storage Blk Time (%) | 0 | 0 | 1 | 0 |
| Queuing Penalty (veh) | 2 | 1 | 10 | 1 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | R | L | TR |
| Maximum Queue (ft) | 54 | 87 | 78 | 29 | 2 | 93 | 3 |
| Average Queue (ft) | 12 | 28 | 26 | 7 | 0 | 31 | 0 |
| 95th Queue (ft) | 38 | 68 | 55 | 23 | 2 | 73 | 2 |
| Link Distance (ft) | 712 | 416 | | | | | 1050 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | 60 | 275 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 82 | 47 | 237 | 73 | 290 | 265 | 19 | 100 | 232 | 232 | 28 |
| Average Queue (ft) | 29 | 15 | 96 | 19 | 140 | 105 | 4 | 38 | 78 | 92 | 6 |
| 95th Queue (ft) | 68 | 42 | 191 | 55 | 247 | 221 | 15 | 80 | 178 | 185 | 23 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | | | | | 0 | | | | 0 | | |
| Queuing Penalty (veh) | | | | | 0 | | | | 0 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 532 | 527 | 258 |
| Average Queue (ft) | 86 | 83 | 12 |
| 95th Queue (ft) | 394 | 386 | 142 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 514 | 513 |
| Average Queue (ft) | 273 | 302 |
| 95th Queue (ft) | 612 | 627 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 2 | 2 |
| Queuing Penalty (veh) | 22 | 31 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB |
|---|---|
| Directions Served | T |
| Maximum Queue (ft) | 5 |
| Average Queue (ft) | 0 |
| 95th Queue (ft) | 5 |
| Link Distance (ft) | 1215 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 130 | 148 | 73 | 74 | 467 | 451 | 354 | 582 | 200 |
| Average Queue (ft) | 54 | 77 | 19 | 60 | 154 | 131 | 169 | 369 | 84 |
| 95th Queue (ft) | 108 | 131 | 54 | 86 | 351 | 320 | 302 | 577 | 236 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | | | 1 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 26 | 10 | | | 15 | 0 |
| Queuing Penalty (veh) | | | | 164 | 12 | | | 38 | 4 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 57 | 73 |
| Average Queue (ft) | 4 | 26 | 37 |
| 95th Queue (ft) | 21 | 46 | 62 |
| Link Distance (ft) | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

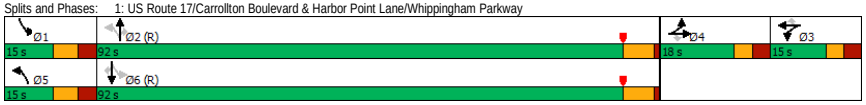
## Network Summary

Network wide Queuing Penalty: 698

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2456 | 8 | 6 | 829 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2456 | 8 | 6 | 829 | 14 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.283 | | | 0.041 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 460 | 3539 | 1615 | 65 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 125 | | | 125 | | | 125 | | | 125 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2670 | 9 | 7 | 901 | 15 |
| Lane Group Flow (vph) | 0 | 64 | 33 | 0 | 24 | 39 | 15 | 2670 | 9 | 7 | 901 | 15 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 92.0 | 92.0 | 15.0 | 92.0 | 92.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.0 | 10.0 | | 7.7 | 7.7 | 107.2 | 108.2 | 108.2 | 105.6 | 105.6 | 105.6 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.06 | 0.06 | 0.77 | 0.77 | 0.77 | 0.75 | 0.75 | 0.75 |
| v/c Ratio | | 0.50 | 0.14 | | 0.24 | 0.19 | 0.04 | 0.98 | 0.01 | 0.07 | 0.34 | 0.01 |
| Control Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.1 | 11.2 | 0.0 | 7.2 | 8.8 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 75.5 | 1.3 | | 69.0 | 2.1 | 1.1 | 11.2 | 0.0 | 7.2 | 8.8 | 0.0 |
| LOS | | E | A | | E | A | A | B | A | A | A | A |
| Approach Delay | | 50.3 | | | 27.6 | | | 11.1 | | | 8.6 | |
| Approach LOS | | D | | | C | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 80 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 11.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 94.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







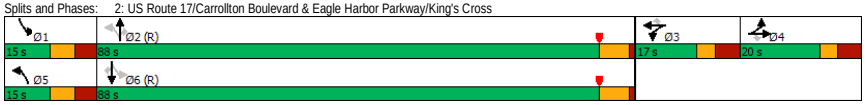

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2456 | 8 | 6 | 829 | 14 |
| Future Volume (vph) | 59 | 0 | 30 | 22 | 0 | 36 | 14 | 2456 | 8 | 6 | 829 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.28 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 460 | 3539 | 1615 | 65 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 64 | 0 | 33 | 24 | 0 | 39 | 15 | 2670 | 9 | 7 | 901 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 31 | 0 | 0 | 37 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 64 | 2 | 0 | 24 | 2 | 15 | 2670 | 6 | 7 | 901 | 10 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Effective Green, g (s) | | 8.6 | 8.6 | | 6.3 | 6.3 | 101.3 | 99.0 | 99.0 | 98.9 | 97.8 | 97.8 |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.04 | 0.04 | 0.72 | 0.71 | 0.71 | 0.71 | 0.70 | 0.70 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 110 | 99 | | 81 | 70 | 350 | 2502 | 1142 | 57 | 2424 | 1044 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | 0.00 | c0.75 | | | c0.00 | 0.26 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.03 | | 0.00 | 0.09 | | 0.01 |
| v/c Ratio | | 0.58 | 0.02 | | 0.30 | 0.03 | 0.04 | 1.07 | 0.01 | 0.12 | 0.37 | 0.01 |
| Uniform Delay, d1 | | 63.9 | 61.7 | | 64.7 | 63.9 | 5.8 | 20.5 | 6.0 | 37.6 | 8.6 | 6.4 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 7.6 | 0.1 | | 2.0 | 0.1 | 0.0 | 32.9 | 0.0 | 0.7 | 0.4 | 0.0 |
| Delay (s) | | 71.6 | 61.8 | | 66.7 | 64.1 | 1.1 | 35.3 | 6.0 | 38.3 | 9.0 | 6.4 |
| Level of Service | | E | E | | E | E | A | D | A | D | A | A |
| Approach Delay (s) | | 68.3 | | | 65.1 | | | 35.1 | | | 9.2 | |
| Approach LOS | | E | | | E | | | D | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 30.1 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.98 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 94.6% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2306 | 4 | 2 | 850 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2306 | 4 | 2 | 850 | 29 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.958 | | 0.246 | | | 0.047 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1820 | 1468 | 445 | 3539 | 967 | 89 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 136 | | | 136 | | | 144 | | | 144 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2507 | 4 | 2 | 924 | 32 |
| Lane Group Flow (vph) | 0 | 169 | 73 | 0 | 17 | 26 | 49 | 2507 | 4 | 2 | 924 | 32 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 17.0 | 17.0 | 17.0 | 15.0 | 88.0 | 88.0 | 15.0 | 88.0 | 88.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 17.1 | 17.1 | | 7.5 | 7.5 | 98.4 | 98.4 | 98.4 | 92.3 | 89.7 | 89.7 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.70 | 0.70 | 0.70 | 0.66 | 0.64 | 0.64 |
| v/c Ratio | | 0.77 | 0.23 | | 0.18 | 0.13 | 0.13 | 1.01 | 0.01 | 0.02 | 0.42 | 0.03 |
| Control Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 7.2 | 29.8 | 0.0 | 8.0 | 10.4 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 82.7 | 1.7 | | 67.2 | 1.2 | 7.2 | 29.8 | 0.0 | 8.0 | 10.4 | 0.1 |
| LOS | | F | A | | E | A | A | C | A | A | B | A |
| Approach Delay | | 58.2 | | | 27.3 | | | 29.4 | | | 10.1 | |
| Approach LOS | | E | | | C | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 62 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 26.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 94.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







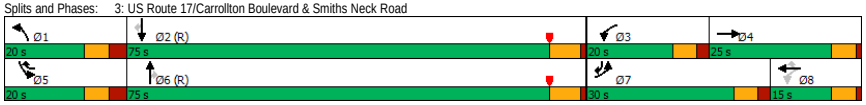

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2306 | 4 | 2 | 850 | 29 |
| Future Volume (vph) | 155 | 1 | 67 | 14 | 2 | 24 | 45 | 2306 | 4 | 2 | 850 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1820 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.25 | 1.00 | 1.00 | 0.05 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1820 | 1468 | 445 | 3539 | 967 | 89 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 168 | 1 | 73 | 15 | 2 | 26 | 49 | 2507 | 4 | 2 | 924 | 32 |
| RTOR Reduction (vph) | 0 | 0 | 64 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 0 | 12 |
| Lane Group Flow (vph) | 0 | 169 | 9 | 0 | 17 | 1 | 49 | 2507 | 3 | 2 | 924 | 20 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Effective Green, g (s) | | 17.1 | 17.1 | | 4.7 | 4.7 | 94.9 | 89.7 | 89.7 | 86.5 | 85.5 | 85.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.03 | 0.03 | 0.68 | 0.64 | 0.64 | 0.62 | 0.61 | 0.61 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 218 | 197 | | 61 | 49 | 348 | 2267 | 619 | 67 | 2119 | 948 |
| v/s Ratio Prot | | c0.09 | | | c0.01 | | c0.01 | c0.71 | | | 0.00 | 0.27 |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.09 | | 0.00 | 0.02 | | 0.01 |
| v/c Ratio | | 0.78 | 0.05 | | 0.28 | 0.02 | 0.14 | 1.11 | 0.00 | 0.03 | 0.44 | 0.02 |
| Uniform Delay, d1 | | 59.6 | 54.2 | | 66.0 | 65.4 | 8.8 | 25.1 | 9.1 | 34.0 | 14.5 | 10.7 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 0.55 | 1.00 | 1.04 | 0.72 | 1.00 |
| Incremental Delay, d2 | | 15.7 | 0.1 | | 2.5 | 0.1 | 0.1 | 52.3 | 0.0 | 0.1 | 0.6 | 0.0 |
| Delay (s) | | 75.3 | 54.3 | | 68.5 | 65.6 | 8.5 | 66.1 | 9.1 | 35.6 | 11.1 | 10.8 |
| Level of Service | | E | D | | E | E | A | E | A | D | B | B |
| Approach Delay (s) | | 69.0 | | | 66.7 | | | 64.9 | | | 11.1 | |
| Approach LOS | | E | | | E | | | E | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 51.6 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 1.02 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 94.9% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 64 | 94 | 70 | 12 | 42 | 41 | 1692 | 87 | 60 | 761 | 122 |
| Future Volume (vph) | 439 | 64 | 94 | 70 | 12 | 42 | 41 | 1692 | 87 | 60 | 761 | 122 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.911 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3467 | 1717 | 0 | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3467 | 1717 | 0 | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | 44 | | | | 117 | | | 164 | | | 133 |
| Adj. Flow (vph) | 477 | 70 | 102 | 76 | 13 | 46 | 45 | 1839 | 95 | 65 | 827 | 133 |
| Lane Group Flow (vph) | 477 | 172 | 0 | 76 | 13 | 46 | 45 | 1839 | 95 | 65 | 827 | 133 |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Total Split (s) | 30.0 | 25.0 | | 20.0 | 15.0 | 20.0 | 20.0 | 75.0 | 75.0 | 20.0 | 75.0 | 30.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 25.8 | 15.4 | | 13.8 | 7.6 | 15.3 | 8.8 | 82.5 | 82.5 | 9.8 | 83.4 | 116.4 |
| Actuated g/C Ratio | 0.18 | 0.11 | | 0.10 | 0.05 | 0.11 | 0.06 | 0.59 | 0.59 | 0.07 | 0.60 | 0.83 |
| v/c Ratio | 0.75 | 0.75 | | 0.44 | 0.13 | 0.17 | 0.45 | 0.88 | 0.10 | 0.53 | 0.40 | 0.10 |
| Control Delay | 62.0 | 64.5 | | 57.5 | 65.2 | 1.3 | 76.4 | 21.9 | 0.7 | 86.7 | 10.3 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.0 | 64.5 | | 57.5 | 65.2 | 1.3 | 76.4 | 25.7 | 0.7 | 86.7 | 10.3 | 0.1 |
| LOS | E | E | | E | E | A | E | C | A | F | B | A |
| Approach Delay | | 62.7 | | | 39.1 | | | 25.6 | | | 13.8 | |
| Approach LOS | | E | | | D | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 52 (37%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 29.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 81.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

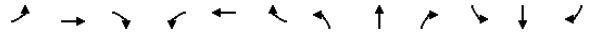







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 439 | 64 | 94 | 70 | 12 | 42 | 41 | 1692 | 87 | 60 | 761 | 122 |
| Future Volume (vph) | 439 | 64 | 94 | 70 | 12 | 42 | 41 | 1692 | 87 | 60 | 761 | 122 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3467 | 1717 | | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3467 | 1717 | | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 477 | 70 | 102 | 76 | 13 | 46 | 45 | 1839 | 95 | 65 | 827 | 133 |
| RTOR Reduction (vph) | 0 | 38 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 477 | 134 | 0 | 76 | 13 | 4 | 45 | 1839 | 53 | 65 | 827 | 100 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Actuated Green, G (s) | 25.8 | 18.4 | | 14.2 | 3.4 | 12.0 | 7.8 | 78.2 | 78.2 | 8.6 | 79.0 | 104.8 |
| Effective Green, g (s) | 25.8 | 18.4 | | 14.2 | 3.4 | 12.0 | 7.8 | 78.2 | 78.2 | 8.6 | 79.0 | 104.8 |
| Actuated g/C Ratio | 0.18 | 0.13 | | 0.10 | 0.02 | 0.09 | 0.06 | 0.56 | 0.56 | 0.06 | 0.56 | 0.75 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 638 | 225 | | 176 | 46 | 133 | 89 | 1976 | 867 | 107 | 1958 | 1278 |
| v/s Ratio Prot | c0.14 | c0.08 | | 0.03 | 0.01 | 0.00 | 0.03 | c0.52 | | c0.04 | 0.24 | 0.01 |
| v/s Ratio Perm | | | | 0.01 | | 0.00 | | | 0.03 | | | 0.05 |
| v/c Ratio | 0.75 | 0.59 | | 0.43 | 0.28 | 0.03 | 0.51 | 0.93 | 0.06 | 0.61 | 0.42 | 0.08 |
| Uniform Delay, d1 | 54.0 | 57.3 | | 59.1 | 67.1 | 58.7 | 64.2 | 28.4 | 14.1 | 64.1 | 17.4 | 4.7 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.04 | 0.57 | 1.00 | 1.16 | 0.57 | 0.00 |
| Incremental Delay, d2 | 4.8 | 4.2 | | 1.7 | 3.4 | 0.1 | 2.7 | 8.0 | 0.1 | 7.5 | 0.6 | 0.0 |
| Delay (s) | 58.8 | 61.5 | | 60.8 | 70.5 | 58.7 | 69.7 | 24.3 | 14.2 | 81.9 | 10.5 | 0.0 |
| Level of Service | E | E | | E | E | E | E | C | B | F | B | A |
| Approach Delay (s) | | 59.5 | | | 61.0 | | | 24.8 | | | 13.7 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 29.1 | HCM 2000 Level of Service | | C | |
| HCM 2000 Volume to Capacity ratio | 0.87 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 81.6% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

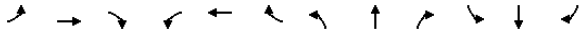


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1837 | 37 | 17 | 921 | 10 |
| Future Volume (vph) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1837 | 37 | 17 | 921 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1997 | 40 | 18 | 1001 | 11 |
| Lane Group Flow (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1997 | 40 | 18 | 1001 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Control Type: Unsignalized | | | | |
| Intersection Capacity Utilization 60.8% | | ICU Level of Service B | | |
| Analysis Period (min) 15 | | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1837 | 37 | 17 | 921 | 10 |
| Future Volume (Veh/h) | 0 | 0 | 38 | 0 | 0 | 11 | 20 | 1837 | 37 | 17 | 921 | 10 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 41 | 0 | 0 | 12 | 22 | 1997 | 40 | 18 | 1001 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | 0.87 | | | | | |
| vC, conflicting volume | 2092 | 3118 | 500 | 2618 | 3089 | 998 | 1012 | | | 2037 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1955 | 3136 | 124 | 2561 | 3102 | 998 | 712 | | | 2037 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 95 | 100 | 100 | 95 | 97 | | | 94 | | |
| cM capacity (veh/h) | 30 | 9 | 775 | 10 | 9 | 246 | 779 | | | 281 | | |

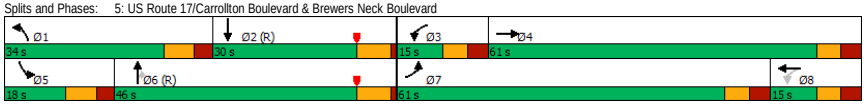
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 41 | 12 | 22 | 998 | 998 | 40 | 18 | 500 | 500 | 11 |
| Volume Left | 0 | 0 | 22 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Volume Right | 41 | 12 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 11 |
| cSH | 775 | 246 | 779 | 1700 | 1700 | 1700 | 281 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.05 | 0.03 | 0.59 | 0.59 | 0.02 | 0.06 | 0.29 | 0.29 | 0.01 |
| Queue Length 95th (ft) | 4 | 4 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Control Delay (s) | 9.9 | 20.4 | 9.8 | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | C | A | | | | C | | | |
| Approach Delay (s) | 9.9 | 20.4 | 0.1 | | | | 0.3 | | | |
| Approach LOS | A | C | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 0.4 | | | |
| Intersection Capacity Utilization | | 60.8% | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 978 | 85 | 555 | 59 | 67 | 72 | 440 | 589 | 20 | 61 | 393 | 569 |
| Future Volume (vph) | 978 | 85 | 555 | 59 | 67 | 72 | 440 | 589 | 20 | 61 | 393 | 569 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.922 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3263 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.698 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1300 | 3263 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 597 | | 77 | | | | 214 | | | 612 |
| Adj. Flow (vph) | 1052 | 91 | 597 | 63 | 72 | 77 | 473 | 633 | 22 | 66 | 423 | 612 |
| Lane Group Flow (vph) | 1052 | 91 | 597 | 63 | 149 | 0 | 473 | 633 | 22 | 66 | 423 | 612 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 61.0 | 61.0 | | 15.0 | 15.0 | | 34.0 | 46.0 | 46.0 | 18.0 | 30.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 49.6 | 52.4 | 140.0 | 14.4 | 7.2 | | 23.9 | 47.3 | 47.3 | 9.2 | 29.8 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.10 | 0.05 | | 0.17 | 0.34 | 0.34 | 0.07 | 0.21 | 1.00 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.40 | 0.62 | | 0.86 | 0.53 | 0.03 | 0.57 | 0.57 | 0.39 |
| Control Delay | 51.8 | 29.5 | 0.8 | 37.7 | 43.2 | | 59.7 | 37.5 | 0.1 | 76.9 | 44.0 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.8 | 29.5 | 0.8 | 37.7 | 43.2 | | 59.7 | 37.5 | 0.1 | 76.9 | 44.0 | 2.1 |
| LOS | D | C | A | D | D | | E | D | A | E | D | A |
| Approach Delay | | 33.1 | | | 41.6 | | | 46.1 | | | 22.7 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 68 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 34.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 80.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

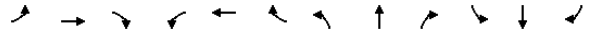







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 978 | 85 | 555 | 59 | 67 | 72 | 440 | 589 | 20 | 61 | 393 | 569 |
| Future Volume (vph) | 978 | 85 | 555 | 59 | 67 | 72 | 440 | 589 | 20 | 61 | 393 | 569 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3265 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1300 | 3265 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1052 | 91 | 597 | 63 | 72 | 77 | 473 | 633 | 22 | 66 | 423 | 612 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1052 | 91 | 597 | 63 | 77 | 0 | 473 | 633 | 7 | 66 | 423 | 612 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 49.6 | 52.4 | 140.0 | 14.8 | 8.8 | | 23.9 | 44.2 | 44.2 | 7.9 | 28.2 | 140.0 |
| Effective Green, g (s) | 49.6 | 52.4 | 140.0 | 14.8 | 8.8 | | 23.9 | 44.2 | 44.2 | 7.9 | 28.2 | 140.0 |
| Actuated g/C Ratio | 0.35 | 0.37 | 1.00 | 0.11 | 0.06 | | 0.17 | 0.32 | 0.32 | 0.06 | 0.20 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1192 | 697 | 1524 | 157 | 205 | | 553 | 1117 | 499 | 99 | 706 | 1553 |
| v/s Ratio Prot | c0.31 | 0.05 | | 0.02 | 0.02 | | c0.15 | c0.18 | | 0.04 | 0.12 | |
| v/s Ratio Perm | | | 0.39 | 0.03 | | | | | 0.00 | | | c0.39 |
| v/c Ratio | 0.88 | 0.13 | 0.39 | 0.40 | 0.37 | | 0.86 | 0.57 | 0.01 | 0.67 | 0.60 | 0.39 |
| Uniform Delay, d1 | 42.5 | 28.8 | 0.0 | 58.0 | 63.0 | | 56.4 | 39.9 | 32.9 | 64.8 | 50.8 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.79 | 0.90 | 1.00 | 0.93 | 0.80 | 1.00 |
| Incremental Delay, d2 | 8.1 | 0.1 | 0.8 | 1.7 | 1.2 | | 11.5 | 2.0 | 0.0 | 15.1 | 3.6 | 0.7 |
| Delay (s) | 50.6 | 28.9 | 0.8 | 59.7 | 64.1 | | 56.3 | 38.0 | 33.0 | 75.1 | 44.0 | 0.7 |
| Level of Service | D | C | A | E | E | | E | D | C | E | D | A |
| Approach Delay (s) | | 32.4 | | | 62.8 | | | 45.6 | | | 21.8 | |
| Approach LOS | | C | | | E | | | D | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 34.7 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.80 | | | |
| Actuated Cycle Length (s) | | 140.0 | Sum of lost time (s) | | 29.5 |
| Intersection Capacity Utilization | | 80.1% | ICU Level of Service | | D |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

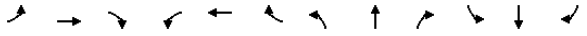


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 32 | 1 | 76 | 6 | 953 | 25 | 23 | 944 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 32 | 1 | 76 | 6 | 953 | 25 | 23 | 944 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 35 | 1 | 83 | 7 | 1036 | 27 | 25 | 1026 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 36 | 83 | 7 | 1036 | 27 | 25 | 1027 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 44.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 32 | 1 | 76 | 6 | 953 | 25 | 23 | 944 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 32 | 1 | 76 | 6 | 953 | 25 | 23 | 944 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 35 | 1 | 83 | 7 | 1036 | 27 | 25 | 1026 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | 0.90 | | | | | |
| vC, conflicting volume | 1609 | 2154 | 514 | 1618 | 2127 | 518 | 1027 | | | 1063 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1455 | 2060 | 239 | 1465 | 2031 | 518 | 809 | | | 1063 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 55 | 98 | 83 | 99 | | | 96 | | |
| cM capacity (veh/h) | 66 | 48 | 571 | 78 | 50 | 495 | 743 | | | 663 | | |

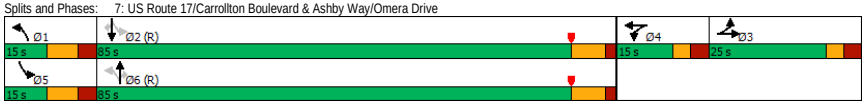
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 119 | 7 | 518 | 518 | 27 | 25 | 684 | 343 |
| Volume Left | 0 | 35 | 7 | 0 | 0 | 0 | 25 | 0 | 0 |
| Volume Right | 5 | 83 | 0 | 0 | 0 | 27 | 0 | 0 | 1 |
| cSH | 571 | 257 | 743 | 1700 | 1700 | 1700 | 663 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.46 | 0.01 | 0.30 | 0.30 | 0.02 | 0.04 | 0.40 | 0.20 |
| Queue Length 95th (ft) | 1 | 57 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| Control Delay (s) | 11.4 | 35.7 | 9.9 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 |
| Lane LOS | B | E | A | | | | B | | |
| Approach Delay (s) | 11.4 | 35.7 | 0.1 | | | | 0.3 | | |
| Approach LOS | B | E | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 2.1 | | | |
| Intersection Capacity Utilization | | 44.4% | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 840 | 11 | 57 | 905 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 840 | 11 | 57 | 905 | 8 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.855 | | | 0.911 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.255 | | | 0.254 | | |
| Satd. Flow (perm) | 1770 | 1550 | 0 | 0 | 1623 | 0 | 484 | 3438 | 1455 | 455 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 28 | | | 53 | | | | 132 | | | 132 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 913 | 12 | 62 | 984 | 9 |
| Lane Group Flow (vph) | 67 | 29 | 0 | 0 | 126 | 0 | 13 | 913 | 12 | 62 | 984 | 9 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 25.0 | 25.0 | | 15.0 | 15.0 | | 15.0 | 85.0 | 85.0 | 15.0 | 85.0 | 85.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 11.0 | 11.0 | | | 13.1 | | 91.7 | 86.6 | 86.6 | 96.2 | 93.2 | 93.2 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.09 | | 0.66 | 0.62 | 0.62 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.49 | 0.20 | | | 0.63 | | 0.03 | 0.43 | 0.01 | 0.16 | 0.43 | 0.01 |
| Control Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.4 | 0.0 | 6.0 | 9.0 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 72.9 | 22.9 | | | 48.7 | | 9.3 | 17.4 | 0.0 | 6.0 | 9.0 | 0.0 |
| LOS | E | C | | | D | | A | B | A | A | A | A |
| Approach Delay | | 57.8 | | | 48.7 | | | 17.0 | | | 8.8 | |
| Approach LOS | | E | | | D | | | B | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 53 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 16.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.3% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







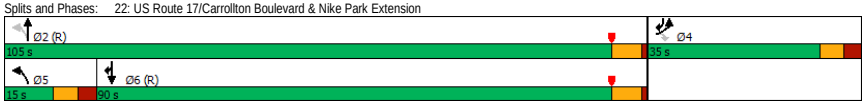

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 840 | 11 | 57 | 905 | 8 |
| Future Volume (vph) | 62 | 1 | 26 | 39 | 1 | 76 | 12 | 840 | 11 | 57 | 905 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.86 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1550 | | | 1622 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.25 | 1.00 | 1.00 | 0.25 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1550 | | | 1622 | | 484 | 3438 | 1455 | 455 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 67 | 1 | 28 | 42 | 1 | 83 | 13 | 913 | 12 | 62 | 984 | 9 |
| RTOR Reduction (vph) | 0 | 26 | 0 | 0 | 48 | 0 | 0 | 0 | 5 | 0 | 0 | 3 |
| Lane Group Flow (vph) | 67 | 3 | 0 | 0 | 78 | 0 | 13 | 913 | 7 | 62 | 984 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Effective Green, g (s) | 9.4 | 9.4 | | | 13.1 | | 86.6 | 83.8 | 83.8 | 93.4 | 87.2 | 87.2 |
| Actuated g/C Ratio | 0.07 | 0.07 | | | 0.09 | | 0.62 | 0.60 | 0.60 | 0.67 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 118 | 104 | | | 151 | | 325 | 2057 | 870 | 358 | 2161 | 882 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.05 | | 0.00 | 0.27 | | c0.01 | c0.28 | |
| v/s Ratio Perm | | | | | | | 0.02 | | 0.00 | 0.11 | | 0.00 |
| v/c Ratio | 0.57 | 0.03 | | | 0.52 | | 0.04 | 0.44 | 0.01 | 0.17 | 0.46 | 0.01 |
| Uniform Delay, d1 | 63.3 | 61.0 | | | 60.4 | | 10.7 | 15.4 | 11.3 | 9.1 | 13.9 | 10.0 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.61 | 0.61 | 1.00 |
| Incremental Delay, d2 | 6.1 | 0.1 | | | 3.0 | | 0.1 | 0.7 | 0.0 | 0.2 | 0.6 | 0.0 |
| Delay (s) | 69.5 | 61.1 | | | 63.4 | | 10.7 | 16.1 | 11.4 | 5.7 | 9.2 | 10.0 |
| Level of Service | E | E | | | E | | B | B | B | A | A | B |
| Approach Delay (s) | | 67.0 | | | 63.4 | | | 15.9 | | | 9.0 | |
| Approach LOS | | E | | | E | | | B | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 17.5 | HCM 2000 Level of Service | B | | |
| HCM 2000 Volume to Capacity ratio | 0.47 | | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 27.5 | | |
| Intersection Capacity Utilization | 62.3% | ICU Level of Service | B | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1569 | 877 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1569 | 877 | 82 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.251 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 468 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 65 | | | | 89 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1705 | 953 | 89 |
| Lane Group Flow (vph) | 317 | 65 | 27 | 1705 | 953 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 35.0 | 35.0 | 15.0 | 105.0 | 90.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 18.2 | 18.2 | 107.8 | 108.8 | 100.8 | 128.4 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.77 | 0.78 | 0.72 | 0.92 |
| v/c Ratio | 0.71 | 0.25 | 0.06 | 0.62 | 0.37 | 0.06 |
| Control Delay | 67.3 | 13.8 | 3.4 | 9.8 | 12.0 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 67.3 | 13.8 | 3.4 | 9.8 | 12.0 | 0.2 |
| LOS | E | B | A | A | B | A |
| Approach Delay | 58.2 | | | 9.7 | 11.0 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 68 (49%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 16.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 62.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



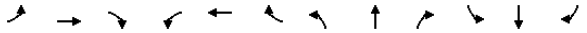





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 292 | 60 | 25 | 1569 | 877 | 82 |
| Future Volume (vph) | 292 | 60 | 25 | 1569 | 877 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.25 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 468 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 317 | 65 | 27 | 1705 | 953 | 89 |
| RTOR Reduction (vph) | 0 | 57 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 317 | 8 | 27 | 1705 | 953 | 78 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Effective Green, g (s) | 18.2 | 18.2 | 108.8 | 108.8 | 98.0 | 122.2 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.78 | 0.78 | 0.70 | 0.87 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 446 | 205 | 399 | 2750 | 2477 | 1381 |
| v/s Ratio Prot | c0.09 | | 0.00 | c0.48 | 0.27 | 0.05 |
| v/s Ratio Perm | | 0.01 | 0.05 | | | |
| v/c Ratio | 0.71 | 0.04 | 0.07 | 0.62 | 0.38 | 0.06 |
| Uniform Delay, d1 | 58.4 | 53.3 | 4.6 | 6.7 | 8.6 | 1.2 |
| Progression Factor | 1.00 | 1.00 | 0.72 | 1.26 | 1.34 | 0.50 |
| Incremental Delay, d2 | 5.3 | 0.1 | 0.1 | 0.7 | 0.4 | 0.0 |
| Delay (s) | 63.7 | 53.4 | 3.4 | 9.2 | 12.0 | 0.6 |
| Level of Service | E | D | A | A | B | A |
| Approach Delay (s) | 61.9 | | | 9.1 | 11.0 | |
| Approach LOS | E | | | A | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 16.1 | HCM 2000 Level of Service | B | |
| HCM 2000 Volume to Capacity ratio | 0.67 | | | |
| Actuated Cycle Length (s) | 140.0 | Sum of lost time (s) | 20.0 | |
| Intersection Capacity Utilization | 62.5% | ICU Level of Service | B | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 8 | 72 | 0 | 9 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| Future Volume (vph) | 110 | 8 | 72 | 0 | 9 | 0 | 56 | 6 | 0 | 0 | 6 | 38 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.866 | | | | | | | | | 0.885 | |
| Flt Protected | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (prot) | 1770 | 1613 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (perm) | 1770 | 1613 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Adj. Flow (vph) | 120 | 9 | 78 | 0 | 10 | 0 | 61 | 7 | 0 | 0 | 7 | 41 |
| Lane Group Flow (vph) | 120 | 87 | 0 | 0 | 10 | 0 | 0 | 68 | 0 | 0 | 48 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | |
|---|---|---|
| Control Type: Unsignalized | | |
| Intersection Capacity Utilization 29.5% | ICU Level of Service A | |
| Analysis Period (min) 15 | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 114 | 49 | 56 | 87 | 54 | 335 | 359 | 43 | 30 | 123 | 145 | 14 |
| Average Queue (ft) | 50 | 19 | 15 | 26 | 10 | 140 | 153 | 2 | 4 | 34 | 47 | 1 |
| 95th Queue (ft) | 98 | 44 | 42 | 63 | 37 | 288 | 308 | 25 | 19 | 94 | 115 | 7 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 1 | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | | | | | 1 | 3 | | | | | |
| Queuing Penalty (veh) | 0 | | | | | 0 | 0 | | | | | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 316 | 204 | 76 | 65 | 245 | 742 | 770 | 87 | 26 | 183 | 213 | 39 |
| Average Queue (ft) | 143 | 42 | 19 | 22 | 37 | 397 | 406 | 4 | 2 | 81 | 105 | 5 |
| 95th Queue (ft) | 262 | 136 | 57 | 58 | 143 | 682 | 693 | 52 | 13 | 154 | 185 | 25 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 4 | 0 | 1 | 2 | 0 | 16 | 19 | 0 | | | 0 | |
| Queuing Penalty (veh) | 3 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | | | 0 | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 270 | 305 | 230 | 131 | 86 | 90 | 351 | 820 | 833 | 245 | 137 | 205 |
| Average Queue (ft) | 164 | 193 | 101 | 59 | 13 | 26 | 67 | 382 | 392 | 73 | 57 | 82 |
| 95th Queue (ft) | 251 | 275 | 190 | 116 | 54 | 65 | 221 | 776 | 786 | 232 | 113 | 161 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | 0 | 0 | | | |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | | 1 | 0 | 0 | 0 | 8 | 20 | 0 | | |
| Queuing Penalty (veh) | | | | 0 | 0 | 0 | 0 | 3 | 17 | 2 | | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 234 | 35 |
| Average Queue (ft) | 102 | 6 |
| 95th Queue (ft) | 189 | 24 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | R | R | L | T | L |
| Maximum Queue (ft) | 56 | 36 | 40 | 5 | 54 |
| Average Queue (ft) | 17 | 10 | 8 | 0 | 12 |
| 95th Queue (ft) | 41 | 32 | 27 | 5 | 37 |
| Link Distance (ft) | 1152 | 872 | | 1215 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 245 | | 300 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | L | T | TR | L | L | T | T | R |
| Maximum Queue (ft) | 488 | 509 | 188 | 66 | 92 | 101 | 138 | 301 | 326 | 298 | 304 | 205 |
| Average Queue (ft) | 314 | 340 | 47 | 4 | 39 | 43 | 54 | 160 | 182 | 177 | 190 | 19 |
| 95th Queue (ft) | 447 | 474 | 108 | 51 | 79 | 86 | 105 | 265 | 285 | 269 | 285 | 96 |
| Link Distance (ft) | | 610 | 610 | | | 1286 | 1286 | | | 1050 | 1050 | |
| Upstream Blk Time (%) | | 0 | | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | 150 | | | 650 | 650 | | | 225 |
| Storage Blk Time (%) | 0 | 0 | | | | | | | | | 5 | 0 |
| Queuing Penalty (veh) | 0 | 0 | | | | | | | | | 1 | 0 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | L | T | T | R |
| Maximum Queue (ft) | 128 | 239 | 226 | 30 |
| Average Queue (ft) | 53 | 141 | 114 | 1 |
| 95th Queue (ft) | 109 | 218 | 192 | 31 |
| Link Distance (ft) | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 500 | | | 300 |
| Storage Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 0 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | L |
| Maximum Queue (ft) | 57 | 80 | 94 | 25 | 41 |
| Average Queue (ft) | 8 | 25 | 33 | 3 | 11 |
| 95th Queue (ft) | 38 | 63 | 72 | 16 | 32 |
| Link Distance (ft) | 712 | 416 | | | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | 275 |
| Storage Blk Time (%) | | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 122 | 66 | 173 | 39 | 252 | 226 | 22 | 58 | 181 | 195 | 42 |
| Average Queue (ft) | 48 | 18 | 67 | 7 | 113 | 74 | 2 | 21 | 59 | 72 | 2 |
| 95th Queue (ft) | 99 | 48 | 134 | 26 | 214 | 178 | 12 | 48 | 138 | 149 | 18 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 1 | 0 | | | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 400 | 317 |
| Average Queue (ft) | 16 | 14 |
| 95th Queue (ft) | 159 | 155 |
| Link Distance (ft) | 610 | 610 |
| Upstream Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 40 | 40 |
| Average Queue (ft) | 2 | 2 |
| 95th Queue (ft) | 30 | 29 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 202 | 224 | 54 | 62 | 229 | 222 | 146 | 280 | 162 |
| Average Queue (ft) | 103 | 132 | 17 | 15 | 83 | 83 | 52 | 120 | 11 |
| 95th Queue (ft) | 178 | 193 | 41 | 46 | 181 | 178 | 115 | 224 | 82 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 6 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 0 | 2 | | | 1 | 0 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | LTR | LTR | LTR |
| Maximum Queue (ft) | 2 | 32 | 54 | 53 |
| Average Queue (ft) | 0 | 8 | 23 | 22 |
| 95th Queue (ft) | 2 | 29 | 42 | 45 |
| Link Distance (ft) | | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 175 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

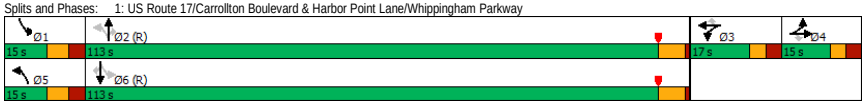
## Network Summary

Network wide Queuing Penalty: 41

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1224 | 37 | 23 | 2416 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1224 | 37 | 23 | 2416 | 54 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.033 | | | 0.188 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 63 | 3539 | 1568 | 357 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1275 | 39 | 24 | 2517 | 56 |
| Lane Group Flow (vph) | 0 | 14 | 19 | 0 | 28 | 11 | 39 | 1275 | 39 | 24 | 2517 | 56 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.4 | 7.4 | | 8.0 | 8.0 | 129.3 | 127.6 | 127.6 | 127.0 | 124.8 | 124.8 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.81 | 0.80 | 0.80 | 0.79 | 0.78 | 0.78 |
| v/c Ratio | | 0.17 | 0.11 | | 0.31 | 0.06 | 0.34 | 0.45 | 0.03 | 0.07 | 0.90 | 0.04 |
| Control Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 29.9 | 5.6 | 0.1 | 4.6 | 23.8 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 |
| Total Delay | | 77.6 | 1.2 | | 81.6 | 0.7 | 29.9 | 5.6 | 0.1 | 4.6 | 28.5 | 0.1 |
| LOS | | E | A | | F | A | C | A | A | A | C | A |
| Approach Delay | | 33.6 | | | 58.8 | | | 6.2 | | | 27.6 | |
| Approach LOS | | C | | | E | | | A | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 142 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 20.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 91.8% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







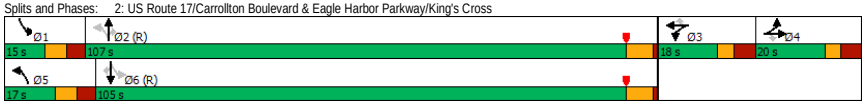

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1224 | 37 | 23 | 2416 | 54 |
| Future Volume (vph) | 13 | 0 | 18 | 27 | 0 | 11 | 37 | 1224 | 37 | 23 | 2416 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.19 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 63 | 3539 | 1568 | 357 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 14 | 0 | 19 | 28 | 0 | 11 | 39 | 1275 | 39 | 24 | 2517 | 56 |
| RTOR Reduction (vph) | 0 | 0 | 18 | 0 | 0 | 11 | 0 | 0 | 10 | 0 | 0 | 14 |
| Lane Group Flow (vph) | 0 | 14 | 1 | 0 | 28 | 0 | 39 | 1275 | 29 | 24 | 2517 | 42 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Effective Green, g (s) | | 4.6 | 4.6 | | 6.9 | 6.9 | 125.0 | 120.1 | 120.1 | 122.0 | 118.6 | 118.6 |
| Actuated g/C Ratio | | 0.03 | 0.03 | | 0.04 | 0.04 | 0.78 | 0.75 | 0.75 | 0.76 | 0.74 | 0.74 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 51 | 46 | | 77 | 62 | 102 | 2656 | 1176 | 302 | 2649 | 1197 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.36 | | 0.00 | c0.70 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.28 | | 0.02 | 0.06 | | 0.03 |
| v/c Ratio | | 0.27 | 0.01 | | 0.36 | 0.01 | 0.38 | 0.48 | 0.02 | 0.08 | 0.95 | 0.03 |
| Uniform Delay, d1 | | 76.1 | 75.5 | | 74.4 | 73.3 | 44.2 | 7.8 | 5.1 | 5.4 | 18.1 | 5.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 2.07 | 0.65 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 2.9 | 0.1 | | 2.9 | 0.0 | 1.6 | 0.6 | 0.0 | 0.1 | 9.2 | 0.1 |
| Delay (s) | | 79.0 | 75.6 | | 77.3 | 73.3 | 93.3 | 5.6 | 5.1 | 5.5 | 27.3 | 5.6 |
| Level of Service | | E | E | | E | E | F | A | A | A | C | A |
| Approach Delay (s) | | 77.0 | | | 76.2 | | | 8.1 | | | 26.6 | |
| Approach LOS | | E | | | E | | | A | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 21.3 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.88 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 91.8% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1211 | 18 | 24 | 2257 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1211 | 18 | 24 | 2257 | 180 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.178 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 338 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1288 | 19 | 26 | 2401 | 191 |
| Lane Group Flow (vph) | 0 | 83 | 60 | 0 | 21 | 15 | 99 | 1288 | 19 | 26 | 2401 | 191 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.0 | 12.0 | | 7.8 | 7.8 | 122.1 | 117.7 | 117.7 | 114.1 | 110.0 | 110.0 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.76 | 0.74 | 0.74 | 0.71 | 0.69 | 0.69 |
| v/c Ratio | | 0.61 | 0.26 | | 0.24 | 0.08 | 0.70 | 0.49 | 0.02 | 0.09 | 0.98 | 0.17 |
| Control Delay | | 90.2 | 2.7 | | 79.2 | 0.9 | 53.7 | 14.6 | 0.0 | 3.5 | 20.7 | 0.4 |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.4 | 0.0 |
| Total Delay | | 90.2 | 2.8 | | 79.2 | 0.9 | 53.7 | 14.6 | 0.0 | 3.5 | 60.1 | 0.4 |
| LOS | | F | A | | E | A | D | B | A | A | E | A |
| Approach Delay | | 53.5 | | | 46.6 | | | 17.2 | | | 55.2 | |
| Approach LOS | | D | | | D | | | B | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 154 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 42.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 95.6% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







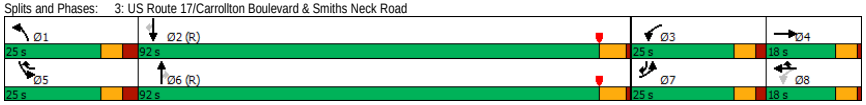

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1211 | 18 | 24 | 2257 | 180 |
| Future Volume (vph) | 73 | 5 | 56 | 14 | 6 | 14 | 93 | 1211 | 18 | 24 | 2257 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1815 | 1615 | | 1834 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.96 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1815 | 1615 | | 1834 | 1495 | 68 | 3574 | 1509 | 338 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 78 | 5 | 60 | 15 | 6 | 15 | 99 | 1288 | 19 | 26 | 2401 | 191 |
| RTOR Reduction (vph) | 0 | 0 | 56 | 0 | 0 | 15 | 0 | 0 | 6 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 0 | 83 | 5 | 0 | 21 | 0 | 99 | 1288 | 13 | 26 | 2401 | 149 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Effective Green, g (s) | | 12.0 | 12.0 | | 5.0 | 5.0 | 120.2 | 111.9 | 111.9 | 110.8 | 107.2 | 107.2 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.03 | 0.03 | 0.75 | 0.70 | 0.70 | 0.69 | 0.67 | 0.67 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 136 | 121 | | 57 | 46 | 141 | 2499 | 1055 | 267 | 2394 | 1082 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | 0.36 | | | 0.00 | c0.67 |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | c0.49 | | 0.01 | 0.07 | | 0.09 |
| v/c Ratio | | 0.61 | 0.04 | | 0.37 | 0.01 | 0.70 | 0.52 | 0.01 | 0.10 | 1.00 | 0.14 |
| Uniform Delay, d1 | | 71.7 | 68.6 | | 76.0 | 75.1 | 52.9 | 11.3 | 7.3 | 8.8 | 26.4 | 9.6 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.94 | 1.25 | 1.00 | 0.50 | 0.38 | 0.07 |
| Incremental Delay, d2 | | 7.9 | 0.1 | | 4.0 | 0.1 | 12.6 | 0.7 | 0.0 | 0.1 | 13.6 | 0.1 |
| Delay (s) | | 79.6 | 68.8 | | 79.9 | 75.2 | 62.5 | 14.8 | 7.3 | 4.5 | 23.6 | 0.8 |
| Level of Service | | E | E | | E | E | E | B | A | A | C | A |
| Approach Delay (s) | | 75.0 | | | 78.0 | | | 18.1 | | | 21.8 | |
| Approach LOS | | E | | | E | | | B | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 22.8 | HCM 2000 Level of Service | | C |
| HCM 2000 Volume to Capacity ratio | | 0.94 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 95.6% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 46 | 72 | 121 | 95 | 35 | 176 | 911 | 90 | 92 | 1905 | 364 |
| Future Volume (vph) | 226 | 46 | 72 | 121 | 95 | 35 | 176 | 911 | 90 | 92 | 1905 | 364 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.909 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3502 | 1717 | 0 | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.397 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3502 | 1717 | 0 | 754 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | 38 | | | | 61 | | | 102 | | | 154 |
| Adj. Flow (vph) | 246 | 50 | 78 | 132 | 103 | 38 | 191 | 990 | 98 | 100 | 2071 | 396 |
| Lane Group Flow (vph) | 246 | 128 | 0 | 132 | 103 | 38 | 191 | 990 | 98 | 100 | 2071 | 396 |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 25.0 | 18.0 | | 25.0 | 18.0 | | 25.0 | 92.0 | 92.0 | 25.0 | 92.0 | 25.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 16.1 | 13.5 | | 26.5 | 12.4 | 33.0 | 19.1 | 93.8 | 93.8 | 13.6 | 88.4 | 110.5 |
| Actuated g/C Ratio | 0.10 | 0.08 | | 0.17 | 0.08 | 0.21 | 0.12 | 0.59 | 0.59 | 0.08 | 0.55 | 0.69 |
| v/c Ratio | 0.70 | 0.72 | | 0.59 | 0.70 | 0.10 | 0.89 | 0.48 | 0.10 | 0.67 | 1.05 | 0.34 |
| Control Delay | 80.2 | 71.0 | | 64.5 | 95.8 | 4.0 | 120.6 | 11.7 | 2.8 | 102.2 | 45.0 | 2.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 |
| Total Delay | 80.2 | 71.0 | | 64.5 | 95.8 | 4.0 | 120.6 | 11.7 | 2.8 | 102.2 | 50.4 | 2.7 |
| LOS | F | E | | E | F | A | F | B | A | F | D | A |
| Approach Delay | | 77.1 | | | 67.9 | | | 27.3 | | | 45.0 | |
| Approach LOS | | E | | | E | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 10 (6%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.05 | | | |
| Intersection Signal Delay: 44.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 226 | 46 | 72 | 121 | 95 | 35 | 176 | 911 | 90 | 92 | 1905 | 364 |
| Future Volume (vph) | 226 | 46 | 72 | 121 | 95 | 35 | 176 | 911 | 90 | 92 | 1905 | 364 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 5.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3502 | 1716 | | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | | 0.40 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3502 | 1716 | | 753 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 246 | 50 | 78 | 132 | 103 | 38 | 191 | 990 | 98 | 100 | 2071 | 396 |
| RTOR Reduction (vph) | 0 | 35 | 0 | 0 | 0 | 31 | 0 | 0 | 40 | 0 | 0 | 53 |
| Lane Group Flow (vph) | 246 | 93 | 0 | 132 | 103 | 7 | 191 | 990 | 58 | 100 | 2071 | 343 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 16.1 | 13.5 | | 27.4 | 12.4 | 31.0 | 19.1 | 93.9 | 93.9 | 13.6 | 88.4 | 104.5 |
| Effective Green, g (s) | 16.1 | 13.5 | | 27.4 | 12.4 | 31.0 | 19.1 | 93.9 | 93.9 | 13.6 | 88.4 | 104.5 |
| Actuated g/C Ratio | 0.10 | 0.08 | | 0.17 | 0.08 | 0.19 | 0.12 | 0.59 | 0.59 | 0.08 | 0.55 | 0.65 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 352 | 144 | | 227 | 147 | 312 | 215 | 2076 | 947 | 150 | 1974 | 1104 |
| v/s Ratio Prot | c0.07 | c0.05 | | 0.05 | 0.05 | 0.00 | c0.11 | c0.28 | | 0.06 | c0.58 | 0.03 |
| v/s Ratio Perm | | | | 0.04 | | | | | 0.04 | | | 0.18 |
| v/c Ratio | 0.70 | 0.65 | | 0.58 | 0.70 | 0.02 | 0.89 | 0.48 | 0.06 | 0.67 | 1.05 | 0.31 |
| Uniform Delay, d1 | 69.6 | 70.9 | | 59.4 | 72.0 | 52.2 | 69.4 | 19.0 | 14.2 | 71.0 | 35.8 | 12.1 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.27 | 0.54 | 0.97 | 1.33 | 0.40 | 0.40 |
| Incremental Delay, d2 | 6.0 | 9.6 | | 3.8 | 14.0 | 0.0 | 30.5 | 0.7 | 0.1 | 3.8 | 28.0 | 0.1 |
| Delay (s) | 75.6 | 80.5 | | 63.1 | 86.0 | 52.3 | 118.4 | 11.0 | 13.9 | 98.3 | 42.4 | 4.9 |
| Level of Service | E | F | | E | F | D | F | B | B | F | D | A |
| Approach Delay (s) | | 77.3 | | | 70.3 | | | 27.3 | | | 38.8 | |
| Approach LOS | | E | | | E | | | C | | | D | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 40.6 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 0.96 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 90.8% | ICU Level of Service | | E | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1317 | 22 | 14 | 2015 | 33 |
| Future Volume (vph) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1317 | 22 | 14 | 2015 | 33 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1401 | 23 | 15 | 2144 | 35 |
| Lane Group Flow (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1401 | 23 | 15 | 2144 | 35 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 67.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1317 | 22 | 14 | 2015 | 33 |
| Future Volume (Veh/h) | 0 | 0 | 18 | 0 | 0 | 32 | 88 | 1317 | 22 | 14 | 2015 | 33 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 0 | 19 | 0 | 0 | 34 | 94 | 1401 | 23 | 15 | 2144 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | | 0.46 | | | | | |
| vC, conflicting volume | 3096 | 3786 | 1072 | 2710 | 3798 | 700 | 2179 | | | 1424 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3212 | 4726 | 0 | 2363 | 4752 | 700 | 1198 | | | 1424 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 91 | 65 | | | 97 | | |
| cM capacity (veh/h) | 1 | 0 | 497 | 6 | 0 | 386 | 266 | | | 484 | | |

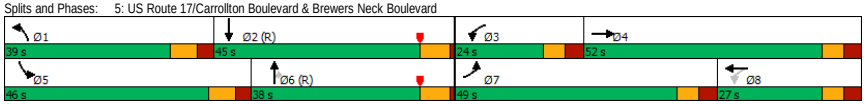
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 19 | 34 | 94 | 700 | 700 | 23 | 15 | 1072 | 1072 | 35 |
| Volume Left | 0 | 0 | 94 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Volume Right | 19 | 34 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 35 |
| cSH | 497 | 386 | 266 | 1700 | 1700 | 1700 | 484 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.09 | 0.35 | 0.41 | 0.41 | 0.01 | 0.03 | 0.63 | 0.63 | 0.02 |
| Queue Length 95th (ft) | 3 | 7 | 38 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Control Delay (s) | 12.5 | 15.2 | 25.7 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | D | | | | B | | | |
| Approach Delay (s) | 12.5 | 15.2 | 1.6 | | | | 0.1 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 0.9 | | | |
| Intersection Capacity Utilization | | 67.2% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 760 | 199 | 641 | 175 | 301 | 71 | 550 | 591 | 61 | 347 | 671 | 1210 |
| Future Volume (vph) | 760 | 199 | 641 | 175 | 301 | 71 | 550 | 591 | 61 | 347 | 671 | 1210 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.971 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3437 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.627 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1168 | 3437 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 582 | | 15 | | | | 188 | | | 626 |
| Adj. Flow (vph) | 800 | 209 | 675 | 184 | 317 | 75 | 579 | 622 | 64 | 365 | 706 | 1274 |
| Lane Group Flow (vph) | 800 | 209 | 675 | 184 | 392 | 0 | 579 | 622 | 64 | 365 | 706 | 1274 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 38.0 | 38.0 | 46.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 40.3 | 44.8 | 160.0 | 34.3 | 19.4 | | 29.6 | 35.4 | 35.4 | 35.4 | 41.2 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.18 | 0.22 | 0.22 | 0.22 | 0.26 | 1.00 |
| v/c Ratio | 0.93 | 0.40 | 0.43 | 0.60 | 0.91 | | 0.91 | 0.79 | 0.13 | 0.91 | 0.77 | 0.80 |
| Control Delay | 75.3 | 49.5 | 0.9 | 42.6 | 92.2 | | 71.0 | 65.7 | 2.7 | 86.5 | 43.2 | 14.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 75.3 | 49.5 | 0.9 | 42.6 | 92.2 | | 71.0 | 65.7 | 2.7 | 86.5 | 43.2 | 14.4 |
| LOS | E | D | A | D | F | | E | E | A | F | D | B |
| Approach Delay | | 42.3 | | | 76.3 | | | 64.9 | | | 34.3 | |
| Approach LOS | | D | | | E | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 60 (38%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 47.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 91.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 760 | 199 | 641 | 175 | 301 | 71 | 550 | 591 | 61 | 347 | 671 | 1210 |
| Future Volume (vph) | 760 | 199 | 641 | 175 | 301 | 71 | 550 | 591 | 61 | 347 | 671 | 1210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3438 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1168 | 3438 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 800 | 209 | 675 | 184 | 317 | 75 | 579 | 622 | 64 | 365 | 706 | 1274 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 800 | 209 | 675 | 184 | 379 | 0 | 579 | 622 | 14 | 365 | 706 | 1274 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 40.3 | 44.8 | 160.0 | 34.3 | 19.4 | | 29.6 | 35.4 | 35.4 | 35.4 | 41.2 | 160.0 |
| Effective Green, g (s) | 40.3 | 44.8 | 160.0 | 34.3 | 19.4 | | 29.6 | 35.4 | 35.4 | 35.4 | 41.2 | 160.0 |
| Actuated g/C Ratio | 0.25 | 0.28 | 1.00 | 0.21 | 0.12 | | 0.19 | 0.22 | 0.22 | 0.22 | 0.26 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 864 | 521 | 1568 | 306 | 416 | | 635 | 790 | 350 | 399 | 920 | 1599 |
| v/s Ratio Prot | c0.23 | 0.11 | | 0.06 | 0.11 | | 0.17 | 0.17 | | c0.20 | 0.20 | |
| v/s Ratio Perm | | | 0.43 | 0.07 | | | | | 0.01 | | | c0.80 |
| v/c Ratio | 0.93 | 0.40 | 0.43 | 0.60 | 0.91 | | 0.91 | 0.79 | 0.04 | 0.91 | 0.77 | 0.80 |
| Uniform Delay, d1 | 58.4 | 46.7 | 0.0 | 55.1 | 69.4 | | 63.9 | 58.8 | 49.0 | 60.8 | 55.0 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 0.98 | 1.00 | 1.06 | 0.69 | 1.00 |
| Incremental Delay, d2 | 15.7 | 0.6 | 0.9 | 3.3 | 23.7 | | 16.5 | 7.3 | 0.2 | 20.3 | 4.6 | 3.2 |
| Delay (s) | 74.1 | 47.3 | 0.9 | 58.4 | 93.2 | | 69.0 | 64.7 | 49.2 | 84.6 | 42.4 | 3.2 |
| Level of Service | E | D | A | E | F | | E | E | D | F | D | A |
| Approach Delay (s) | | 41.4 | | | 82.1 | | | 65.9 | | | 27.7 | |
| Approach LOS | | D | | | F | | | E | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 45.2 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | | 1.00 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | 29.5 | |
| Intersection Capacity Utilization | | 91.2% | ICU Level of Service | F | |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 8 | 27 | 0 | 49 | 13 | 1088 | 65 | 75 | 1247 | 6 |
| Future Volume (vph) | 4 | 0 | 8 | 27 | 0 | 49 | 13 | 1088 | 65 | 75 | 1247 | 6 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.907 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.985 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1697 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.985 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1697 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 9 | 29 | 0 | 52 | 14 | 1157 | 69 | 80 | 1327 | 6 |
| Lane Group Flow (vph) | 0 | 13 | 0 | 0 | 29 | 52 | 14 | 1157 | 69 | 80 | 1333 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | |
|---|---|
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 52.4% | ICU Level of Service A |
| Analysis Period (min) 15 | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 8 | 27 | 0 | 49 | 13 | 1088 | 65 | 75 | 1247 | 6 |
| Future Volume (Veh/h) | 4 | 0 | 8 | 27 | 0 | 49 | 13 | 1088 | 65 | 75 | 1247 | 6 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 9 | 29 | 0 | 52 | 14 | 1157 | 69 | 80 | 1327 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | | 0.83 | | | | | |
| vC, conflicting volume | 2096 | 2744 | 666 | 2018 | 2678 | 578 | 1333 | | | 1226 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1912 | 2692 | 190 | 1817 | 2612 | 578 | 993 | | | 1226 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 85 | 100 | 99 | 13 | 100 | 89 | 98 | | | 86 | | |
| cM capacity (veh/h) | 27 | 15 | 686 | 33 | 17 | 454 | 585 | | | 576 | | |

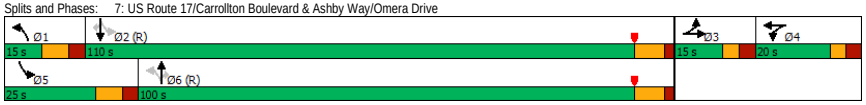
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 13 | 81 | 14 | 578 | 578 | 69 | 80 | 885 | 448 |
| Volume Left | 4 | 29 | 14 | 0 | 0 | 0 | 80 | 0 | 0 |
| Volume Right | 9 | 52 | 0 | 0 | 0 | 69 | 0 | 0 | 6 |
| cSH | 81 | 93 | 585 | 1700 | 1700 | 1700 | 576 | 1700 | 1700 |
| Volume to Capacity | 0.16 | 0.87 | 0.02 | 0.34 | 0.34 | 0.04 | 0.14 | 0.52 | 0.26 |
| Queue Length 95th (ft) | 13 | 120 | 2 | 0 | 0 | 0 | 12 | 0 | 0 |
| Control Delay (s) | 57.6 | 112.6 | 11.3 | 0.0 | 0.0 | 0.0 | 12.3 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | |
| Approach Delay (s) | 57.6 | 112.6 | 0.1 | | | | 0.7 | | |
| Approach LOS | F | F | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 52.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1012 | 25 | 102 | 1210 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1012 | 25 | 102 | 1210 | 47 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.896 | | | 0.915 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.185 | | | 0.219 | | |
| Satd. Flow (perm) | 1805 | 1702 | 0 | 0 | 1668 | 0 | 352 | 3539 | 1615 | 408 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 16 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 1022 | 25 | 103 | 1222 | 47 |
| Lane Group Flow (vph) | 35 | 23 | 0 | 0 | 150 | 0 | 29 | 1022 | 25 | 103 | 1222 | 47 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.2 | 9.2 | | | 16.9 | | 107.2 | 100.6 | 100.6 | 113.4 | 108.2 | 108.2 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.11 | | 0.67 | 0.63 | 0.63 | 0.71 | 0.68 | 0.68 |
| v/c Ratio | 0.34 | 0.21 | | | 0.71 | | 0.10 | 0.46 | 0.02 | 0.28 | 0.51 | 0.04 |
| Control Delay | 81.1 | 40.3 | | | 67.2 | | 9.2 | 17.9 | 0.0 | 6.5 | 10.9 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.1 | 40.3 | | | 67.2 | | 9.2 | 17.9 | 0.0 | 6.5 | 10.9 | 0.2 |
| LOS | F | D | | | E | | A | B | A | A | B | A |
| Approach Delay | | 64.9 | | | 67.2 | | | 17.3 | | | 10.2 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 54 (34%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 17.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 72.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







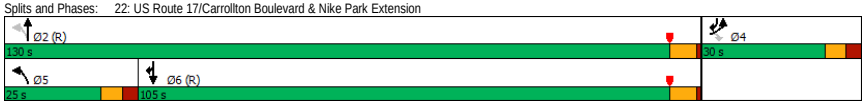

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1012 | 25 | 102 | 1210 | 47 |
| Future Volume (vph) | 35 | 7 | 16 | 49 | 7 | 93 | 29 | 1012 | 25 | 102 | 1210 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1702 | | | 1669 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.18 | 1.00 | 1.00 | 0.22 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1702 | | | 1669 | | 351 | 3539 | 1615 | 408 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 35 | 7 | 16 | 49 | 7 | 94 | 29 | 1022 | 25 | 103 | 1222 | 47 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 37 | 0 | 0 | 0 | 9 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 35 | 8 | 0 | 0 | 113 | 0 | 29 | 1022 | 16 | 103 | 1222 | 30 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Effective Green, g (s) | 7.6 | 7.6 | | | 16.9 | | 103.7 | 99.4 | 99.4 | 112.3 | 103.7 | 103.7 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.11 | | 0.65 | 0.62 | 0.62 | 0.70 | 0.65 | 0.65 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 85 | 80 | | | 176 | | 266 | 2198 | 1003 | 359 | 2316 | 1046 |
| v/s Ratio Prot | c0.02 | 0.00 | | | c0.07 | | 0.00 | 0.29 | | c0.02 | c0.34 | |
| v/s Ratio Perm | | | | | | | 0.07 | | 0.01 | 0.19 | | 0.02 |
| v/c Ratio | 0.41 | 0.10 | | | 0.64 | | 0.11 | 0.46 | 0.02 | 0.29 | 0.53 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.9 | | | 68.7 | | 11.3 | 16.1 | 11.6 | 9.5 | 15.1 | 10.1 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.62 | 0.66 | 1.00 |
| Incremental Delay, d2 | 3.2 | 0.5 | | | 7.8 | | 0.2 | 0.7 | 0.0 | 0.4 | 0.7 | 0.0 |
| Delay (s) | 77.3 | 73.4 | | | 76.5 | | 11.5 | 16.8 | 11.6 | 6.2 | 10.7 | 10.1 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 75.7 | | | 76.5 | | | 16.6 | | | 10.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 18.0 | HCM 2000 Level of Service | | B |
| HCM 2000 Volume to Capacity ratio | | 0.54 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 72.7% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1256 | 1819 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1256 | 1819 | 243 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.052 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 97 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 48 | | | | 264 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1365 | 1977 | 264 |
| Lane Group Flow (vph) | 163 | 48 | 125 | 1365 | 1977 | 264 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 12.9 | 12.9 | 133.1 | 134.1 | 115.1 | 135.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.83 | 0.84 | 0.72 | 0.84 |
| v/c Ratio | 0.59 | 0.28 | 0.61 | 0.46 | 0.78 | 0.19 |
| Control Delay | 79.5 | 20.3 | 23.4 | 9.2 | 4.1 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 79.5 | 20.3 | 23.4 | 9.2 | 4.1 | 0.1 |
| LOS | E | C | C | A | A | A |
| Approach Delay | 66.0 | | | 10.4 | 3.6 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 72 (45%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay: 9.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 79.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



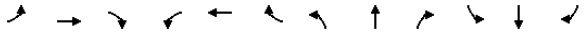





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 150 | 44 | 115 | 1256 | 1819 | 243 |
| Future Volume (vph) | 150 | 44 | 115 | 1256 | 1819 | 243 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.05 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 97 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 163 | 48 | 125 | 1365 | 1977 | 264 |
| RTOR Reduction (vph) | 0 | 44 | 0 | 0 | 0 | 43 |
| Lane Group Flow (vph) | 163 | 4 | 125 | 1365 | 1977 | 221 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Effective Green, g (s) | 12.9 | 12.9 | 134.1 | 134.1 | 115.2 | 134.1 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.84 | 0.84 | 0.72 | 0.84 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 276 | 127 | 205 | 2966 | 2548 | 1326 |
| v/s Ratio Prot | c0.05 | | 0.05 | c0.39 | c0.56 | 0.14 |
| v/s Ratio Perm | | 0.00 | 0.46 | | | |
| v/c Ratio | 0.59 | 0.03 | 0.61 | 0.46 | 0.78 | 0.17 |
| Uniform Delay, d1 | 71.0 | 67.8 | 36.2 | 3.4 | 14.2 | 2.4 |
| Progression Factor | 1.00 | 1.00 | 0.77 | 2.49 | 0.21 | 0.01 |
| Incremental Delay, d2 | 3.4 | 0.1 | 2.5 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 74.4 | 67.9 | 30.5 | 8.7 | 3.7 | 0.0 |
| Level of Service | E | E | C | A | A | A |
| Approach Delay (s) | 72.9 | | | 10.6 | 3.3 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 9.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 79.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 8 | 57 | 0 | 7 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| Future Volume (vph) | 155 | 8 | 57 | 0 | 7 | 0 | 79 | 6 | 0 | 0 | 6 | 125 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.869 | | | | | | | | | 0.872 | |
| Flt Protected | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (prot) | 1770 | 1619 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (perm) | 1770 | 1619 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Adj. Flow (vph) | 168 | 9 | 62 | 0 | 8 | 0 | 86 | 7 | 0 | 0 | 7 | 136 |
| Lane Group Flow (vph) | 168 | 71 | 0 | 0 | 8 | 0 | 0 | 93 | 0 | 0 | 143 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 64 | 66 | 86 | 30 | 86 | 198 | 222 | 57 | 219 | 3041 | 3080 | 230 |
| Average Queue (ft) | 16 | 22 | 23 | 6 | 30 | 69 | 82 | 6 | 27 | 1059 | 1098 | 50 |
| 95th Queue (ft) | 47 | 55 | 61 | 21 | 69 | 163 | 180 | 35 | 128 | 2770 | 2814 | 204 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 1 | 1 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | | 0 | 0 | 0 | 20 | 26 | 0 |
| Queuing Penalty (veh) | | | | | | | 0 | 0 | 0 | 5 | 14 | 3 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 160 | 112 | 89 | 65 | 164 | 243 | 239 | 17 | 210 | 584 | 588 | 240 |
| Average Queue (ft) | 68 | 41 | 24 | 15 | 70 | 82 | 91 | 2 | 22 | 480 | 507 | 117 |
| 95th Queue (ft) | 132 | 88 | 64 | 51 | 133 | 180 | 186 | 10 | 113 | 688 | 671 | 301 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | 7 | 10 | |
| Queuing Penalty (veh) | | | | | | | | | | 89 | 128 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | | 0 | 2 | 0 | | 0 | 0 | | 0 | 23 | 29 | 1 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 0 | 0 | | 0 | 5 | 51 | 6 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 176 | 210 | 198 | 148 | 181 | 112 | 322 | 335 | 351 | 244 | 450 | 940 |
| Average Queue (ft) | 92 | 131 | 84 | 92 | 95 | 26 | 182 | 203 | 211 | 55 | 155 | 545 |
| 95th Queue (ft) | 173 | 195 | 162 | 151 | 171 | 72 | 299 | 307 | 327 | 182 | 390 | 937 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 2 | 0 | | | | | | 0 |
| Queuing Penalty (veh) | | | | | 5 | 0 | | | | | | 1 |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | | 2 | 3 | 0 | | | 5 | 0 | 0 | 11 |
| Queuing Penalty (veh) | | | | 3 | 5 | 0 | | | 5 | 1 | 1 | 10 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 961 | 820 |
| Average Queue (ft) | 588 | 190 |
| 95th Queue (ft) | 975 | 718 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 3 | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | 3 | 0 |
| Queuing Penalty (veh) | 11 | 3 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | R | L | T | T | R |
| Maximum Queue (ft) | 41 | 54 | 169 | 27 | 2 | 30 | 123 | 6 | 2 |
| Average Queue (ft) | 11 | 19 | 74 | 1 | 0 | 5 | 4 | 0 | 0 |
| 95th Queue (ft) | 31 | 45 | 142 | 21 | 2 | 20 | 126 | 6 | 0 |
| Link Distance (ft) | 1152 | 872 | | 1215 | | | 1228 | 1228 | |
| Upstream Blk Time (%) | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | |
| Storage Bay Dist (ft) | | | 245 | | 300 | 300 | | | 200 |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 516 | 554 | 314 | 305 | 56 | 8 | 150 | 407 | 376 | 387 | 399 | 386 |
| Average Queue (ft) | 342 | 369 | 140 | 32 | 7 | 0 | 130 | 221 | 202 | 229 | 245 | 246 |
| 95th Queue (ft) | 515 | 562 | 269 | 173 | 62 | 8 | 183 | 383 | 341 | 344 | 361 | 355 |
| Link Distance (ft) | | 610 | 610 | | 1332 | 1332 | | 1286 | 1286 | | | 1050 |
| Upstream Blk Time (%) | | 2 | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 650 | 650 | |
| Storage Blk Time (%) | 0 | 2 | 0 | 0 | | | 9 | 24 | | | | |
| Queuing Penalty (veh) | 1 | 7 | 0 | 0 | | | 13 | 41 | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 383 | 225 | 466 | 519 | 542 | 299 |
| Average Queue (ft) | 251 | 80 | 294 | 263 | 231 | 41 |
| 95th Queue (ft) | 360 | 225 | 449 | 436 | 445 | 211 |
| Link Distance (ft) | 1050 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 225 | 500 | | | 300 |
| Storage Blk Time (%) | 15 | 0 | 1 | 1 | 1 | 0 |
| Queuing Penalty (veh) | 9 | 1 | 5 | 3 | 10 | 1 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | T | R | L | TR |
| Maximum Queue (ft) | 55 | 129 | 96 | 30 | 2 | 11 | 84 | 2 |
| Average Queue (ft) | 12 | 43 | 31 | 5 | 0 | 0 | 29 | 0 |
| 95th Queue (ft) | 41 | 115 | 76 | 22 | 2 | 6 | 65 | 2 |
| Link Distance (ft) | 712 | 416 | | | 569 | | | 1050 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | | 60 | 275 | |
| Storage Blk Time (%) | | 1 | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 85 | 55 | 235 | 119 | 292 | 275 | 21 | 136 | 218 | 230 | 30 |
| Average Queue (ft) | 33 | 17 | 95 | 19 | 144 | 106 | 4 | 45 | 81 | 97 | 6 |
| 95th Queue (ft) | 73 | 43 | 196 | 69 | 258 | 223 | 16 | 95 | 183 | 196 | 24 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | | | | 0 | 0 | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | 0 | 0 | 0 | | | 0 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 538 | 532 | 451 |
| Average Queue (ft) | 84 | 81 | 25 |
| 95th Queue (ft) | 392 | 379 | 217 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 1 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 510 | 509 |
| Average Queue (ft) | 260 | 288 |
| 95th Queue (ft) | 604 | 621 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 2 | 2 |
| Queuing Penalty (veh) | 19 | 29 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 23 | 37 |
| Average Queue (ft) | 2 | 4 |
| 95th Queue (ft) | 33 | 60 |
| Link Distance (ft) | 1215 | 1215 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 135 | 146 | 90 | 74 | 510 | 492 | 302 | 466 | 200 |
| Average Queue (ft) | 55 | 75 | 20 | 63 | 183 | 162 | 111 | 266 | 84 |
| 95th Queue (ft) | 112 | 130 | 62 | 88 | 412 | 383 | 235 | 453 | 236 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | | | 0 | 2 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 32 | 12 | | | 14 | 0 |
| Queuing Penalty (veh) | | | | 200 | 14 | | | 34 | 4 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | LTR | LTR | LTR |
| Maximum Queue (ft) | 2 | 29 | 70 | 74 |
| Average Queue (ft) | 0 | 6 | 28 | 37 |
| 95th Queue (ft) | 2 | 26 | 52 | 61 |
| Link Distance (ft) | | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 175 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

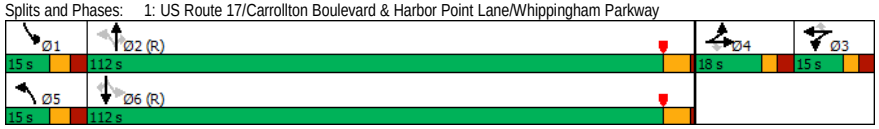
## Network Summary

Network wide Queuing Penalty: 744

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2692 | 9 | 7 | 864 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2692 | 9 | 7 | 864 | 16 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.269 | | | 0.035 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 437 | 3539 | 1615 | 55 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2926 | 10 | 8 | 939 | 17 |
| Lane Group Flow (vph) | 0 | 72 | 37 | 0 | 26 | 43 | 17 | 2926 | 10 | 8 | 939 | 17 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 112.0 | 112.0 | 15.0 | 112.0 | 112.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.6 | 10.6 | | 7.9 | 7.9 | 123.8 | 123.6 | 123.6 | 120.7 | 118.5 | 118.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.05 | 0.05 | 0.77 | 0.77 | 0.77 | 0.75 | 0.74 | 0.74 |
| v/c Ratio | | 0.61 | 0.18 | | 0.30 | 0.24 | 0.05 | 1.07 | 0.01 | 0.09 | 0.37 | 0.01 |
| Control Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 39.7 | 0.0 | 7.3 | 9.2 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 40.2 | 0.0 | 7.3 | 9.2 | 0.0 |
| LOS | | F | A | | F | A | A | D | A | A | A | A |
| Approach Delay | | 62.5 | | | 32.7 | | | 39.8 | | | 9.0 | |
| Approach LOS | | E | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 18 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.07 | | | |
| Intersection Signal Delay: 33.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 101.1% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







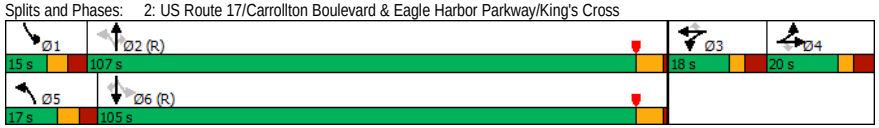

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2692 | 9 | 7 | 864 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2692 | 9 | 7 | 864 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.27 | 1.00 | 1.00 | 0.03 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 437 | 3539 | 1615 | 55 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2926 | 10 | 8 | 939 | 17 |
| RTOR Reduction (vph) | 0 | 0 | 35 | 0 | 0 | 41 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 72 | 2 | 0 | 26 | 2 | 17 | 2926 | 7 | 8 | 939 | 12 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Effective Green, g (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.04 | 0.04 | 0.75 | 0.73 | 0.73 | 0.72 | 0.72 | 0.72 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 119 | 106 | | 73 | 63 | 351 | 2583 | 1178 | 49 | 2483 | 1069 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | 0.00 | c0.83 | | c0.00 | 0.27 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.04 | | 0.00 | 0.11 | | 0.01 |
| v/c Ratio | | 0.61 | 0.02 | | 0.36 | 0.03 | 0.05 | 1.13 | 0.01 | 0.16 | 0.38 | 0.01 |
| Uniform Delay, d1 | | 72.7 | 69.9 | | 74.7 | 73.7 | 5.6 | 21.6 | 5.9 | 44.5 | 8.9 | 6.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 8.4 | 0.1 | | 3.0 | 0.2 | 0.0 | 60.3 | 0.0 | 1.1 | 0.4 | 0.0 |
| Delay (s) | | 81.1 | 69.9 | | 77.7 | 73.9 | 1.1 | 62.5 | 5.9 | 45.7 | 9.3 | 6.5 |
| Level of Service | | F | E | | E | E | A | E | A | D | A | A |
| Approach Delay (s) | | 77.3 | | | 75.3 | | | 62.0 | | | 9.6 | |
| Approach LOS | | E | | | E | | | E | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 50.3 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 1.05 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 101.1% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2522 | 4 | 3 | 887 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2522 | 4 | 3 | 887 | 32 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.959 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.959 | | 0.237 | | | 0.039 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 429 | 3539 | 967 | 74 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2741 | 4 | 3 | 964 | 35 |
| Lane Group Flow (vph) | 0 | 191 | 82 | 0 | 20 | 29 | 55 | 2741 | 4 | 3 | 964 | 35 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 19.0 | 19.0 | | 7.8 | 7.8 | 113.5 | 113.4 | 113.4 | 107.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.71 | 0.71 | 0.71 | 0.67 | 0.65 | 0.65 |
| v/c Ratio | | 0.90 | 0.28 | | 0.23 | 0.16 | 0.15 | 1.09 | 0.01 | 0.03 | 0.43 | 0.03 |
| Control Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.3 | 59.9 | 0.0 | 7.3 | 10.4 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.3 | 63.2 | 0.0 | 7.3 | 10.4 | 0.1 |
| LOS | | F | A | | E | A | A | E | A | A | B | A |
| Approach Delay | | 76.7 | | | 33.3 | | | 62.0 | | | 10.0 | |
| Approach LOS | | E | | | C | | | E | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 50.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 102.0% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







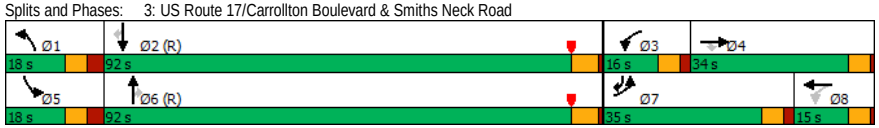

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2522 | 4 | 3 | 887 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2522 | 4 | 3 | 887 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1823 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.24 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1823 | 1468 | 429 | 3539 | 967 | 75 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2741 | 4 | 3 | 964 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 72 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 13 |
| Lane Group Flow (vph) | 0 | 191 | 10 | 0 | 20 | 1 | 55 | 2741 | 3 | 3 | 964 | 22 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Effective Green, g (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.04 | 0.04 | 0.70 | 0.66 | 0.66 | 0.64 | 0.63 | 0.63 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 212 | 191 | | 72 | 58 | 343 | 2344 | 640 | 60 | 2204 | 986 |
| v/s Ratio Prot | | c0.11 | | | c0.01 | | c0.01 | c0.77 | | 0.00 | 0.28 | |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.11 | | 0.00 | 0.03 | | 0.01 |
| v/c Ratio | | 0.90 | 0.05 | | 0.28 | 0.02 | 0.16 | 1.17 | 0.00 | 0.05 | 0.44 | 0.02 |
| Uniform Delay, d1 | | 69.6 | 62.5 | | 74.6 | 73.8 | 9.2 | 27.0 | 9.1 | 40.1 | 14.8 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.86 | 0.51 | 1.00 | 1.00 | 0.70 | 1.00 |
| Incremental Delay, d2 | | 35.9 | 0.1 | | 2.1 | 0.1 | 0.1 | 78.5 | 0.0 | 0.2 | 0.6 | 0.0 |
| Delay (s) | | 105.5 | 62.6 | | 76.7 | 73.9 | 8.0 | 92.1 | 9.1 | 40.5 | 11.0 | 10.9 |
| Level of Service | | F | E | | E | E | A | F | A | D | B | B |
| Approach Delay (s) | | 92.6 | | | 75.0 | | | 90.4 | | | 11.1 | |
| Approach LOS | | F | | | E | | | F | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 71.1 | HCM 2000 Level of Service | E | |
| HCM 2000 Volume to Capacity ratio | 1.08 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | |
| Intersection Capacity Utilization | 102.0% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 67 | 102 | 58 | 11 | 38 | 42 | 1843 | 98 | 39 | 813 | 138 |
| Future Volume (vph) | 494 | 67 | 102 | 58 | 11 | 38 | 42 | 1843 | 98 | 39 | 813 | 138 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.884 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | 0.963 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1698 | 1717 | 1615 | 1719 | 1629 | 0 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | 0.428 | | 0.564 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1698 | 763 | 1615 | 1021 | 1629 | 0 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | 41 | | | | 143 | | | 150 |
| Adj. Flow (vph) | 537 | 73 | 111 | 63 | 12 | 41 | 46 | 2003 | 107 | 42 | 884 | 150 |
| Lane Group Flow (vph) | 301 | 309 | 111 | 63 | 53 | 0 | 46 | 2003 | 107 | 42 | 884 | 150 |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 35.0 | 34.0 | 34.0 | 16.0 | 15.0 | | 18.0 | 92.0 | 92.0 | 18.0 | 92.0 | 35.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 32.0 | 33.0 | 32.5 | 16.3 | 9.4 | | 8.9 | 91.0 | 91.0 | 8.5 | 90.6 | 129.8 |
| Actuated g/C Ratio | 0.20 | 0.21 | 0.20 | 0.10 | 0.06 | | 0.06 | 0.57 | 0.57 | 0.05 | 0.57 | 0.81 |
| v/c Ratio | 0.89 | 0.88 | 0.27 | 0.44 | 0.40 | | 0.52 | 1.00 | 0.11 | 0.46 | 0.45 | 0.11 |
| Control Delay | 89.6 | 86.4 | 11.2 | 57.3 | 35.2 | | 92.9 | 39.0 | 1.4 | 99.4 | 13.2 | 0.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 89.6 | 86.4 | 11.2 | 57.3 | 35.3 | | 92.9 | 77.2 | 1.4 | 99.4 | 13.2 | 0.2 |
| LOS | F | F | B | E | D | | F | E | A | F | B | A |
| Approach Delay | | 76.1 | | | 47.2 | | | 73.8 | | | 14.8 | |
| Approach LOS | | E | | | D | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 144 (90%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.00 | | | |
| Intersection Signal Delay: 57.8 | | Intersection LOS: E | |
| Intersection Capacity Utilization 82.2% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 67 | 102 | 58 | 11 | 38 | 42 | 1843 | 98 | 39 | 813 | 138 |
| Future Volume (vph) | 494 | 67 | 102 | 58 | 11 | 38 | 42 | 1843 | 98 | 39 | 813 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1698 | 1717 | 1615 | 1719 | 1629 | | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 0.43 | 1.00 | 0.56 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1698 | 764 | 1615 | 1020 | 1629 | | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 537 | 73 | 111 | 63 | 12 | 41 | 46 | 2003 | 107 | 42 | 884 | 150 |
| RTOR Reduction (vph) | 0 | 0 | 87 | 0 | 39 | 0 | 0 | 0 | 48 | 0 | 0 | 38 |
| Lane Group Flow (vph) | 301 | 309 | 24 | 63 | 14 | 0 | 46 | 2003 | 59 | 42 | 884 | 113 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 32.0 | 46.2 | 32.5 | 15.9 | 8.2 | | 7.8 | 88.4 | 88.4 | 7.4 | 88.0 | 120.0 |
| Effective Green, g (s) | 32.0 | 46.2 | 32.5 | 15.9 | 8.2 | | 7.8 | 88.4 | 88.4 | 7.4 | 88.0 | 120.0 |
| Actuated g/C Ratio | 0.20 | 0.29 | 0.20 | 0.10 | 0.05 | | 0.05 | 0.55 | 0.55 | 0.05 | 0.55 | 0.75 |
| Clearance Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 339 | 411 | 328 | 135 | 83 | | 78 | 1955 | 858 | 81 | 1909 | 1271 |
| v/s Ratio Prot | c0.18 | 0.15 | | 0.02 | 0.01 | | c0.03 | c0.57 | | 0.02 | 0.25 | 0.02 |
| v/s Ratio Perm | | c0.07 | 0.01 | 0.02 | | | | | 0.04 | | | 0.05 |
| v/c Ratio | 0.89 | 0.75 | 0.07 | 0.47 | 0.17 | | 0.59 | 1.02 | 0.07 | 0.52 | 0.46 | 0.09 |
| Uniform Delay, d1 | 62.3 | 51.7 | 51.6 | 67.4 | 72.6 | | 74.5 | 35.8 | 16.7 | 74.6 | 21.7 | 5.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.05 | 0.60 | 1.40 | 1.17 | 0.59 | 0.01 |
| Incremental Delay, d2 | 23.3 | 7.6 | 0.1 | 2.5 | 1.0 | | 7.3 | 24.8 | 0.1 | 3.9 | 0.8 | 0.0 |
| Delay (s) | 85.5 | 59.3 | 51.7 | 69.9 | 73.6 | | 85.8 | 46.3 | 23.4 | 90.7 | 13.6 | 0.1 |
| Level of Service | F | E | D | E | E | | F | D | C | F | B | A |
| Approach Delay (s) | | 69.1 | | | 71.6 | | | 46.0 | | | 14.8 | |
| Approach LOS | | E | | | E | | | D | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 42.5 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.97 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | | |
| Intersection Capacity Utilization | 82.2% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 2014 | 0 | 0 | 988 | 11 |
| Future Volume (vph) | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 2014 | 0 | 0 | 988 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1805 | 1524 | 0 | 1900 | 0 | 1805 | 3505 | 1900 | 1900 | 3471 | 1615 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 1805 | 1524 | 0 | 1900 | 0 | 1805 | 3505 | 1900 | 1900 | 3471 | 1615 |
| Adj. Flow (vph) | 63 | 0 | 47 | 0 | 0 | 0 | 25 | 2189 | 0 | 0 | 1074 | 12 |
| Lane Group Flow (vph) | 0 | 63 | 47 | 0 | 0 | 0 | 25 | 2189 | 0 | 0 | 1074 | 12 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 65.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 2014 | 0 | 0 | 988 | 11 |
| Future Volume (Veh/h) | 58 | 0 | 43 | 0 | 0 | 0 | 23 | 2014 | 0 | 0 | 988 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 63 | 0 | 47 | 0 | 0 | 0 | 25 | 2189 | 0 | 0 | 1074 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | 6 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | 0.85 | | | | | |
| vC, conflicting volume | 2218 | 3313 | 537 | 2776 | 3325 | 1094 | 1086 | | | 2189 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2078 | 3369 | 96 | 2736 | 3383 | 1094 | 743 | | | 2189 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 100 | 94 | 100 | 100 | 100 | 97 | | | 100 | | |
| cM capacity (veh/h) | 26 | 6 | 788 | 8 | 6 | 212 | 741 | | | 245 | | |

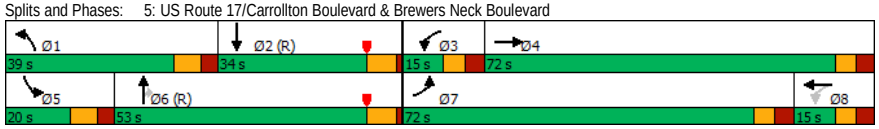
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 110 | 0 | 25 | 1094 | 1094 | 0 | 0 | 537 | 537 | 12 |
| Volume Left | 63 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| cSH | 45 | 1700 | 741 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.46 | 0.00 | 0.03 | 0.64 | 0.64 | 0.00 | 0.00 | 0.32 | 0.32 | 0.01 |
| Queue Length 95th (ft) | 292 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 856.1 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | A | B | | | | | | | |
| Approach Delay (s) | 856.1 | 0.0 | 0.1 | | | | 0.0 | | | |
| Approach LOS | F | A | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 27.7 | | | |
| Intersection Capacity Utilization | | 65.7% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1093 | 81 | 624 | 36 | 58 | 45 | 495 | 604 | 20 | 44 | 419 | 637 |
| Future Volume (vph) | 1093 | 81 | 624 | 36 | 58 | 45 | 495 | 604 | 20 | 44 | 419 | 637 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.935 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3309 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.701 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1306 | 3309 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 671 | | 48 | | | | 188 | | | 685 |
| Adj. Flow (vph) | 1175 | 87 | 671 | 39 | 62 | 48 | 532 | 649 | 22 | 47 | 451 | 685 |
| Lane Group Flow (vph) | 1175 | 87 | 671 | 39 | 110 | 0 | 532 | 649 | 22 | 47 | 451 | 685 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 72.0 | 72.0 | | 15.0 | 15.0 | | 39.0 | 53.0 | 53.0 | 20.0 | 34.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 61.3 | 64.3 | 160.0 | 14.1 | 7.2 | | 29.3 | 55.4 | 55.4 | 9.3 | 32.6 | 160.0 |
| Actuated g/C Ratio | 0.38 | 0.40 | 1.00 | 0.09 | 0.04 | | 0.18 | 0.35 | 0.35 | 0.06 | 0.20 | 1.00 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.29 | 0.56 | | 0.90 | 0.53 | 0.03 | 0.46 | 0.63 | 0.44 |
| Control Delay | 57.8 | 30.8 | 0.9 | 39.9 | 53.7 | | 69.0 | 41.8 | 0.1 | 99.0 | 47.7 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 57.8 | 30.8 | 0.9 | 39.9 | 53.7 | | 69.0 | 41.8 | 0.1 | 99.0 | 47.7 | 1.8 |
| LOS | E | C | A | D | D | | E | D | A | F | D | A |
| Approach Delay | | 36.9 | | | 50.1 | | | 53.1 | | | 23.1 | |
| Approach LOS | | D | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 16 (10%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 38.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 81.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1093 | 81 | 624 | 36 | 58 | 45 | 495 | 604 | 20 | 44 | 419 | 637 |
| Future Volume (vph) | 1093 | 81 | 624 | 36 | 58 | 45 | 495 | 604 | 20 | 44 | 419 | 637 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3308 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1305 | 3308 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1175 | 87 | 671 | 39 | 62 | 48 | 532 | 649 | 22 | 47 | 451 | 685 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1175 | 87 | 671 | 39 | 65 | 0 | 532 | 649 | 7 | 47 | 451 | 685 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 61.3 | 64.3 | 160.0 | 14.6 | 8.8 | | 29.3 | 52.2 | 52.2 | 8.2 | 31.1 | 160.0 |
| Effective Green, g (s) | 61.3 | 64.3 | 160.0 | 14.6 | 8.8 | | 29.3 | 52.2 | 52.2 | 8.2 | 31.1 | 160.0 |
| Actuated g/C Ratio | 0.38 | 0.40 | 1.00 | 0.09 | 0.06 | | 0.18 | 0.33 | 0.33 | 0.05 | 0.19 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1289 | 748 | 1524 | 135 | 181 | | 593 | 1154 | 516 | 90 | 681 | 1553 |
| v/s Ratio Prot | c0.35 | 0.05 | | 0.01 | 0.02 | | c0.16 | 0.18 | | 0.03 | c0.13 | |
| v/s Ratio Perm | | | 0.44 | 0.02 | | | | | 0.00 | | | c0.44 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.29 | 0.36 | | 0.90 | 0.56 | 0.01 | 0.52 | 0.66 | 0.44 |
| Uniform Delay, d1 | 46.8 | 30.0 | 0.0 | 67.6 | 72.9 | | 63.9 | 44.5 | 36.5 | 74.0 | 59.6 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.81 | 0.91 | 1.00 | 1.19 | 0.73 | 1.00 |
| Incremental Delay, d2 | 10.0 | 0.1 | 0.9 | 1.2 | 1.2 | | 15.0 | 1.8 | 0.0 | 5.1 | 4.8 | 0.9 |
| Delay (s) | 56.8 | 30.1 | 0.9 | 68.7 | 74.1 | | 66.8 | 42.3 | 36.5 | 92.8 | 48.2 | 0.9 |
| Level of Service | E | C | A | E | E | | E | D | D | F | D | A |
| Approach Delay (s) | | 36.2 | | | 72.7 | | | 53.0 | | | 22.6 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 38.3 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.84 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 29.5 | | |
| Intersection Capacity Utilization | 81.9% | ICU Level of Service | D | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1040 | 11 | 17 | 1022 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1040 | 11 | 17 | 1022 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.907 | | | | 0.850 | | | |
| Flt Protected | | | | | 0.985 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1641 | 0 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.985 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1641 | 0 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 28 | 1 | 64 | 8 | 1130 | 12 | 18 | 1111 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 93 | 0 | 8 | 1130 | 12 | 18 | 1112 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Control Type: Unsignalized | | | | |
| Intersection Capacity Utilization 47.2% | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1040 | 11 | 17 | 1022 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 26 | 1 | 59 | 7 | 1040 | 11 | 17 | 1022 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 28 | 1 | 64 | 8 | 1130 | 12 | 18 | 1111 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | 0.89 | | | | | |
| vC, conflicting volume | 1793 | 2306 | 556 | 1742 | 2294 | 565 | 1112 | | | 1142 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1642 | 2218 | 250 | 1585 | 2206 | 565 | 875 | | | 1142 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 56 | 97 | 86 | 99 | | | 97 | | |
| cM capacity (veh/h) | 49 | 38 | 554 | 63 | 38 | 461 | 693 | | | 619 | | |

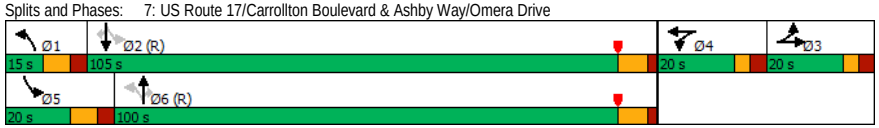
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 93 | 8 | 565 | 565 | 12 | 18 | 741 | 371 |
| Volume Left | 0 | 28 | 8 | 0 | 0 | 0 | 18 | 0 | 0 |
| Volume Right | 5 | 64 | 0 | 0 | 0 | 12 | 0 | 0 | 1 |
| cSH | 554 | 153 | 693 | 1700 | 1700 | 1700 | 619 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.61 | 0.01 | 0.33 | 0.33 | 0.01 | 0.03 | 0.44 | 0.22 |
| Queue Length 95th (ft) | 1 | 81 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| Control Delay (s) | 11.6 | 59.4 | 10.3 | 0.0 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 |
| Lane LOS | B | F | B | | | | B | | |
| Approach Delay (s) | 11.6 | 59.4 | 0.1 | | | | 0.2 | | |
| Approach LOS | B | F | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 2.5 | | | |
| Intersection Capacity Utilization | | 47.2% | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.854 | | | 0.912 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.983 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.983 | | 0.235 | | | 0.228 | | |
| Satd. Flow (perm) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 446 | 3438 | 1455 | 409 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 33 | | | 47 | | | | 116 | | | 116 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 974 | 13 | 71 | 1052 | 10 |
| Lane Group Flow (vph) | 76 | 34 | 0 | 0 | 142 | 0 | 14 | 974 | 13 | 71 | 1052 | 10 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 20.0 | 105.0 | 105.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 12.3 | 12.3 | | | 15.5 | | 103.2 | 96.7 | 96.7 | 109.9 | 106.7 | 106.7 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.64 | 0.60 | 0.60 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.56 | 0.23 | | | 0.71 | | 0.04 | 0.47 | 0.01 | 0.21 | 0.45 | 0.01 |
| Control Delay | 86.4 | 24.0 | | | 65.2 | | 9.9 | 19.6 | 0.0 | 6.9 | 11.2 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 86.4 | 24.0 | | | 65.2 | | 9.9 | 19.6 | 0.0 | 6.9 | 11.2 | 0.0 |
| LOS | F | C | | | E | | A | B | A | A | B | A |
| Approach Delay | | 67.2 | | | 65.2 | | | 19.3 | | | 10.8 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 10 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 20.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 65.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







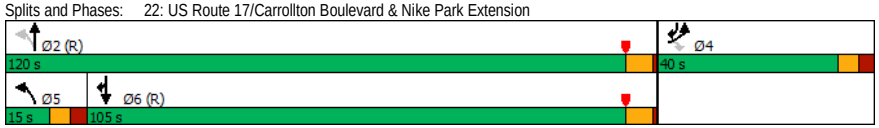

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 896 | 12 | 65 | 968 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1548 | | | 1623 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.24 | 1.00 | 1.00 | 0.23 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1548 | | | 1623 | | 447 | 3438 | 1455 | 409 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 974 | 13 | 71 | 1052 | 10 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 42 | 0 | 0 | 0 | 5 | 0 | 0 | 4 |
| Lane Group Flow (vph) | 76 | 4 | 0 | 0 | 100 | 0 | 14 | 974 | 8 | 71 | 1052 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Effective Green, g (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.62 | 0.60 | 0.60 | 0.69 | 0.64 | 0.64 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 136 | 119 | | | 157 | | 301 | 2077 | 879 | 345 | 2210 | 902 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.06 | | 0.00 | 0.28 | | c0.01 | c0.30 | |
| v/s Ratio Perm | | | | | | | 0.03 | | 0.01 | 0.13 | | 0.00 |
| v/c Ratio | 0.56 | 0.03 | | | 0.63 | | 0.05 | 0.47 | 0.01 | 0.21 | 0.48 | 0.01 |
| Uniform Delay, d1 | 71.2 | 68.3 | | | 69.5 | | 12.1 | 17.5 | 12.6 | 10.1 | 15.1 | 10.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.64 | 0.70 | 1.00 |
| Incremental Delay, d2 | 4.9 | 0.1 | | | 8.1 | | 0.1 | 0.8 | 0.0 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 76.1 | 68.4 | | | 77.6 | | 12.1 | 18.2 | 12.6 | 6.7 | 11.3 | 10.6 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 73.8 | | | 77.6 | | | 18.1 | | | 11.0 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 20.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 |
| Intersection Capacity Utilization | 65.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1669 | 939 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1669 | 939 | 92 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.233 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 434 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 74 | | | | 100 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1814 | 1021 | 100 |
| Lane Group Flow (vph) | 359 | 74 | 30 | 1814 | 1021 | 100 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 40.0 | 40.0 | 15.0 | 120.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 22.2 | 22.2 | 123.8 | 124.8 | 116.7 | 148.3 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.77 | 0.78 | 0.73 | 0.93 |
| v/c Ratio | 0.76 | 0.26 | 0.08 | 0.66 | 0.40 | 0.07 |
| Control Delay | 76.5 | 13.5 | 3.7 | 10.5 | 6.0 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 76.5 | 13.5 | 3.7 | 10.5 | 6.0 | 0.1 |
| LOS | E | B | A | B | A | A |
| Approach Delay | 65.7 | | | 10.4 | 5.5 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 10 (6%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 15.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 66.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension








| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1669 | 939 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1669 | 939 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.23 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 434 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1814 | 1021 | 100 |
| RTOR Reduction (vph) | 0 | 64 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 359 | 10 | 30 | 1814 | 1021 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Effective Green, g (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.78 | 0.78 | 0.71 | 0.89 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 476 | 219 | 371 | 2760 | 2519 | 1405 |
| v/s Ratio Prot | c0.10 | | 0.00 | c0.51 | 0.29 | 0.06 |
| v/s Ratio Perm | | 0.01 | 0.06 | | | |
| v/c Ratio | 0.75 | 0.05 | 0.08 | 0.66 | 0.41 | 0.06 |
| Uniform Delay, d1 | 66.3 | 59.7 | 5.3 | 7.9 | 9.3 | 1.1 |
| Progression Factor | 1.00 | 1.00 | 0.71 | 1.14 | 0.59 | 0.12 |
| Incremental Delay, d2 | 6.7 | 0.1 | 0.1 | 0.8 | 0.5 | 0.0 |
| Delay (s) | 73.0 | 59.8 | 3.9 | 9.8 | 6.0 | 0.1 |
| Level of Service | E | E | A | A | A | A |
| Approach Delay (s) | 70.7 | | | 9.7 | 5.5 | |
| Approach LOS | E | | | A | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 66.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 163 | 63 | 71 | 76 | 86 | 370 | 359 | 61 | 30 | 123 | 135 | 17 |
| Average Queue (ft) | 67 | 23 | 20 | 28 | 14 | 168 | 183 | 3 | 3 | 30 | 48 | 1 |
| 95th Queue (ft) | 131 | 56 | 55 | 63 | 55 | 329 | 340 | 41 | 18 | 84 | 114 | 8 |
| Link Distance (ft) | 1023 | | 1185 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | 0 | | | | 1 | 5 | 0 | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | | 0 | 0 | 0 | | | | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 440 | 202 | 101 | 66 | 264 | 865 | 899 | 59 | 24 | 192 | 222 | 61 |
| Average Queue (ft) | 219 | 73 | 23 | 25 | 47 | 546 | 559 | 3 | 3 | 79 | 107 | 7 |
| 95th Queue (ft) | 436 | 213 | 70 | 64 | 164 | 819 | 834 | 45 | 15 | 154 | 190 | 38 |
| Link Distance (ft) | 1043 | | 1035 | | | 976 | 976 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 17 | 0 | 3 | 2 | 0 | 22 | 24 | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 13 | 1 | 1 | 0 | 1 | 11 | 1 | 0 | | | 0 | 0 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | R | L | TR | L | T | T | R | L | T | T |
| Maximum Queue (ft) | 422 | 493 | 81 | 123 | 130 | 279 | 1088 | 1098 | 245 | 99 | 176 | 213 |
| Average Queue (ft) | 255 | 301 | 30 | 49 | 35 | 70 | 590 | 600 | 77 | 36 | 84 | 104 |
| 95th Queue (ft) | 378 | 435 | 62 | 101 | 86 | 208 | 1116 | 1121 | 252 | 81 | 154 | 177 |
| Link Distance (ft) | | 1224 | 1224 | | 1092 | | 1221 | 1221 | | | 976 | 976 |
| Upstream Blk Time (%) | | | | | | | 1 | 1 | | | | |
| Queuing Penalty (veh) | | | | | | | 9 | 13 | | | | |
| Storage Bay Dist (ft) | 465 | | | 140 | | 280 | | | 245 | 310 | | |
| Storage Blk Time (%) | 0 | 1 | | 1 | 0 | 0 | 26 | 29 | 0 | | | |
| Queuing Penalty (veh) | 0 | 2 | | 0 | 0 | 0 | 11 | 29 | 2 | | | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 35 |
| Average Queue (ft) | 8 |
| 95th Queue (ft) | 29 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 340 |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | EB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | LT | R | L | T | T | R |
| Maximum Queue (ft) | 504 | 149 | 91 | 164 | 188 | 2 |
| Average Queue (ft) | 156 | 38 | 12 | 14 | 17 | 0 |
| 95th Queue (ft) | 408 | 119 | 53 | 116 | 137 | 2 |
| Link Distance (ft) | 1221 | | | 1237 | 1237 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 160 | 245 | | | 200 |
| Storage Blk Time (%) | 29 | 0 | | 1 | 1 | |
| Queuing Penalty (veh) | 12 | 0 | | 0 | 0 | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | L | T | TR | L | L | T | T | R |
| Maximum Queue (ft) | 519 | 530 | 140 | 269 | 82 | 103 | 113 | 375 | 395 | 331 | 339 | 119 |
| Average Queue (ft) | 347 | 376 | 37 | 24 | 26 | 46 | 36 | 201 | 234 | 205 | 214 | 15 |
| 95th Queue (ft) | 481 | 506 | 96 | 139 | 63 | 92 | 83 | 323 | 358 | 304 | 314 | 69 |
| Link Distance (ft) | | 668 | 668 | | | 1281 | 1281 | | | 1046 | 1046 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | 150 | | | 560 | 560 | | | 300 |
| Storage Blk Time (%) | | 0 | | | | | | | | | 1 | 0 |
| Queuing Penalty (veh) | | 0 | | | | | | | | | 0 | 0 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | L | T | T | R |
| Maximum Queue (ft) | 139 | 293 | 264 | 30 |
| Average Queue (ft) | 44 | 169 | 126 | 2 |
| 95th Queue (ft) | 101 | 261 | 225 | 44 |
| Link Distance (ft) | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 300 | | | 300 |
| Storage Blk Time (%) | | 0 | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 1 | 0 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | LTR | LTR | L | L |
| Maximum Queue (ft) | 58 | 141 | 19 | 31 |
| Average Queue (ft) | 6 | 52 | 2 | 8 |
| 95th Queue (ft) | 34 | 106 | 10 | 27 |
| Link Distance (ft) | 712 | 416 | | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | 140 | 140 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 126 | 96 | 210 | 36 | 266 | 232 | 22 | 110 | 165 | 186 | 23 |
| Average Queue (ft) | 58 | 20 | 79 | 8 | 131 | 94 | 2 | 31 | 65 | 78 | 2 |
| 95th Queue (ft) | 109 | 60 | 159 | 26 | 239 | 208 | 12 | 71 | 147 | 156 | 13 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 1 | 0 | | | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 222 | 284 | 70 |
| Average Queue (ft) | 8 | 12 | 2 |
| 95th Queue (ft) | 117 | 146 | 71 |
| Link Distance (ft) | 668 | 668 | 668 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 68 | 21 |
| Average Queue (ft) | 3 | 1 |
| 95th Queue (ft) | 59 | 15 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 0 | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | NB |
|---|---|
| Directions Served | TR |
| Maximum Queue (ft) | 2 |
| Average Queue (ft) | 0 |
| 95th Queue (ft) | 2 |
| Link Distance (ft) | 632 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement | |
|---|---|
| Directions Served | |
| Maximum Queue (ft) | |
| Average Queue (ft) | |
| 95th Queue (ft) | |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 243 | 258 | 55 | 58 | 260 | 289 | 142 | 255 | 164 |
| Average Queue (ft) | 133 | 157 | 18 | 15 | 86 | 83 | 42 | 104 | 7 |
| 95th Queue (ft) | 212 | 229 | 44 | 44 | 205 | 206 | 102 | 199 | 63 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 7 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 1 | 2 | | | 1 | 0 |

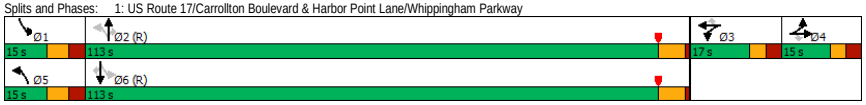
## Network Summary

Network wide Queuing Penalty: 116

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1295 | 42 | 26 | 2637 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1295 | 42 | 26 | 2637 | 61 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.034 | | | 0.168 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 65 | 3539 | 1568 | 319 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 13 | 44 | 1349 | 44 | 27 | 2747 | 64 |
| Lane Group Flow (vph) | 0 | 16 | 21 | 0 | 32 | 13 | 44 | 1349 | 44 | 27 | 2747 | 64 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.5 | 7.5 | | 8.2 | 8.2 | 126.4 | 124.6 | 124.6 | 124.0 | 121.6 | 121.6 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.79 | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 |
| v/c Ratio | | 0.19 | 0.12 | | 0.34 | 0.07 | 0.37 | 0.49 | 0.04 | 0.09 | 1.01 | 0.05 |
| Control Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 33.1 | 5.6 | 0.0 | 5.2 | 43.0 | 0.2 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 |
| Total Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 33.1 | 5.6 | 0.0 | 5.2 | 78.0 | 0.2 |
| LOS | | E | A | | F | A | C | A | A | A | E | A |
| Approach Delay | | 34.6 | | | 58.9 | | | 6.3 | | | 75.5 | |
| Approach LOS | | C | | | E | | | A | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 52.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 97.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







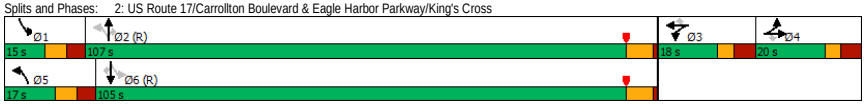

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1295 | 42 | 26 | 2637 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1295 | 42 | 26 | 2637 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.17 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 64 | 3539 | 1568 | 320 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 12 | 44 | 1349 | 44 | 27 | 2747 | 64 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 11 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 0 | 16 | 1 | 0 | 32 | 1 | 44 | 1349 | 33 | 27 | 2747 | 47 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Effective Green, g (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Actuated g/C Ratio | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.77 | 0.74 | 0.74 | 0.75 | 0.73 | 0.73 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 68 | 61 | | 80 | 64 | 104 | 2616 | 1159 | 272 | 2606 | 1177 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.38 | | 0.00 | c0.77 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.31 | | 0.02 | 0.07 | | 0.03 |
| v/c Ratio | | 0.24 | 0.01 | | 0.40 | 0.01 | 0.42 | 0.52 | 0.03 | 0.10 | 1.05 | 0.04 |
| Uniform Delay, d1 | | 74.7 | 74.1 | | 74.4 | 73.1 | 46.1 | 8.8 | 5.5 | 6.3 | 21.6 | 6.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 2.05 | 0.56 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.8 | 0.1 | | 3.3 | 0.1 | 1.7 | 0.6 | 0.0 | 0.1 | 34.0 | 0.1 |
| Delay (s) | | 76.5 | 74.1 | | 77.6 | 73.1 | 96.2 | 5.5 | 5.6 | 6.4 | 55.6 | 6.1 |
| Level of Service | | E | E | | E | E | F | A | A | A | E | A |
| Approach Delay (s) | | 75.1 | | | 76.3 | | | 8.3 | | | 54.1 | |
| Approach LOS | | E | | | E | | | A | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 39.4 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | 0.96 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 25.0 | |
| Intersection Capacity Utilization | 97.9% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1280 | 20 | 27 | 2458 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1280 | 20 | 27 | 2458 | 203 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.157 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 298 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1362 | 21 | 29 | 2615 | 216 |
| Lane Group Flow (vph) | 0 | 92 | 67 | 0 | 24 | 17 | 112 | 1362 | 21 | 29 | 2615 | 216 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.6 | 12.6 | | 8.0 | 8.0 | 118.5 | 114.1 | 114.1 | 110.1 | 105.9 | 105.9 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.74 | 0.71 | 0.71 | 0.69 | 0.66 | 0.66 |
| v/c Ratio | | 0.65 | 0.28 | | 0.26 | 0.09 | 0.77 | 0.53 | 0.02 | 0.11 | 1.11 | 0.19 |
| Control Delay | | 92.0 | 3.0 | | 79.8 | 0.9 | 59.6 | 18.0 | 0.1 | 2.1 | 63.6 | 0.4 |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 |
| Total Delay | | 92.0 | 3.1 | | 79.8 | 0.9 | 59.6 | 18.0 | 0.1 | 2.1 | 64.0 | 0.4 |
| LOS | | F | A | | E | A | E | B | A | A | E | A |
| Approach Delay | | 54.5 | | | 47.1 | | | 20.9 | | | 58.5 | |
| Approach LOS | | D | | | D | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 156 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.11 | | | |
| Intersection Signal Delay: 45.9 | | Intersection LOS: D | |
| Intersection Capacity Utilization 102.3% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







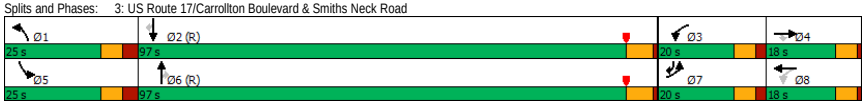

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1280 | 20 | 27 | 2458 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1280 | 20 | 27 | 2458 | 203 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1814 | 1615 | | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.16 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1814 | 1615 | | 1835 | 1495 | 69 | 3574 | 1509 | 299 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1362 | 21 | 29 | 2615 | 216 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 0 | 16 | 0 | 0 | 7 | 0 | 0 | 44 |
| Lane Group Flow (vph) | 0 | 92 | 5 | 0 | 24 | 1 | 112 | 1362 | 14 | 29 | 2615 | 172 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Effective Green, g (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.04 | 0.04 | 0.74 | 0.69 | 0.69 | 0.68 | 0.65 | 0.65 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 142 | 127 | | 75 | 61 | 146 | 2450 | 1034 | 235 | 2334 | 1054 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | c0.38 | | | 0.00 | c0.73 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.52 | | 0.01 | 0.08 | | 0.11 |
| v/c Ratio | | 0.65 | 0.04 | | 0.32 | 0.01 | 0.77 | 0.56 | 0.01 | 0.12 | 1.12 | 0.16 |
| Uniform Delay, d1 | | 71.5 | 68.1 | | 74.5 | 73.6 | 54.4 | 12.8 | 8.0 | 10.2 | 27.8 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.89 | 1.36 | 1.00 | 0.27 | 0.33 | 0.06 |
| Incremental Delay, d2 | | 9.8 | 0.1 | | 2.5 | 0.1 | 17.4 | 0.8 | 0.0 | 0.1 | 56.4 | 0.1 |
| Delay (s) | | 81.3 | 68.3 | | 77.0 | 73.6 | 65.6 | 18.1 | 8.0 | 2.8 | 65.4 | 0.8 |
| Level of Service | | F | E | | E | E | E | B | A | A | E | A |
| Approach Delay (s) | | 75.8 | | | 75.6 | | | 21.5 | | | 59.9 | |
| Approach LOS | | E | | | E | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 48.0 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 1.02 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 102.3% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 50 | 74 | 97 | 102 | 31 | 194 | 952 | 101 | 89 | 2076 | 410 |
| Future Volume (vph) | 254 | 50 | 74 | 97 | 102 | 31 | 194 | 952 | 101 | 89 | 2076 | 410 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.965 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | 0.967 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1715 | 1745 | 1599 | 1805 | 1834 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | 0.247 | | 0.646 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1715 | 446 | 1599 | 1227 | 1834 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 109 | | 8 | | | | 110 | | | 129 |
| Adj. Flow (vph) | 276 | 54 | 80 | 105 | 111 | 34 | 211 | 1035 | 110 | 97 | 2257 | 446 |
| Lane Group Flow (vph) | 163 | 167 | 80 | 105 | 145 | 0 | 211 | 1035 | 110 | 97 | 2257 | 446 |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 20.0 | 18.0 | 18.0 | 20.0 | 18.0 | | 25.0 | 97.0 | 97.0 | 25.0 | 97.0 | 20.0 |
| Total Lost Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 14.0 | 15.0 | 14.7 | 24.3 | 13.0 | | 18.0 | 95.6 | 95.6 | 13.4 | 91.0 | 111.0 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.09 | 0.15 | 0.08 | | 0.11 | 0.60 | 0.60 | 0.08 | 0.57 | 0.69 |
| v/c Ratio | 1.09 | 1.02 | 0.33 | 0.46 | 0.93 | | 1.04 | 0.49 | 0.11 | 0.66 | 1.11 | 0.39 |
| Control Delay | 163.1 | 145.5 | 7.8 | 61.5 | 122.6 | | 154.3 | 5.9 | 1.0 | 98.9 | 64.5 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay | 163.1 | 145.5 | 7.8 | 61.5 | 122.6 | | 154.3 | 5.9 | 1.0 | 98.9 | 64.6 | 1.4 |
| LOS | F | F | A | E | F | | F | A | A | F | E | A |
| Approach Delay | | 125.6 | | | 97.0 | | | 28.6 | | | 55.7 | |
| Approach LOS | | F | | | F | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 12 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.11 | | | |
| Intersection Signal Delay: 56.2 | | Intersection LOS: E | |
| Intersection Capacity Utilization 102.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 50 | 74 | 97 | 102 | 31 | 194 | 952 | 101 | 89 | 2076 | 410 |
| Future Volume (vph) | 254 | 50 | 74 | 97 | 102 | 31 | 194 | 952 | 101 | 89 | 2076 | 410 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1715 | 1746 | 1599 | 1805 | 1833 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 0.25 | 1.00 | 0.65 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1715 | 446 | 1599 | 1228 | 1833 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 276 | 54 | 80 | 105 | 111 | 34 | 211 | 1035 | 110 | 97 | 2257 | 446 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 7 | 0 | 0 | 0 | 44 | 0 | 0 | 44 |
| Lane Group Flow (vph) | 163 | 167 | 7 | 105 | 138 | 0 | 211 | 1035 | 66 | 97 | 2257 | 402 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | Perm | pm+pt | NA | | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | 4 | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 14.0 | 28.7 | 14.7 | 25.3 | 13.0 | | 18.0 | 95.6 | 95.6 | 13.4 | 91.0 | 105.0 |
| Effective Green, g (s) | 14.0 | 28.7 | 14.7 | 25.3 | 13.0 | | 18.0 | 95.6 | 95.6 | 13.4 | 91.0 | 105.0 |
| Actuated g/C Ratio | 0.09 | 0.18 | 0.09 | 0.16 | 0.08 | | 0.11 | 0.60 | 0.60 | 0.08 | 0.57 | 0.66 |
| Clearance Time (s) | 6.0 | 5.0 | 5.0 | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 150 | 193 | 146 | 238 | 148 | | 203 | 2114 | 964 | 148 | 2032 | 1109 |
| v/s Ratio Prot | c0.10 | 0.08 | | 0.03 | 0.08 | | c0.12 | c0.29 | | 0.05 | c0.63 | 0.03 |
| v/s Ratio Perm | | c0.08 | 0.00 | 0.04 | | | | | 0.04 | | | 0.22 |
| v/c Ratio | 1.09 | 0.87 | 0.05 | 0.44 | 0.93 | | 1.04 | 0.49 | 0.07 | 0.66 | 1.11 | 0.36 |
| Uniform Delay, d1 | 73.0 | 63.8 | 66.3 | 60.2 | 73.0 | | 71.0 | 18.3 | 13.5 | 71.1 | 34.5 | 12.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.31 | 0.27 | 0.31 | 1.38 | 0.30 | 0.19 |
| Incremental Delay, d2 | 98.5 | 30.8 | 0.1 | 1.3 | 53.3 | | 70.3 | 0.7 | 0.1 | 0.8 | 50.6 | 0.0 |
| Delay (s) | 171.5 | 94.6 | 66.4 | 61.5 | 126.4 | | 163.0 | 5.8 | 4.3 | 98.6 | 60.9 | 2.3 |
| Level of Service | F | F | E | E | F | | F | A | A | F | E | A |
| Approach Delay (s) | | 119.7 | | | 99.1 | | | 30.1 | | | 52.9 | |
| Approach LOS | | F | | | F | | | C | | | D | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 54.6 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 1.09 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | | |
| Intersection Capacity Utilization | 102.9% | ICU Level of Service | G | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1437 | 1 | 4 | 2198 | 38 |
| Future Volume (vph) | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1437 | 1 | 4 | 2198 | 38 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1771 | 0 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1771 | 0 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 13 | 0 | 21 | 0 | 1 | 1 | 106 | 1529 | 1 | 4 | 2338 | 40 |
| Lane Group Flow (vph) | 0 | 13 | 21 | 0 | 2 | 0 | 106 | 1529 | 1 | 4 | 2338 | 40 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 83.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1437 | 1 | 4 | 2198 | 38 |
| Future Volume (Veh/h) | 12 | 0 | 20 | 0 | 1 | 1 | 100 | 1437 | 1 | 4 | 2198 | 38 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 13 | 0 | 21 | 0 | 1 | 1 | 106 | 1529 | 1 | 4 | 2338 | 40 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | 6 | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | | 0.44 | | | | | |
| vC, conflicting volume | 3324 | 4088 | 1169 | 2918 | 4127 | 764 | 2378 | | | 1530 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3739 | 5482 | 0 | 2813 | 5571 | 764 | 1581 | | | 1530 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 0 | 100 | 96 | 100 | 0 | 100 | 42 | | | 99 | | |
| cM capacity (veh/h) | 0 | 0 | 478 | 2 | 0 | 351 | 183 | | | 441 | | |

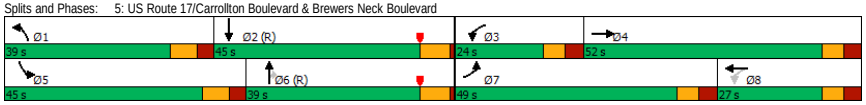
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 34 | 2 | 106 | 764 | 764 | 1 | 4 | 1169 | 1169 | 40 |
| Volume Left | 13 | 0 | 106 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Volume Right | 21 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 40 |
| cSH | 0 | 0 | 183 | 1700 | 1700 | 1700 | 441 | 1700 | 1700 | 1700 |
| Volume to Capacity | Err | 22.96 | 0.58 | 0.45 | 0.45 | 0.00 | 0.01 | 0.69 | 0.69 | 0.02 |
| Queue Length 95th (ft) | Err | Err | 78 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Control Delay (s) | Err | Err | 48.8 | 0.0 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | E | | | | B | | | |
| Approach Delay (s) | Err | Err | 3.2 | | | | 0.0 | | | |
| Approach LOS | F | F | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | Err | | |
| Intersection Capacity Utilization | | 83.6% | ICU Level of Service | |
| Analysis Period (min) | | 15 | | E |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 851 | 189 | 721 | 158 | 294 | 50 | 619 | 629 | 61 | 305 | 707 | 1354 |
| Future Volume (vph) | 851 | 189 | 721 | 158 | 294 | 50 | 619 | 629 | 61 | 305 | 707 | 1354 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.978 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3461 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.633 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1179 | 3461 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 589 | | 10 | | | | 188 | | | 629 |
| Adj. Flow (vph) | 896 | 199 | 759 | 166 | 309 | 53 | 652 | 662 | 64 | 321 | 744 | 1425 |
| Lane Group Flow (vph) | 896 | 199 | 759 | 166 | 362 | 0 | 652 | 662 | 64 | 321 | 744 | 1425 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 39.0 | 39.0 | 45.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 41.5 | 46.2 | 160.0 | 33.2 | 19.0 | | 31.3 | 37.6 | 37.6 | 32.4 | 38.7 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.20 | 0.24 | 0.24 | 0.20 | 0.24 | 1.00 |
| v/c Ratio | 1.01 | 0.37 | 0.48 | 0.56 | 0.87 | | 0.97 | 0.79 | 0.12 | 0.88 | 0.86 | 0.89 |
| Control Delay | 89.8 | 48.1 | 1.1 | 41.1 | 87.6 | | 79.1 | 68.3 | 2.7 | 89.2 | 52.6 | 22.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 89.8 | 48.1 | 1.1 | 41.1 | 87.6 | | 79.1 | 68.3 | 2.7 | 89.2 | 52.6 | 22.1 |
| LOS | F | D | A | D | F | | E | E | A | F | D | C |
| Approach Delay | | 49.0 | | | 73.0 | | | 70.3 | | | 39.8 | |
| Approach LOS | | D | | | E | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 48 (30%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 52.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 94.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

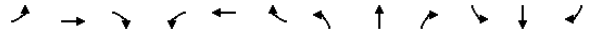







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 851 | 189 | 721 | 158 | 294 | 50 | 619 | 629 | 61 | 305 | 707 | 1354 |
| Future Volume (vph) | 851 | 189 | 721 | 158 | 294 | 50 | 619 | 629 | 61 | 305 | 707 | 1354 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3461 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1179 | 3461 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 896 | 199 | 759 | 166 | 309 | 53 | 652 | 662 | 64 | 321 | 744 | 1425 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 49 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 896 | 199 | 759 | 166 | 353 | 0 | 652 | 662 | 15 | 321 | 744 | 1425 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 41.5 | 46.3 | 160.0 | 33.2 | 19.0 | | 31.3 | 37.6 | 37.6 | 32.4 | 38.7 | 160.0 |
| Effective Green, g (s) | 41.5 | 46.3 | 160.0 | 33.2 | 19.0 | | 31.3 | 37.6 | 37.6 | 32.4 | 38.7 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.20 | 0.24 | 0.24 | 0.20 | 0.24 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 890 | 539 | 1568 | 297 | 410 | | 671 | 839 | 372 | 365 | 864 | 1599 |
| v/s Ratio Prot | 0.26 | 0.11 | | 0.05 | 0.10 | | 0.19 | 0.19 | | 0.18 | 0.21 | |
| v/s Ratio Perm | | | 0.48 | 0.07 | | | | | 0.01 | | | c0.89 |
| v/c Ratio | 1.01 | 0.37 | 0.48 | 0.56 | 0.86 | | 0.97 | 0.79 | 0.04 | 0.88 | 0.86 | 0.89 |
| Uniform Delay, d1 | 59.2 | 45.2 | 0.0 | 55.4 | 69.2 | | 63.9 | 57.5 | 47.3 | 61.9 | 58.1 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 1.06 | 1.00 | 1.16 | 0.77 | 1.00 |
| Incremental Delay, d2 | 31.8 | 0.5 | 1.1 | 2.3 | 16.7 | | 26.2 | 6.8 | 0.2 | 15.0 | 7.7 | 5.6 |
| Delay (s) | 91.1 | 45.7 | 1.1 | 57.7 | 85.9 | | 78.5 | 67.5 | 47.5 | 86.9 | 52.3 | 5.6 |
| Level of Service | F | D | A | E | F | | E | E | D | F | D | A |
| Approach Delay (s) | | 49.4 | | | 77.0 | | | 71.7 | | | 30.0 | |
| Approach LOS | | D | | | E | | | E | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 48.9 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 1.09 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 29.5 | |
| Intersection Capacity Utilization | 94.5% | ICU Level of Service | | F | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

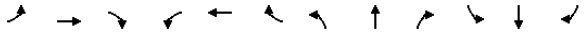


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1207 | 32 | 66 | 1354 | 7 |
| Future Volume (vph) | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1207 | 32 | 66 | 1354 | 7 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.904 | | | 0.917 | | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.986 | | | 0.981 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1631 | 0 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.986 | | | 0.981 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1631 | 0 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 10 | 24 | 0 | 38 | 16 | 1284 | 34 | 70 | 1440 | 7 |
| Lane Group Flow (vph) | 0 | 14 | 0 | 0 | 62 | 0 | 16 | 1284 | 34 | 70 | 1447 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1207 | 32 | 66 | 1354 | 7 |
| Future Volume (Veh/h) | 4 | 0 | 9 | 23 | 0 | 36 | 15 | 1207 | 32 | 66 | 1354 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 10 | 24 | 0 | 38 | 16 | 1284 | 34 | 70 | 1440 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1132 | |
| pX, platoon unblocked | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | | 0.81 | | | | | |
| vC, conflicting volume | 2296 | 2934 | 724 | 2186 | 2903 | 642 | 1447 | | | 1318 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2132 | 2918 | 197 | 1998 | 2881 | 642 | 1088 | | | 1318 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 78 | 100 | 98 | 0 | 100 | 91 | 97 | | | 87 | | |
| cM capacity (veh/h) | 19 | 11 | 664 | 24 | 11 | 412 | 527 | | | 531 | | |

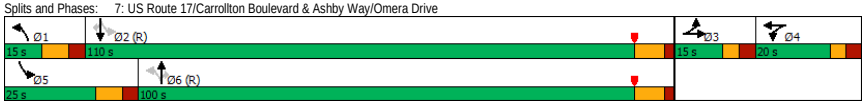
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 14 | 62 | 16 | 642 | 642 | 34 | 70 | 960 | 487 |
| Volume Left | 4 | 24 | 16 | 0 | 0 | 0 | 70 | 0 | 0 |
| Volume Right | 10 | 38 | 0 | 0 | 0 | 34 | 0 | 0 | 7 |
| cSH | 61 | 56 | 527 | 1700 | 1700 | 1700 | 531 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 1.10 | 0.03 | 0.38 | 0.38 | 0.02 | 0.13 | 0.56 | 0.29 |
| Queue Length 95th (ft) | 20 | 130 | 2 | 0 | 0 | 0 | 11 | 0 | 0 |
| Control Delay (s) | 81.1 | 271.7 | 12.0 | 0.0 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | |
| Approach Delay (s) | 81.1 | 271.7 | 0.1 | | | | 0.6 | | |
| Approach LOS | F | F | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 6.5 | | | |
| Intersection Capacity Utilization | | 56.1% | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1081 | 28 | 114 | 1304 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1081 | 28 | 114 | 1304 | 52 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.898 | | | 0.916 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.149 | | | 0.192 | | |
| Satd. Flow (perm) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 283 | 3539 | 1615 | 358 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 17 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1092 | 28 | 115 | 1317 | 53 |
| Lane Group Flow (vph) | 39 | 25 | 0 | 0 | 170 | 0 | 32 | 1092 | 28 | 115 | 1317 | 53 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.4 | 9.4 | | | 20.1 | | 103.3 | 96.6 | 96.6 | 108.9 | 101.7 | 101.7 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.13 | | 0.65 | 0.60 | 0.60 | 0.68 | 0.64 | 0.64 |
| v/c Ratio | 0.37 | 0.22 | | | 0.69 | | 0.13 | 0.51 | 0.03 | 0.35 | 0.58 | 0.05 |
| Control Delay | 81.7 | 40.0 | | | 65.0 | | 10.7 | 20.9 | 0.0 | 7.8 | 11.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.7 | 40.0 | | | 65.0 | | 10.7 | 20.9 | 0.0 | 7.8 | 11.5 | 0.1 |
| LOS | F | D | | | E | | B | C | A | A | B | A |
| Approach Delay | | 65.4 | | | 65.0 | | | 20.1 | | | 10.8 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 17 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.69 | | | |
| Intersection Signal Delay: 19.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 76.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







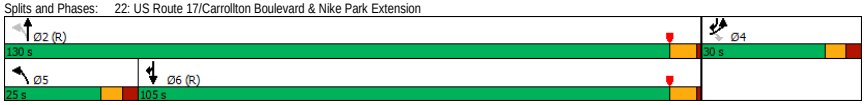

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1081 | 28 | 114 | 1304 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1081 | 28 | 114 | 1304 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1706 | | | 1670 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.15 | 1.00 | 1.00 | 0.19 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1706 | | | 1670 | | 283 | 3539 | 1615 | 358 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1092 | 28 | 115 | 1317 | 53 |
| RTOR Reduction (vph) | 0 | 16 | 0 | 0 | 36 | 0 | 0 | 0 | 11 | 0 | 0 | 20 |
| Lane Group Flow (vph) | 39 | 9 | 0 | 0 | 134 | 0 | 32 | 1092 | 17 | 115 | 1317 | 33 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Effective Green, g (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.13 | | 0.63 | 0.60 | 0.60 | 0.68 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 87 | 83 | | | 209 | | 233 | 2112 | 963 | 321 | 2209 | 998 |
| v/s Ratio Prot | c0.02 | 0.01 | | | c0.08 | | 0.00 | 0.31 | | c0.02 | c0.37 | |
| v/s Ratio Perm | | | | | | | 0.08 | | 0.01 | 0.22 | | 0.02 |
| v/c Ratio | 0.45 | 0.11 | | | 0.64 | | 0.14 | 0.52 | 0.02 | 0.36 | 0.60 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.8 | | | 66.5 | | 13.5 | 18.8 | 13.1 | 11.8 | 18.5 | 11.9 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.61 | 0.55 | 1.00 |
| Incremental Delay, d2 | 3.6 | 0.6 | | | 6.6 | | 0.3 | 0.9 | 0.0 | 0.5 | 0.9 | 0.0 |
| Delay (s) | 77.7 | 73.3 | | | 73.1 | | 13.8 | 19.7 | 13.2 | 7.8 | 11.0 | 12.0 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 76.0 | | | 73.1 | | | 19.4 | | | 10.8 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 19.4 | HCM 2000 Level of Service | | B | |
| HCM 2000 Volume to Capacity ratio | 0.59 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 27.5 | |
| Intersection Capacity Utilization | 76.4% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1350 | 1944 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1350 | 1944 | 274 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.033 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 61 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 54 | | | | 280 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1467 | 2113 | 298 |
| Lane Group Flow (vph) | 185 | 54 | 141 | 1467 | 2113 | 298 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 14.1 | 14.1 | 131.9 | 132.9 | 112.6 | 133.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.82 | 0.83 | 0.70 | 0.84 |
| v/c Ratio | 0.61 | 0.29 | 0.74 | 0.50 | 0.85 | 0.22 |
| Control Delay | 78.7 | 18.9 | 32.5 | 11.1 | 4.1 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 78.7 | 18.9 | 32.5 | 11.1 | 4.1 | 0.0 |
| LOS | E | B | C | B | A | A |
| Approach Delay | 65.2 | | | 13.0 | 3.6 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 56 (35%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay: 10.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 83.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension








| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1350 | 1944 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1350 | 1944 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 62 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1467 | 2113 | 298 |
| RTOR Reduction (vph) | 0 | 49 | 0 | 0 | 0 | 48 |
| Lane Group Flow (vph) | 185 | 5 | 141 | 1467 | 2113 | 250 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Effective Green, g (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.83 | 0.83 | 0.70 | 0.83 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 302 | 139 | 192 | 2939 | 2492 | 1313 |
| v/s Ratio Prot | c0.05 | | c0.06 | 0.41 | c0.60 | 0.16 |
| v/s Ratio Perm | | 0.00 | 0.55 | | | |
| v/c Ratio | 0.61 | 0.03 | 0.73 | 0.50 | 0.85 | 0.19 |
| Uniform Delay, d1 | 70.3 | 66.7 | 53.8 | 3.9 | 17.4 | 2.7 |
| Progression Factor | 1.00 | 1.00 | 0.56 | 2.59 | 0.16 | 0.00 |
| Incremental Delay, d2 | 3.7 | 0.1 | 5.7 | 0.2 | 0.4 | 0.0 |
| Delay (s) | 74.0 | 66.8 | 35.7 | 10.4 | 3.1 | 0.0 |
| Level of Service | E | E | D | B | A | A |
| Approach Delay (s) | 72.4 | | | 12.6 | 2.7 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 83.4% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 67 | 63 | 79 | 48 | 89 | 177 | 191 | 38 | 219 | 4282 | 4288 | 230 |
| Average Queue (ft) | 19 | 20 | 25 | 8 | 34 | 51 | 62 | 3 | 37 | 3131 | 3161 | 82 |
| 95th Queue (ft) | 54 | 51 | 62 | 30 | 72 | 136 | 153 | 20 | 157 | 5335 | 5319 | 262 |
| Link Distance (ft) | 1155 | | 1696 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 33 | 36 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | | 0 | | 0 | 31 | 40 | 0 |
| Queuing Penalty (veh) | | | | | | | 0 | | 1 | 8 | 25 | 5 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 179 | 121 | 79 | 61 | 185 | 253 | 283 | 48 | 228 | 590 | 596 | 240 |
| Average Queue (ft) | 81 | 42 | 21 | 14 | 78 | 119 | 127 | 3 | 33 | 522 | 542 | 126 |
| 95th Queue (ft) | 153 | 92 | 58 | 46 | 146 | 230 | 239 | 30 | 158 | 653 | 636 | 309 |
| Link Distance (ft) | 1388 | | 1498 | | | 976 | 976 | | | 550 | 550 | |
| Upstream Blk Time (%) | | | | | | | | | | 9 | 14 | |
| Queuing Penalty (veh) | | | | | | | | | | 128 | 187 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 26 | 31 | 1 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 63 | 7 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | R | L | TR | L | T | T | R | L | T | T |
| Maximum Queue (ft) | 457 | 995 | 245 | 140 | 401 | 279 | 437 | 387 | 226 | 294 | 932 | 962 |
| Average Queue (ft) | 371 | 578 | 52 | 97 | 174 | 206 | 178 | 155 | 26 | 103 | 436 | 498 |
| 95th Queue (ft) | 531 | 1155 | 175 | 167 | 364 | 311 | 384 | 300 | 120 | 245 | 825 | 896 |
| Link Distance (ft) | | 1812 | 1812 | | 1622 | | 1217 | 1217 | | | 976 | 976 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | 1 |
| Storage Bay Dist (ft) | 465 | | | 140 | | 280 | | | 245 | 310 | | |
| Storage Blk Time (%) | 2 | 32 | | 5 | 21 | 9 | 2 | 1 | 0 | 0 | 11 | 12 |
| Queuing Penalty (veh) | 4 | 41 | | 7 | 21 | 43 | 3 | 1 | 0 | 1 | 9 | 49 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 340 |
| Average Queue (ft) | 192 |
| 95th Queue (ft) | 442 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 340 |
| Storage Blk Time (%) | 1 |
| Queuing Penalty (veh) | 8 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | EB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LTR | L | T | L | T |
| Maximum Queue (ft) | 58 | 49 | 15 | 193 | 57 | 19 | 108 |
| Average Queue (ft) | 12 | 13 | 1 | 86 | 2 | 2 | 4 |
| 95th Queue (ft) | 40 | 36 | 8 | 159 | 33 | 11 | 106 |
| Link Distance (ft) | 1606 | | 1590 | | 1229 | | 1217 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | 160 | | 245 | | 80 | |
| Storage Blk Time (%) | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 0 | 0 | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 544 | 630 | 462 | 432 | 165 | 191 | 150 | 319 | 286 | 531 | 540 | 756 |
| Average Queue (ft) | 428 | 474 | 144 | 107 | 45 | 25 | 123 | 187 | 165 | 351 | 365 | 348 |
| 95th Queue (ft) | 634 | 737 | 376 | 356 | 233 | 193 | 184 | 292 | 255 | 573 | 585 | 730 |
| Link Distance (ft) | | 640 | 640 | | 1310 | 1310 | | 1284 | 1284 | | | 1055 |
| Upstream Blk Time (%) | | 8 | 1 | | | | | | | | | 0 |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | | 2 |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 560 | 560 | |
| Storage Blk Time (%) | 2 | 9 | 1 | 0 | | | 4 | 16 | | 0 | 5 | 3 |
| Queuing Penalty (veh) | 7 | 37 | 5 | 0 | | | 6 | 26 | | 1 | 16 | 20 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 582 | 278 | 300 | 535 | 610 | 270 |
| Average Queue (ft) | 281 | 61 | 250 | 304 | 248 | 38 |
| 95th Queue (ft) | 503 | 211 | 348 | 471 | 473 | 203 |
| Link Distance (ft) | 1055 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 300 | 300 | | | 300 |
| Storage Blk Time (%) | 5 | 0 | 5 | 6 | 1 | 0 |
| Queuing Penalty (veh) | 3 | 0 | 17 | 19 | 10 | 1 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | LTR | LTR | L | T | R | L | TR |
| Maximum Queue (ft) | 52 | 159 | 35 | 40 | 5 | 91 | 4 |
| Average Queue (ft) | 12 | 58 | 8 | 4 | 0 | 33 | 0 |
| 95th Queue (ft) | 39 | 140 | 25 | 46 | 3 | 74 | 2 |
| Link Distance (ft) | 711 | 416 | | 569 | | | 1055 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 140 | | 60 | 140 | |
| Storage Blk Time (%) | | | | 0 | | | |
| Queuing Penalty (veh) | | | | 0 | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 104 | 65 | 297 | 169 | 381 | 333 | 20 | 161 | 281 | 285 | 33 |
| Average Queue (ft) | 37 | 20 | 123 | 26 | 191 | 151 | 3 | 50 | 112 | 126 | 9 |
| 95th Queue (ft) | 84 | 50 | 235 | 97 | 332 | 297 | 15 | 111 | 233 | 241 | 29 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 0 | | | 0 | 2 | 0 | | 0 | 0 | | |
| Queuing Penalty (veh) | 0 | | | 0 | 1 | 0 | | 0 | 0 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 584 | 575 | 521 |
| Average Queue (ft) | 90 | 110 | 36 |
| 95th Queue (ft) | 420 | 461 | 280 |
| Link Distance (ft) | 640 | 640 | 640 |
| Upstream Blk Time (%) | 0 | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 2 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 523 | 519 |
| Average Queue (ft) | 367 | 392 |
| 95th Queue (ft) | 660 | 661 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 3 | 4 |
| Queuing Penalty (veh) | 36 | 55 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 50 | 116 |
| Average Queue (ft) | 2 | 11 |
| 95th Queue (ft) | 42 | 107 |
| Link Distance (ft) | 1229 | 1229 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 144 | 160 | 75 | 74 | 592 | 573 | 428 | 608 | 200 |
| Average Queue (ft) | 63 | 85 | 23 | 65 | 260 | 228 | 185 | 404 | 96 |
| 95th Queue (ft) | 118 | 143 | 59 | 90 | 550 | 524 | 339 | 609 | 247 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | 0 | 1 | |
| Queuing Penalty (veh) | | | | | | | 1 | 8 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 39 | 16 | | | 20 | 1 |
| Queuing Penalty (veh) | | | | 267 | 20 | | | 55 | 5 |

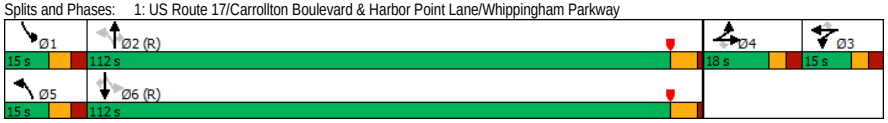
## Network Summary

Network wide Queuing Penalty: 1238

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2744 | 9 | 7 | 921 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2744 | 9 | 7 | 921 | 16 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.249 | | | 0.035 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 404 | 3539 | 1615 | 55 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2983 | 10 | 8 | 1001 | 17 |
| Lane Group Flow (vph) | 0 | 72 | 37 | 0 | 26 | 43 | 17 | 2983 | 10 | 8 | 1001 | 17 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 112.0 | 112.0 | 15.0 | 112.0 | 112.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.6 | 10.6 | | 7.9 | 7.9 | 123.8 | 123.6 | 123.6 | 120.7 | 118.5 | 118.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.05 | 0.05 | 0.77 | 0.77 | 0.77 | 0.75 | 0.74 | 0.74 |
| v/c Ratio | | 0.61 | 0.18 | | 0.30 | 0.24 | 0.05 | 1.09 | 0.01 | 0.09 | 0.39 | 0.01 |
| Control Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 49.4 | 0.0 | 7.3 | 9.5 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 50.0 | 0.0 | 7.3 | 9.5 | 0.0 |
| LOS | | F | A | | F | A | A | D | A | A | A | A |
| Approach Delay | | 62.5 | | | 32.7 | | | 49.5 | | | 9.3 | |
| Approach LOS | | E | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 26 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 39.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 102.5% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







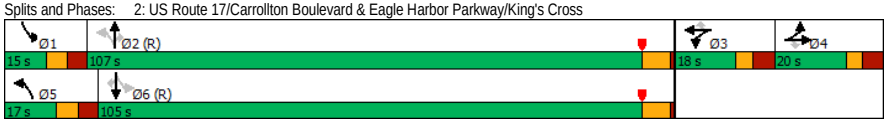

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2744 | 9 | 7 | 921 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2744 | 9 | 7 | 921 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.25 | 1.00 | 1.00 | 0.03 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 405 | 3539 | 1615 | 55 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2983 | 10 | 8 | 1001 | 17 |
| RTOR Reduction (vph) | 0 | 0 | 35 | 0 | 0 | 41 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 72 | 2 | 0 | 26 | 2 | 17 | 2983 | 7 | 8 | 1001 | 12 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Effective Green, g (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.04 | 0.04 | 0.75 | 0.73 | 0.73 | 0.72 | 0.72 | 0.72 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 119 | 106 | | 73 | 63 | 328 | 2583 | 1178 | 49 | 2483 | 1069 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | 0.00 | c0.84 | | c0.00 | 0.29 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.04 | | 0.00 | 0.11 | | 0.01 |
| v/c Ratio | | 0.61 | 0.02 | | 0.36 | 0.03 | 0.05 | 1.15 | 0.01 | 0.16 | 0.40 | 0.01 |
| Uniform Delay, d1 | | 72.7 | 69.9 | | 74.7 | 73.7 | 5.7 | 21.6 | 5.9 | 44.5 | 9.1 | 6.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 8.4 | 0.1 | | 3.0 | 0.2 | 0.0 | 70.2 | 0.0 | 1.1 | 0.5 | 0.0 |
| Delay (s) | | 81.1 | 69.9 | | 77.7 | 73.9 | 1.1 | 72.3 | 5.9 | 45.7 | 9.6 | 6.5 |
| Level of Service | | F | E | | E | E | A | E | A | D | A | A |
| Approach Delay (s) | | 77.3 | | | 75.3 | | | 71.7 | | | 9.8 | |
| Approach LOS | | E | | | E | | | E | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 56.9 | HCM 2000 Level of Service | E | | |
| HCM 2000 Volume to Capacity ratio | 1.06 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 25.0 | | |
| Intersection Capacity Utilization | 102.5% | ICU Level of Service | G | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2574 | 4 | 3 | 944 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2574 | 4 | 3 | 944 | 32 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.959 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.959 | | 0.218 | | | 0.039 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 394 | 3539 | 967 | 74 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2798 | 4 | 3 | 1026 | 35 |
| Lane Group Flow (vph) | 0 | 191 | 82 | 0 | 20 | 29 | 55 | 2798 | 4 | 3 | 1026 | 35 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 19.0 | 19.0 | | 7.8 | 7.8 | 113.5 | 113.4 | 113.4 | 107.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.71 | 0.71 | 0.71 | 0.67 | 0.65 | 0.65 |
| v/c Ratio | | 0.90 | 0.28 | | 0.23 | 0.16 | 0.17 | 1.12 | 0.01 | 0.03 | 0.45 | 0.03 |
| Control Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.8 | 72.0 | 0.0 | 7.0 | 10.5 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.8 | 72.3 | 0.0 | 7.0 | 10.5 | 0.1 |
| LOS | | F | A | | E | A | A | E | A | A | B | A |
| Approach Delay | | 76.7 | | | 33.3 | | | 71.0 | | | 10.1 | |
| Approach LOS | | E | | | C | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 8 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.12 | | | |
| Intersection Signal Delay: 55.6 | | Intersection LOS: E | |
| Intersection Capacity Utilization 103.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







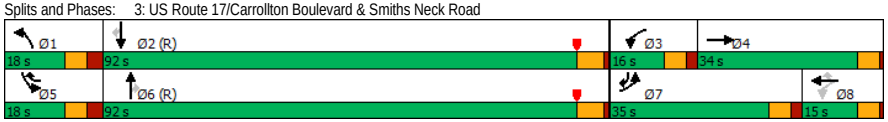

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2574 | 4 | 3 | 944 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2574 | 4 | 3 | 944 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1823 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.22 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1823 | 1468 | 394 | 3539 | 967 | 75 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2798 | 4 | 3 | 1026 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 72 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 13 |
| Lane Group Flow (vph) | 0 | 191 | 10 | 0 | 20 | 1 | 55 | 2798 | 3 | 3 | 1026 | 22 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Effective Green, g (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.04 | 0.04 | 0.70 | 0.66 | 0.66 | 0.64 | 0.63 | 0.63 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 212 | 191 | | 72 | 58 | 320 | 2344 | 640 | 60 | 2204 | 986 |
| v/s Ratio Prot | | c0.11 | | | c0.01 | | c0.01 | c0.79 | | 0.00 | 0.30 | |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.11 | | 0.00 | 0.03 | | 0.01 |
| v/c Ratio | | 0.90 | 0.05 | | 0.28 | 0.02 | 0.17 | 1.19 | 0.00 | 0.05 | 0.47 | 0.02 |
| Uniform Delay, d1 | | 69.6 | 62.5 | | 74.6 | 73.8 | 9.5 | 27.0 | 9.1 | 40.1 | 15.1 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.93 | 0.60 | 1.00 | 0.96 | 0.69 | 1.00 |
| Incremental Delay, d2 | | 35.9 | 0.1 | | 2.1 | 0.1 | 0.1 | 89.4 | 0.0 | 0.2 | 0.7 | 0.0 |
| Delay (s) | | 105.5 | 62.6 | | 76.7 | 73.9 | 8.9 | 105.6 | 9.1 | 38.7 | 11.1 | 10.9 |
| Level of Service | | F | E | | E | E | A | F | A | D | B | B |
| Approach Delay (s) | | 92.6 | | | 75.0 | | | 103.6 | | | 11.2 | |
| Approach LOS | | F | | | E | | | F | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 79.4 | HCM 2000 Level of Service | | E |
| HCM 2000 Volume to Capacity ratio | | 1.10 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 103.4% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 71 | 104 | 77 | 13 | 47 | 45 | 1886 | 98 | 64 | 846 | 138 |
| Future Volume (vph) | 494 | 71 | 104 | 77 | 13 | 47 | 45 | 1886 | 98 | 64 | 846 | 138 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.911 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3467 | 1717 | 0 | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3467 | 1717 | 0 | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | 40 | | | | 102 | | | 143 | | | 150 |
| Adj. Flow (vph) | 537 | 77 | 113 | 84 | 14 | 51 | 49 | 2050 | 107 | 70 | 920 | 150 |
| Lane Group Flow (vph) | 537 | 190 | 0 | 84 | 14 | 51 | 49 | 2050 | 107 | 70 | 920 | 150 |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Total Split (s) | 35.0 | 34.0 | | 16.0 | 15.0 | 18.0 | 18.0 | 92.0 | 92.0 | 18.0 | 92.0 | 35.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 29.7 | 20.3 | | 12.4 | 7.4 | 15.8 | 9.4 | 95.5 | 95.5 | 10.6 | 99.1 | 136.1 |
| Actuated g/C Ratio | 0.19 | 0.13 | | 0.08 | 0.05 | 0.10 | 0.06 | 0.60 | 0.60 | 0.07 | 0.62 | 0.85 |
| v/c Ratio | 0.83 | 0.75 | | 0.63 | 0.16 | 0.21 | 0.52 | 0.97 | 0.11 | 0.61 | 0.43 | 0.11 |
| Control Delay | 74.7 | 70.5 | | 79.5 | 77.3 | 1.9 | 87.7 | 32.4 | 1.4 | 104.1 | 10.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 42.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.7 | 70.5 | | 79.5 | 77.3 | 2.0 | 87.7 | 74.6 | 1.4 | 104.1 | 10.5 | 0.1 |
| LOS | E | E | | E | E | A | F | E | A | F | B | A |
| Approach Delay | | 73.6 | | | 52.8 | | | 71.4 | | | 14.9 | |
| Approach LOS | | E | | | D | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 156 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 55.9 | | Intersection LOS: E | |
| Intersection Capacity Utilization 86.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 71 | 104 | 77 | 13 | 47 | 45 | 1886 | 98 | 64 | 846 | 138 |
| Future Volume (vph) | 494 | 71 | 104 | 77 | 13 | 47 | 45 | 1886 | 98 | 64 | 846 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3467 | 1717 | | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3467 | 1717 | | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 537 | 77 | 113 | 84 | 14 | 51 | 49 | 2050 | 107 | 70 | 920 | 150 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 47 | 0 | 0 | 45 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 537 | 156 | 0 | 84 | 14 | 4 | 49 | 2050 | 62 | 70 | 920 | 117 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Actuated Green, G (s) | 29.7 | 23.3 | | 12.8 | 3.2 | 13.8 | 8.3 | 92.5 | 92.5 | 10.6 | 94.8 | 124.5 |
| Effective Green, g (s) | 29.7 | 23.3 | | 12.8 | 3.2 | 13.8 | 8.3 | 92.5 | 92.5 | 10.6 | 94.8 | 124.5 |
| Actuated g/C Ratio | 0.19 | 0.15 | | 0.08 | 0.02 | 0.09 | 0.05 | 0.58 | 0.58 | 0.07 | 0.59 | 0.78 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 643 | 250 | | 139 | 38 | 133 | 83 | 2045 | 897 | 116 | 2056 | 1317 |
| v/s Ratio Prot | c0.15 | c0.09 | | 0.04 | 0.01 | 0.00 | 0.03 | c0.58 | | c0.04 | 0.27 | 0.02 |
| v/s Ratio Perm | | | | 0.01 | | 0.00 | | | 0.04 | | | 0.06 |
| v/c Ratio | 0.84 | 0.62 | | 0.60 | 0.37 | 0.03 | 0.59 | 1.00 | 0.07 | 0.60 | 0.45 | 0.09 |
| Uniform Delay, d1 | 62.8 | 64.2 | | 71.2 | 77.4 | 67.0 | 74.2 | 33.8 | 14.8 | 72.7 | 18.1 | 4.2 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.01 | 0.62 | 1.35 | 1.16 | 0.56 | 0.00 |
| Incremental Delay, d2 | 9.2 | 4.8 | | 7.2 | 6.0 | 0.1 | 7.0 | 18.0 | 0.1 | 6.7 | 0.7 | 0.0 |
| Delay (s) | 72.0 | 69.0 | | 78.4 | 83.4 | 67.1 | 81.7 | 38.8 | 20.2 | 91.3 | 10.8 | 0.0 |
| Level of Service | E | E | | E | F | E | F | D | C | F | B | A |
| Approach Delay (s) | | 71.2 | | | 75.0 | | | 38.9 | | | 14.3 | |
| Approach LOS | | E | | | E | | | D | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 39.1 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.94 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | | |
| Intersection Capacity Utilization | 86.4% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2049 | 37 | 17 | 1025 | 11 |
| Future Volume (vph) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2049 | 37 | 17 | 1025 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2227 | 40 | 18 | 1114 | 12 |
| Lane Group Flow (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2227 | 40 | 18 | 1114 | 12 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | |
|---|---|
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 66.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2049 | 37 | 17 | 1025 | 11 |
| Future Volume (Veh/h) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2049 | 37 | 17 | 1025 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2227 | 40 | 18 | 1114 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | | 0.86 | | | | | |
| vC, conflicting volume | 2326 | 3467 | 557 | 2917 | 3439 | 1114 | 1126 | | | 2267 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2212 | 3546 | 145 | 2903 | 3513 | 1114 | 810 | | | 2267 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 94 | 100 | 100 | 94 | 96 | | | 92 | | |
| cM capacity (veh/h) | 18 | 5 | 738 | 5 | 5 | 206 | 706 | | | 229 | | |

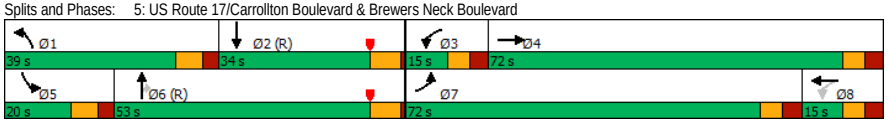
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 47 | 12 | 25 | 1114 | 1114 | 40 | 18 | 557 | 557 | 12 |
| Volume Left | 0 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Volume Right | 47 | 12 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 12 |
| cSH | 738 | 206 | 706 | 1700 | 1700 | 1700 | 229 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.06 | 0.04 | 0.66 | 0.66 | 0.02 | 0.08 | 0.33 | 0.33 | 0.01 |
| Queue Length 95th (ft) | 5 | 5 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| Control Delay (s) | 10.2 | 23.6 | 10.3 | 0.0 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | B | | | | C | | | |
| Approach Delay (s) | 10.2 | 23.6 | 0.1 | | | | 0.3 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 66.6% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1101 | 84 | 624 | 52 | 64 | 64 | 495 | 649 | 20 | 57 | 438 | 641 |
| Future Volume (vph) | 1101 | 84 | 624 | 52 | 64 | 64 | 495 | 649 | 20 | 57 | 438 | 641 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.925 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3274 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.699 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1302 | 3274 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 671 | | 69 | | | | 188 | | | 689 |
| Adj. Flow (vph) | 1184 | 90 | 671 | 56 | 69 | 69 | 532 | 698 | 22 | 61 | 471 | 689 |
| Lane Group Flow (vph) | 1184 | 90 | 671 | 56 | 138 | 0 | 532 | 698 | 22 | 61 | 471 | 689 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 72.0 | 72.0 | | 15.0 | 15.0 | | 39.0 | 53.0 | 53.0 | 20.0 | 34.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 61.6 | 64.3 | 160.0 | 14.4 | 7.2 | | 29.3 | 54.5 | 54.5 | 10.2 | 32.4 | 160.0 |
| Actuated g/C Ratio | 0.38 | 0.40 | 1.00 | 0.09 | 0.04 | | 0.18 | 0.34 | 0.34 | 0.06 | 0.20 | 1.00 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.41 | 0.64 | | 0.90 | 0.58 | 0.03 | 0.54 | 0.66 | 0.44 |
| Control Delay | 58.1 | 30.8 | 0.9 | 43.7 | 51.8 | | 68.9 | 43.8 | 0.1 | 100.3 | 55.2 | 1.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 58.1 | 30.8 | 0.9 | 43.7 | 51.8 | | 68.9 | 43.8 | 0.1 | 100.3 | 55.2 | 1.7 |
| LOS | E | C | A | D | D | | E | D | A | F | E | A |
| Approach Delay | | 37.1 | | | 49.4 | | | 53.7 | | | 27.3 | |
| Approach LOS | | D | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 19 (12%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 39.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 86.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1101 | 84 | 624 | 52 | 64 | 64 | 495 | 649 | 20 | 57 | 438 | 641 |
| Future Volume (vph) | 1101 | 84 | 624 | 52 | 64 | 64 | 495 | 649 | 20 | 57 | 438 | 641 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3274 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1301 | 3274 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1184 | 90 | 671 | 56 | 69 | 69 | 532 | 698 | 22 | 61 | 471 | 689 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1184 | 90 | 671 | 56 | 73 | 0 | 532 | 698 | 7 | 61 | 471 | 689 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 61.6 | 64.3 | 160.0 | 14.7 | 8.7 | | 29.3 | 51.4 | 51.4 | 8.8 | 30.9 | 160.0 |
| Effective Green, g (s) | 61.6 | 64.3 | 160.0 | 14.7 | 8.7 | | 29.3 | 51.4 | 51.4 | 8.8 | 30.9 | 160.0 |
| Actuated g/C Ratio | 0.39 | 0.40 | 1.00 | 0.09 | 0.05 | | 0.18 | 0.32 | 0.32 | 0.06 | 0.19 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1296 | 748 | 1524 | 137 | 178 | | 593 | 1136 | 508 | 97 | 676 | 1553 |
| v/s Ratio Prot | c0.35 | 0.05 | | 0.02 | 0.02 | | c0.16 | 0.20 | | 0.03 | c0.13 | |
| v/s Ratio Perm | | | 0.44 | 0.02 | | | | | 0.00 | | | c0.44 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.41 | 0.41 | | 0.90 | 0.61 | 0.01 | 0.63 | 0.70 | 0.44 |
| Uniform Delay, d1 | 46.7 | 30.1 | 0.0 | 68.1 | 73.2 | | 63.9 | 45.9 | 37.0 | 74.0 | 60.2 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.81 | 0.92 | 1.00 | 1.15 | 0.84 | 1.00 |
| Incremental Delay, d2 | 10.2 | 0.1 | 0.9 | 2.0 | 1.5 | | 14.9 | 2.3 | 0.0 | 11.5 | 5.6 | 0.9 |
| Delay (s) | 56.8 | 30.2 | 0.9 | 70.1 | 74.7 | | 66.4 | 44.4 | 37.1 | 96.7 | 56.0 | 0.9 |
| Level of Service | E | C | A | E | E | | E | D | D | F | E | A |
| Approach Delay (s) | | 36.3 | | | 73.4 | | | 53.6 | | | 26.9 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 40.1 | HCM 2000 Level of Service | D | | |
| HCM 2000 Volume to Capacity ratio | 0.85 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 29.5 | | |
| Intersection Capacity Utilization | 86.0% | ICU Level of Service | E | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1069 | 22 | 22 | 1052 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1069 | 22 | 22 | 1052 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 35 | 1 | 82 | 8 | 1162 | 24 | 24 | 1143 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 36 | 82 | 8 | 1162 | 24 | 24 | 1144 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 47.5% | | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1069 | 22 | 22 | 1052 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 32 | 1 | 75 | 7 | 1069 | 22 | 22 | 1052 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 35 | 1 | 82 | 8 | 1162 | 24 | 24 | 1143 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | | 0.88 | | | | | |
| vC, conflicting volume | 1789 | 2394 | 572 | 1802 | 2370 | 581 | 1144 | | | 1186 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1627 | 2313 | 248 | 1643 | 2286 | 581 | 896 | | | 1186 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 38 | 97 | 82 | 99 | | | 96 | | |
| cM capacity (veh/h) | 47 | 32 | 551 | 56 | 33 | 450 | 676 | | | 596 | | |

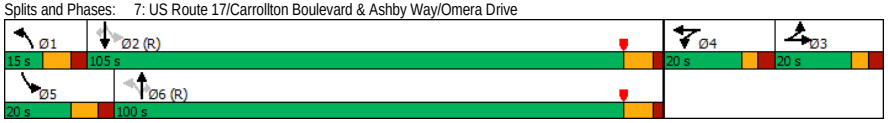
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 118 | 8 | 581 | 581 | 24 | 24 | 762 | 382 |
| Volume Left | 0 | 35 | 8 | 0 | 0 | 0 | 24 | 0 | 0 |
| Volume Right | 5 | 82 | 0 | 0 | 0 | 24 | 0 | 0 | 1 |
| cSH | 551 | 183 | 676 | 1700 | 1700 | 1700 | 596 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.65 | 0.01 | 0.34 | 0.34 | 0.01 | 0.04 | 0.45 | 0.22 |
| Queue Length 95th (ft) | 1 | 93 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| Control Delay (s) | 11.6 | 55.4 | 10.4 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 |
| Lane LOS | B | F | B | | | | B | | |
| Approach Delay (s) | 11.6 | 55.4 | 0.1 | | | | 0.2 | | |
| Approach LOS | B | F | | | | | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 2.8 | | | | | | |
| Intersection Capacity Utilization | | | 47.5% | | ICU Level of Service | | | A | |
| Analysis Period (min) | | | 15 | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 936 | 12 | 65 | 1004 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 936 | 12 | 65 | 1004 | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.854 | | | 0.912 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.983 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.983 | | 0.222 | | | 0.214 | | |
| Satd. Flow (perm) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 422 | 3438 | 1455 | 384 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 33 | | | 47 | | | | 116 | | | 116 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 1017 | 13 | 71 | 1091 | 10 |
| Lane Group Flow (vph) | 76 | 34 | 0 | 0 | 142 | 0 | 14 | 1017 | 13 | 71 | 1091 | 10 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 20.0 | 105.0 | 105.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 12.3 | 12.3 | | | 15.5 | | 103.2 | 96.7 | 96.7 | 109.9 | 106.7 | 106.7 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.64 | 0.60 | 0.60 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.56 | 0.23 | | | 0.71 | | 0.04 | 0.49 | 0.01 | 0.22 | 0.47 | 0.01 |
| Control Delay | 86.4 | 24.0 | | | 65.2 | | 9.9 | 20.0 | 0.0 | 7.1 | 11.5 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 86.4 | 24.0 | | | 65.2 | | 9.9 | 20.0 | 0.0 | 7.1 | 11.5 | 0.0 |
| LOS | F | C | | | E | | A | C | A | A | B | A |
| Approach Delay | | 67.2 | | | 65.2 | | | 19.7 | | | 11.1 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 11 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 20.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







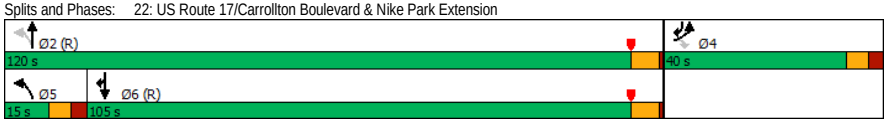

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 936 | 12 | 65 | 1004 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 936 | 12 | 65 | 1004 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1548 | | | 1623 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.22 | 1.00 | 1.00 | 0.21 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1548 | | | 1623 | | 423 | 3438 | 1455 | 384 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 1017 | 13 | 71 | 1091 | 10 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 42 | 0 | 0 | 0 | 5 | 0 | 0 | 4 |
| Lane Group Flow (vph) | 76 | 4 | 0 | 0 | 100 | 0 | 14 | 1017 | 8 | 71 | 1091 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Effective Green, g (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.62 | 0.60 | 0.60 | 0.69 | 0.64 | 0.64 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 136 | 119 | | | 157 | | 287 | 2077 | 879 | 329 | 2210 | 902 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.06 | | 0.00 | 0.30 | | c0.01 | c0.31 | |
| v/s Ratio Perm | | | | | | | 0.03 | | 0.01 | 0.14 | | 0.00 |
| v/c Ratio | 0.56 | 0.03 | | | 0.63 | | 0.05 | 0.49 | 0.01 | 0.22 | 0.49 | 0.01 |
| Uniform Delay, d1 | 71.2 | 68.3 | | | 69.5 | | 12.2 | 17.8 | 12.6 | 10.4 | 15.4 | 10.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.64 | 0.71 | 1.00 |
| Incremental Delay, d2 | 4.9 | 0.1 | | | 8.1 | | 0.1 | 0.8 | 0.0 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 76.1 | 68.4 | | | 77.6 | | 12.3 | 18.6 | 12.6 | 6.9 | 11.6 | 10.6 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 73.8 | | | 77.6 | | | 18.5 | | | 11.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 20.9 | HCM 2000 Level of Service | C | | |
| HCM 2000 Volume to Capacity ratio | 0.52 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | | |
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1741 | 976 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1741 | 976 | 92 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.221 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 412 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 74 | | | | 100 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1892 | 1061 | 100 |
| Lane Group Flow (vph) | 359 | 74 | 30 | 1892 | 1061 | 100 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 40.0 | 40.0 | 15.0 | 120.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 22.2 | 22.2 | 123.8 | 124.8 | 116.7 | 148.3 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.77 | 0.78 | 0.73 | 0.93 |
| v/c Ratio | 0.76 | 0.26 | 0.08 | 0.69 | 0.41 | 0.07 |
| Control Delay | 76.5 | 13.5 | 3.8 | 12.2 | 6.9 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 76.5 | 13.5 | 3.8 | 12.2 | 6.9 | 0.1 |
| LOS | E | B | A | B | A | A |
| Approach Delay | 65.7 | | | 12.0 | 6.3 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 18 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 16.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 68.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



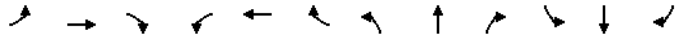





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1741 | 976 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1741 | 976 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.22 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 412 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1892 | 1061 | 100 |
| RTOR Reduction (vph) | 0 | 64 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 359 | 10 | 30 | 1892 | 1061 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Effective Green, g (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.78 | 0.78 | 0.71 | 0.89 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 476 | 219 | 354 | 2760 | 2519 | 1405 |
| v/s Ratio Prot | c0.10 | | 0.00 | c0.53 | 0.30 | 0.06 |
| v/s Ratio Perm | | 0.01 | 0.06 | | | |
| v/c Ratio | 0.75 | 0.05 | 0.08 | 0.69 | 0.42 | 0.06 |
| Uniform Delay, d1 | 66.3 | 59.7 | 5.5 | 8.3 | 9.5 | 1.1 |
| Progression Factor | 1.00 | 1.00 | 0.72 | 1.25 | 0.67 | 0.08 |
| Incremental Delay, d2 | 6.7 | 0.1 | 0.1 | 0.9 | 0.5 | 0.0 |
| Delay (s) | 73.0 | 59.8 | 4.0 | 11.3 | 6.9 | 0.1 |
| Level of Service | E | E | A | B | A | A |
| Approach Delay (s) | 70.7 | | | 11.2 | 6.3 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 68.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 124 | 7 | 81 | 0 | 8 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| Future Volume (vph) | 124 | 7 | 81 | 0 | 8 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.862 | | | | | | | | | 0.885 | |
| Flt Protected | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (prot) | 1770 | 1606 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (perm) | 1770 | 1606 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Adj. Flow (vph) | 135 | 8 | 88 | 0 | 9 | 0 | 68 | 8 | 0 | 0 | 8 | 47 |
| Lane Group Flow (vph) | 135 | 96 | 0 | 0 | 9 | 0 | 0 | 76 | 0 | 0 | 55 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 144 | 72 | 62 | 86 | 136 | 413 | 440 | 85 | 38 | 148 | 182 | 7 |
| Average Queue (ft) | 61 | 21 | 19 | 28 | 17 | 204 | 218 | 4 | 5 | 45 | 62 | 1 |
| 95th Queue (ft) | 118 | 53 | 51 | 67 | 68 | 373 | 392 | 47 | 22 | 114 | 145 | 4 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 1 | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | 0 | | | 0 | 3 | 9 | 0 | | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | 1 | 1 | 0 | | 0 | 0 | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 404 | 204 | 101 | 66 | 264 | 872 | 884 | 133 | 27 | 202 | 242 | 50 |
| Average Queue (ft) | 196 | 67 | 20 | 25 | 54 | 601 | 615 | 5 | 3 | 89 | 118 | 6 |
| 95th Queue (ft) | 384 | 198 | 63 | 62 | 186 | 815 | 832 | 58 | 15 | 170 | 207 | 34 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 12 | 0 | 2 | 1 | 0 | 24 | 27 | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 9 | 0 | 0 | 0 | 1 | 12 | 1 | 0 | | | 0 | 0 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 320 | 363 | 321 | 134 | 63 | 93 | 449 | 1236 | 1244 | 245 | 166 | 172 |
| Average Queue (ft) | 207 | 237 | 132 | 68 | 13 | 33 | 86 | 740 | 751 | 78 | 68 | 85 |
| 95th Queue (ft) | 312 | 344 | 250 | 126 | 43 | 75 | 289 | 1343 | 1354 | 247 | 129 | 155 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 0 | | | 4 | 5 | | | |
| Queuing Penalty (veh) | | | | | 0 | | | 39 | 49 | | | |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | 0 | 0 | 0 | 1 | 0 | | 0 | 25 | 34 | 0 | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | 1 | 0 | | 0 | 11 | 34 | 3 | | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 211 | 26 |
| Average Queue (ft) | 106 | 5 |
| 95th Queue (ft) | 176 | 20 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | T | R | L |
| Maximum Queue (ft) | 78 | 46 | 133 | 458 | 496 | 124 | 74 |
| Average Queue (ft) | 22 | 9 | 19 | 80 | 87 | 5 | 13 |
| 95th Queue (ft) | 51 | 34 | 86 | 421 | 445 | 71 | 47 |
| Link Distance (ft) | 1152 | 872 | | 1215 | 1215 | | |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 245 | | | 300 | 300 |
| Storage Blk Time (%) | | | 0 | 4 | 4 | 0 | |
| Queuing Penalty (veh) | | | 0 | 1 | 2 | 0 | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | WB | WB | WB | NB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | L | T | TR | L | L | T | T |
| Maximum Queue (ft) | 534 | 573 | 161 | 174 | 24 | 94 | 107 | 136 | 379 | 401 | 375 | 372 |
| Average Queue (ft) | 367 | 393 | 45 | 8 | 2 | 36 | 48 | 52 | 210 | 242 | 229 | 239 |
| 95th Queue (ft) | 515 | 540 | 112 | 76 | 26 | 76 | 94 | 107 | 333 | 367 | 339 | 344 |
| Link Distance (ft) | | 610 | 610 | | 1332 | | 1286 | 1286 | | | 1050 | 1050 |
| Upstream Blk Time (%) | | 0 | | | | | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | | 150 | | | 650 | 650 | | |
| Storage Blk Time (%) | 0 | 0 | | | | | | | | | | 13 |
| Queuing Penalty (veh) | 1 | 2 | | | | | | | | | | 3 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|
| Directions Served | R | L | T | T | R |
| Maximum Queue (ft) | 224 | 149 | 325 | 328 | 148 |
| Average Queue (ft) | 28 | 58 | 181 | 152 | 6 |
| 95th Queue (ft) | 133 | 121 | 272 | 255 | 77 |
| Link Distance (ft) | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 225 | 500 | | | 300 |
| Storage Blk Time (%) | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 0 | | | 1 | 0 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | L |
| Maximum Queue (ft) | 60 | 82 | 87 | 26 | 45 |
| Average Queue (ft) | 8 | 29 | 35 | 4 | 11 |
| 95th Queue (ft) | 36 | 65 | 65 | 17 | 35 |
| Link Distance (ft) | 712 | 416 | | | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | 275 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 128 | 124 | 210 | 32 | 284 | 267 | 26 | 96 | 173 | 184 | 26 |
| Average Queue (ft) | 58 | 24 | 83 | 8 | 137 | 96 | 2 | 30 | 63 | 80 | 2 |
| 95th Queue (ft) | 109 | 70 | 168 | 27 | 245 | 215 | 13 | 69 | 137 | 153 | 14 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 1 | 0 | | | 0 | | | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 393 | 315 |
| Average Queue (ft) | 18 | 13 |
| 95th Queue (ft) | 169 | 148 |
| Link Distance (ft) | 610 | 610 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 92 | 92 |
| Average Queue (ft) | 4 | 6 |
| 95th Queue (ft) | 60 | 86 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | | 0 |
| Queuing Penalty (veh) | | 0 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 220 | 248 | 60 | 55 | 282 | 306 | 145 | 265 | 165 |
| Average Queue (ft) | 135 | 160 | 19 | 16 | 95 | 100 | 47 | 105 | 10 |
| 95th Queue (ft) | 210 | 231 | 46 | 44 | 218 | 227 | 110 | 218 | 80 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 9 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 0 | 2 | | | 1 | 0 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 51 | 59 |
| Average Queue (ft) | 6 | 22 | 24 |
| 95th Queue (ft) | 24 | 39 | 47 |
| Link Distance (ft) | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

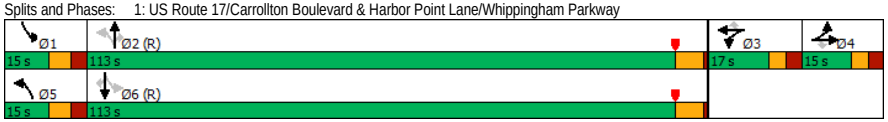
## Network Summary

Network wide Queuing Penalty: 179

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1359 | 42 | 26 | 2696 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1359 | 42 | 26 | 2696 | 61 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.034 | | | 0.153 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 65 | 3539 | 1568 | 291 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 13 | 44 | 1416 | 44 | 27 | 2808 | 64 |
| Lane Group Flow (vph) | 0 | 16 | 21 | 0 | 32 | 13 | 44 | 1416 | 44 | 27 | 2808 | 64 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.5 | 7.5 | | 8.2 | 8.2 | 126.4 | 124.6 | 124.6 | 124.0 | 121.6 | 121.6 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.79 | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 |
| v/c Ratio | | 0.19 | 0.12 | | 0.34 | 0.07 | 0.37 | 0.51 | 0.04 | 0.10 | 1.03 | 0.05 |
| Control Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 31.4 | 6.5 | 0.1 | 5.2 | 49.6 | 0.2 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 |
| Total Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 31.4 | 6.5 | 0.1 | 5.2 | 77.2 | 0.2 |
| LOS | | E | A | | F | A | C | A | A | A | E | A |
| Approach Delay | | 34.6 | | | 58.9 | | | 7.0 | | | 74.9 | |
| Approach LOS | | C | | | E | | | A | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.03 | | | |
| Intersection Signal Delay: 51.6 | | Intersection LOS: D | |
| Intersection Capacity Utilization 99.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







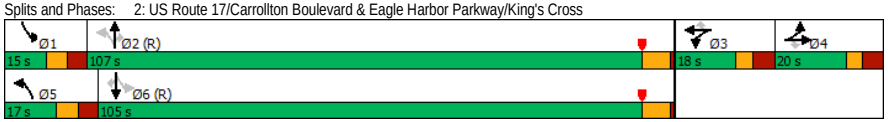

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1359 | 42 | 26 | 2696 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1359 | 42 | 26 | 2696 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 64 | 3539 | 1568 | 292 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 12 | 44 | 1416 | 44 | 27 | 2808 | 64 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 11 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 0 | 16 | 1 | 0 | 32 | 1 | 44 | 1416 | 33 | 27 | 2808 | 47 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Effective Green, g (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Actuated g/C Ratio | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.77 | 0.74 | 0.74 | 0.75 | 0.73 | 0.73 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 68 | 61 | | 80 | 64 | 104 | 2616 | 1159 | 252 | 2606 | 1177 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.40 | | 0.00 | c0.79 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.31 | | 0.02 | 0.08 | | 0.03 |
| v/c Ratio | | 0.24 | 0.01 | | 0.40 | 0.01 | 0.42 | 0.54 | 0.03 | 0.11 | 1.08 | 0.04 |
| Uniform Delay, d1 | | 74.7 | 74.1 | | 74.4 | 73.1 | 46.1 | 9.1 | 5.5 | 6.6 | 21.6 | 6.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.93 | 0.63 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.8 | 0.1 | | 3.3 | 0.1 | 1.7 | 0.7 | 0.0 | 0.1 | 42.7 | 0.1 |
| Delay (s) | | 76.5 | 74.1 | | 77.6 | 73.1 | 90.5 | 6.4 | 5.6 | 6.8 | 64.4 | 6.1 |
| Level of Service | | E | E | | E | E | F | A | A | A | E | A |
| Approach Delay (s) | | 75.1 | | | 76.3 | | | 8.8 | | | 62.5 | |
| Approach LOS | | E | | | E | | | A | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 44.8 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 0.98 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 99.5% | ICU Level of Service | | F |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1344 | 20 | 27 | 2517 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1344 | 20 | 27 | 2517 | 203 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.142 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 270 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1430 | 21 | 29 | 2678 | 216 |
| Lane Group Flow (vph) | 0 | 92 | 67 | 0 | 24 | 17 | 112 | 1430 | 21 | 29 | 2678 | 216 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.6 | 12.6 | | 8.0 | 8.0 | 118.5 | 114.1 | 114.1 | 110.1 | 105.9 | 105.9 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.74 | 0.71 | 0.71 | 0.69 | 0.66 | 0.66 |
| v/c Ratio | | 0.65 | 0.28 | | 0.26 | 0.09 | 0.77 | 0.56 | 0.02 | 0.12 | 1.13 | 0.19 |
| Control Delay | | 92.0 | 3.0 | | 79.8 | 0.9 | 62.5 | 16.9 | 0.1 | 2.1 | 75.4 | 0.4 |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Total Delay | | 92.0 | 3.1 | | 79.8 | 0.9 | 62.5 | 16.9 | 0.1 | 2.1 | 75.8 | 0.4 |
| LOS | | F | A | | E | A | E | B | A | A | E | A |
| Approach Delay | | 54.6 | | | 47.1 | | | 19.9 | | | 69.5 | |
| Approach LOS | | D | | | D | | | B | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 148 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.13 | | | |
| Intersection Signal Delay: 52.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 103.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







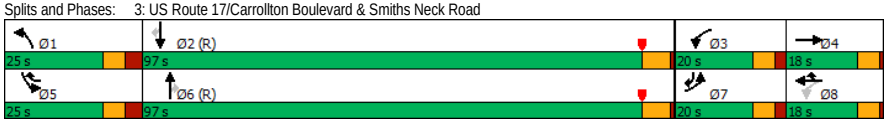

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1344 | 20 | 27 | 2517 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1344 | 20 | 27 | 2517 | 203 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1814 | 1615 | | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.14 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1814 | 1615 | | 1835 | 1495 | 69 | 3574 | 1509 | 269 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1430 | 21 | 29 | 2678 | 216 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 0 | 16 | 0 | 0 | 7 | 0 | 0 | 44 |
| Lane Group Flow (vph) | 0 | 92 | 5 | 0 | 24 | 1 | 112 | 1430 | 14 | 29 | 2678 | 172 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Effective Green, g (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.04 | 0.04 | 0.74 | 0.69 | 0.69 | 0.68 | 0.65 | 0.65 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 142 | 127 | | 75 | 61 | 146 | 2450 | 1034 | 216 | 2334 | 1054 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | c0.40 | | 0.00 | c0.75 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.52 | | 0.01 | 0.09 | | 0.11 |
| v/c Ratio | | 0.65 | 0.04 | | 0.32 | 0.01 | 0.77 | 0.58 | 0.01 | 0.13 | 1.15 | 0.16 |
| Uniform Delay, d1 | | 71.5 | 68.1 | | 74.5 | 73.6 | 54.4 | 13.2 | 8.0 | 10.7 | 27.8 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 1.22 | 1.00 | 0.27 | 0.33 | 0.06 |
| Incremental Delay, d2 | | 9.8 | 0.1 | | 2.5 | 0.1 | 17.8 | 0.9 | 0.0 | 0.1 | 67.9 | 0.1 |
| Delay (s) | | 81.3 | 68.3 | | 77.0 | 73.6 | 69.8 | 17.0 | 8.0 | 3.0 | 77.1 | 0.8 |
| Level of Service | | F | E | | E | E | E | B | A | A | E | A |
| Approach Delay (s) | | 75.8 | | | 75.6 | | | 20.6 | | | 70.7 | |
| Approach LOS | | E | | | E | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 54.2 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 1.04 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 103.9% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 52 | 78 | 132 | 106 | 39 | 196 | 1008 | 101 | 102 | 2122 | 410 |
| Future Volume (vph) | 254 | 52 | 78 | 132 | 106 | 39 | 196 | 1008 | 101 | 102 | 2122 | 410 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.910 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3502 | 1719 | 0 | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.323 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3502 | 1719 | 0 | 614 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | 37 | | | | 61 | | | 107 | | | 122 |
| Adj. Flow (vph) | 276 | 57 | 85 | 143 | 115 | 42 | 213 | 1096 | 110 | 111 | 2307 | 446 |
| Lane Group Flow (vph) | 276 | 142 | 0 | 143 | 115 | 42 | 213 | 1096 | 110 | 111 | 2307 | 446 |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 20.0 | 18.0 | | 20.0 | 18.0 | | 25.0 | 97.0 | 97.0 | 25.0 | 97.0 | 20.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 14.0 | 13.0 | | 24.8 | 12.4 | 33.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 111.0 |
| Actuated g/C Ratio | 0.09 | 0.08 | | 0.16 | 0.08 | 0.21 | 0.12 | 0.60 | 0.60 | 0.09 | 0.57 | 0.69 |
| v/c Ratio | 0.90 | 0.82 | | 0.74 | 0.78 | 0.11 | 1.02 | 0.52 | 0.11 | 0.70 | 1.14 | 0.39 |
| Control Delay | 103.0 | 86.4 | | 78.7 | 104.8 | 5.1 | 143.6 | 5.3 | 0.9 | 99.3 | 76.0 | 1.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay | 103.0 | 86.4 | | 78.7 | 104.8 | 5.1 | 143.6 | 5.3 | 0.9 | 99.3 | 76.0 | 1.4 |
| LOS | F | F | | E | F | A | F | A | A | F | E | A |
| Approach Delay | | 97.4 | | | 78.4 | | | 25.7 | | | 65.3 | |
| Approach LOS | | F | | | E | | | C | | | E | |

| Intersection Summary | | |
|---|---|---|
| Cycle Length: 160 | | |
| Actuated Cycle Length: 160 | | |
| Offset: 4 (3%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | |
| Control Type: Actuated-Coordinated | | |
| Maximum v/c Ratio: 1.14 | | |
| Intersection Signal Delay: 57.5 | Intersection LOS: E | |
| Intersection Capacity Utilization 103.5% | ICU Level of Service G | |
| Analysis Period (min) 15 | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 52 | 78 | 132 | 106 | 39 | 196 | 1008 | 101 | 102 | 2122 | 410 |
| Future Volume (vph) | 254 | 52 | 78 | 132 | 106 | 39 | 196 | 1008 | 101 | 102 | 2122 | 410 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 5.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3502 | 1719 | | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | | 0.32 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3502 | 1719 | | 613 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 276 | 57 | 85 | 143 | 115 | 42 | 213 | 1096 | 110 | 111 | 2307 | 446 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 43 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 276 | 108 | 0 | 143 | 115 | 8 | 213 | 1096 | 67 | 111 | 2307 | 404 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 14.0 | 13.0 | | 25.8 | 12.4 | 31.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 105.0 |
| Effective Green, g (s) | 14.0 | 13.0 | | 25.8 | 12.4 | 31.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 105.0 |
| Actuated g/C Ratio | 0.09 | 0.08 | | 0.16 | 0.08 | 0.20 | 0.12 | 0.60 | 0.60 | 0.09 | 0.57 | 0.66 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 306 | 139 | | 198 | 147 | 319 | 209 | 2107 | 961 | 158 | 2032 | 1109 |
| v/s Ratio Prot | c0.08 | c0.06 | | 0.06 | 0.06 | 0.01 | c0.12 | c0.31 | | 0.06 | c0.65 | 0.03 |
| v/s Ratio Perm | | | | 0.06 | | | | | 0.04 | | | 0.22 |
| v/c Ratio | 0.90 | 0.78 | | 0.72 | 0.78 | 0.03 | 1.02 | 0.52 | 0.07 | 0.70 | 1.14 | 0.36 |
| Uniform Delay, d1 | 72.3 | 72.1 | | 61.3 | 72.5 | 51.7 | 70.7 | 19.0 | 13.6 | 70.8 | 34.5 | 12.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.23 | 0.23 | 0.26 | 1.38 | 0.30 | 0.18 |
| Incremental Delay, d2 | 27.9 | 23.4 | | 12.2 | 23.2 | 0.0 | 63.6 | 0.8 | 0.1 | 1.2 | 61.6 | 0.0 |
| Delay (s) | 100.2 | 95.4 | | 73.5 | 95.7 | 51.7 | 150.2 | 5.1 | 3.7 | 98.8 | 71.9 | 2.3 |
| Level of Service | F | F | | E | F | D | F | A | A | F | E | A |
| Approach Delay (s) | | 98.6 | | | 79.0 | | | 26.8 | | | 62.1 | |
| Approach LOS | | F | | | E | | | C | | | E | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 56.2 | HCM 2000 Level of Service | E | |
| HCM 2000 Volume to Capacity ratio | 1.07 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 24.0 | |
| Intersection Capacity Utilization | 103.5% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1468 | 22 | 14 | 2243 | 38 |
| Future Volume (vph) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1468 | 22 | 14 | 2243 | 38 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1562 | 23 | 15 | 2386 | 40 |
| Lane Group Flow (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1562 | 23 | 15 | 2386 | 40 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | |
|---|---|
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 74.2% | ICU Level of Service D |
| Analysis Period (min) 15 | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1468 | 22 | 14 | 2243 | 38 |
| Future Volume (Veh/h) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1468 | 22 | 14 | 2243 | 38 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1562 | 23 | 15 | 2386 | 40 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | | 0.44 | | | | | |
| vC, conflicting volume | 3443 | 4213 | 1193 | 3018 | 4230 | 781 | 2426 | | | 1585 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 4011 | 5768 | 0 | 3041 | 5806 | 781 | 1690 | | | 1585 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 90 | 36 | | | 96 | | |
| cM capacity (veh/h) | 0 | 0 | 478 | 1 | 0 | 342 | 166 | | | 420 | | |

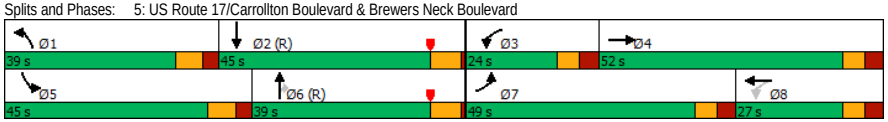
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 21 | 34 | 106 | 781 | 781 | 23 | 15 | 1193 | 1193 | 40 |
| Volume Left | 0 | 0 | 106 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Volume Right | 21 | 34 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 40 |
| cSH | 478 | 342 | 166 | 1700 | 1700 | 1700 | 420 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.10 | 0.64 | 0.46 | 0.46 | 0.01 | 0.04 | 0.70 | 0.70 | 0.02 |
| Queue Length 95th (ft) | 3 | 8 | 90 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Control Delay (s) | 12.9 | 16.7 | 58.9 | 0.0 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | F | | | | B | | | |
| Approach Delay (s) | 12.9 | 16.7 | 3.7 | | | | 0.1 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 74.2% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 856 | 196 | 721 | 170 | 299 | 65 | 619 | 657 | 61 | 334 | 746 | 1362 |
| Future Volume (vph) | 856 | 196 | 721 | 170 | 299 | 65 | 619 | 657 | 61 | 334 | 746 | 1362 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.973 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3444 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.629 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1172 | 3444 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 578 | | 13 | | | | 188 | | | 628 |
| Adj. Flow (vph) | 901 | 206 | 759 | 179 | 315 | 68 | 652 | 692 | 64 | 352 | 785 | 1434 |
| Lane Group Flow (vph) | 901 | 206 | 759 | 179 | 383 | 0 | 652 | 692 | 64 | 352 | 785 | 1434 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 39.0 | 39.0 | 45.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 41.5 | 46.1 | 160.0 | 33.9 | 19.2 | | 31.3 | 35.4 | 35.4 | 34.3 | 38.5 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.20 | 0.22 | 0.22 | 0.21 | 0.24 | 1.00 |
| v/c Ratio | 1.01 | 0.38 | 0.48 | 0.59 | 0.90 | | 0.97 | 0.87 | 0.13 | 0.91 | 0.91 | 0.90 |
| Control Delay | 91.0 | 48.6 | 1.1 | 42.0 | 91.4 | | 79.1 | 74.8 | 2.5 | 92.1 | 61.1 | 20.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 91.0 | 48.6 | 1.1 | 42.0 | 91.4 | | 79.1 | 74.8 | 2.5 | 92.1 | 61.1 | 20.8 |
| LOS | F | D | A | D | F | | E | E | A | F | E | C |
| Approach Delay | | 49.7 | | | 75.7 | | | 73.5 | | | 42.9 | |
| Approach LOS | | D | | | E | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 30 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 54.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 96.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 856 | 196 | 721 | 170 | 299 | 65 | 619 | 657 | 61 | 334 | 746 | 1362 |
| Future Volume (vph) | 856 | 196 | 721 | 170 | 299 | 65 | 619 | 657 | 61 | 334 | 746 | 1362 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3445 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1171 | 3445 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 901 | 206 | 759 | 179 | 315 | 68 | 652 | 692 | 64 | 352 | 785 | 1434 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 901 | 206 | 759 | 179 | 372 | 0 | 652 | 692 | 14 | 352 | 785 | 1434 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 41.5 | 46.1 | 160.0 | 34.0 | 19.3 | | 31.3 | 35.4 | 35.4 | 34.3 | 38.4 | 160.0 |
| Effective Green, g (s) | 41.5 | 46.1 | 160.0 | 34.0 | 19.3 | | 31.3 | 35.4 | 35.4 | 34.3 | 38.4 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.20 | 0.22 | 0.22 | 0.21 | 0.24 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 890 | 536 | 1568 | 303 | 415 | | 671 | 790 | 350 | 386 | 857 | 1599 |
| v/s Ratio Prot | c0.26 | 0.11 | | 0.05 | 0.11 | | 0.19 | 0.19 | | 0.20 | 0.22 | |
| v/s Ratio Perm | | | 0.48 | 0.07 | | | | | 0.01 | | | c0.90 |
| v/c Ratio | 1.01 | 0.38 | 0.48 | 0.59 | 0.90 | | 0.97 | 0.88 | 0.04 | 0.91 | 0.92 | 0.90 |
| Uniform Delay, d1 | 59.2 | 45.6 | 0.0 | 55.2 | 69.4 | | 63.9 | 60.2 | 49.0 | 61.4 | 59.2 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 1.05 | 1.00 | 1.19 | 0.85 | 1.00 |
| Incremental Delay, d2 | 33.3 | 0.5 | 1.1 | 3.1 | 21.1 | | 26.1 | 12.0 | 0.2 | 18.0 | 11.2 | 5.5 |
| Delay (s) | 92.5 | 46.1 | 1.1 | 58.3 | 90.5 | | 78.4 | 74.9 | 49.2 | 91.2 | 61.3 | 5.5 |
| Level of Service | F | D | A | E | F | | E | E | D | F | E | A |
| Approach Delay (s) | | 50.2 | | | 80.2 | | | 75.3 | | | 34.3 | |
| Approach LOS | | D | | | F | | | E | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 52.0 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | | 1.10 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | 29.5 | |
| Intersection Capacity Utilization | | 96.9% | ICU Level of Service | F | |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 9 | 28 | 0 | 48 | 15 | 1223 | 57 | 77 | 1394 | 7 |
| Future Volume (vph) | 4 | 0 | 9 | 28 | 0 | 48 | 15 | 1223 | 57 | 77 | 1394 | 7 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.904 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.986 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.986 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 10 | 30 | 0 | 51 | 16 | 1301 | 61 | 82 | 1483 | 7 |
| Lane Group Flow (vph) | 0 | 14 | 0 | 0 | 30 | 51 | 16 | 1301 | 61 | 82 | 1490 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 56.6% | | | | | ICU Level of Service B | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 9 | 28 | 0 | 48 | 15 | 1223 | 57 | 77 | 1394 | 7 |
| Future Volume (Veh/h) | 4 | 0 | 9 | 28 | 0 | 48 | 15 | 1223 | 57 | 77 | 1394 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 10 | 30 | 0 | 51 | 16 | 1301 | 61 | 82 | 1483 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | 0.80 | | | | | |
| vC, conflicting volume | 2333 | 3044 | 745 | 2248 | 2987 | 650 | 1490 | | | 1362 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2164 | 3056 | 172 | 2058 | 2984 | 650 | 1106 | | | 1362 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 75 | 100 | 99 | 0 | 100 | 87 | 97 | | | 84 | | |
| cM capacity (veh/h) | 16 | 8 | 676 | 20 | 9 | 407 | 509 | | | 511 | | |

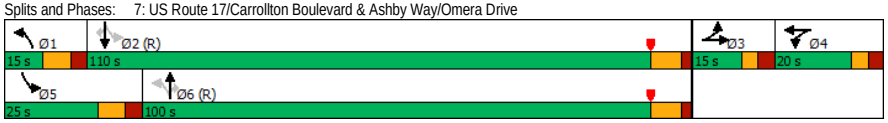
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 14 | 81 | 16 | 650 | 650 | 61 | 82 | 989 | 501 |
| Volume Left | 4 | 30 | 16 | 0 | 0 | 0 | 82 | 0 | 0 |
| Volume Right | 10 | 51 | 0 | 0 | 0 | 61 | 0 | 0 | 7 |
| cSH | 54 | 55 | 509 | 1700 | 1700 | 1700 | 511 | 1700 | 1700 |
| Volume to Capacity | 0.26 | 1.47 | 0.03 | 0.38 | 0.38 | 0.04 | 0.16 | 0.58 | 0.29 |
| Queue Length 95th (ft) | 22 | 184 | 2 | 0 | 0 | 0 | 14 | 0 | 0 |
| Control Delay (s) | 94.4 | 247.7 | 12.3 | 0.0 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | |
| Approach Delay (s) | 94.4 | 247.7 | 0.1 | | | | 0.7 | | |
| Approach LOS | F | F | | | | | | | |

| Intersection Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Average Delay | | | 7.4 | | | | | | |
| Intersection Capacity Utilization | | | 56.6% | | ICU Level of Service | | | B | |
| Analysis Period (min) | | | 15 | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1122 | 28 | 114 | 1349 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1122 | 28 | 114 | 1349 | 52 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.898 | | | 0.916 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.137 | | | 0.180 | | |
| Satd. Flow (perm) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 260 | 3539 | 1615 | 335 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 17 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1133 | 28 | 115 | 1363 | 53 |
| Lane Group Flow (vph) | 39 | 25 | 0 | 0 | 170 | 0 | 32 | 1133 | 28 | 115 | 1363 | 53 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.4 | 9.4 | | | 20.1 | | 103.3 | 96.6 | 96.6 | 108.9 | 101.7 | 101.7 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.13 | | 0.65 | 0.60 | 0.60 | 0.68 | 0.64 | 0.64 |
| v/c Ratio | 0.37 | 0.22 | | | 0.69 | | 0.14 | 0.53 | 0.03 | 0.37 | 0.60 | 0.05 |
| Control Delay | 81.7 | 40.0 | | | 65.0 | | 10.8 | 21.3 | 0.0 | 8.6 | 12.0 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.7 | 40.0 | | | 65.0 | | 10.8 | 21.3 | 0.0 | 8.6 | 12.0 | 0.1 |
| LOS | F | D | | | E | | B | C | A | A | B | A |
| Approach Delay | | 65.4 | | | 65.0 | | | 20.5 | | | 11.3 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 156 (98%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.69 | | | |
| Intersection Signal Delay: 19.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 77.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







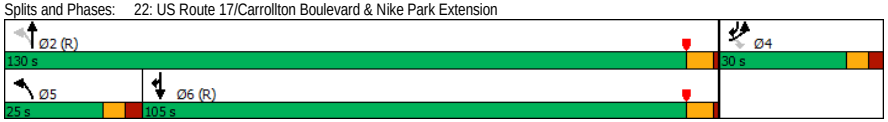

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1122 | 28 | 114 | 1349 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1122 | 28 | 114 | 1349 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1706 | | | 1670 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.14 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1706 | | | 1670 | | 261 | 3539 | 1615 | 336 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1133 | 28 | 115 | 1363 | 53 |
| RTOR Reduction (vph) | 0 | 16 | 0 | 0 | 36 | 0 | 0 | 0 | 11 | 0 | 0 | 20 |
| Lane Group Flow (vph) | 39 | 9 | 0 | 0 | 134 | 0 | 32 | 1133 | 17 | 115 | 1363 | 33 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Effective Green, g (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.13 | | 0.63 | 0.60 | 0.60 | 0.68 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 87 | 83 | | | 209 | | 220 | 2112 | 963 | 308 | 2209 | 998 |
| v/s Ratio Prot | c0.02 | 0.01 | | | c0.08 | | 0.01 | 0.32 | | c0.02 | c0.38 | |
| v/s Ratio Perm | | | | | | | 0.09 | | 0.01 | 0.23 | | 0.02 |
| v/c Ratio | 0.45 | 0.11 | | | 0.64 | | 0.15 | 0.54 | 0.02 | 0.37 | 0.62 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.8 | | | 66.5 | | 14.0 | 19.1 | 13.1 | 12.3 | 18.9 | 11.9 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.68 | 0.56 | 1.00 |
| Incremental Delay, d2 | 3.6 | 0.6 | | | 6.6 | | 0.3 | 1.0 | 0.0 | 0.6 | 1.0 | 0.0 |
| Delay (s) | 77.7 | 73.3 | | | 73.1 | | 14.3 | 20.1 | 13.2 | 8.9 | 11.5 | 12.0 |
| Level of Service | E | E | | | E | | B | C | B | A | B | B |
| Approach Delay (s) | | 76.0 | | | 73.1 | | | 19.8 | | | 11.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 19.7 | HCM 2000 Level of Service | B | | |
| HCM 2000 Volume to Capacity ratio | 0.61 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | | |
| Intersection Capacity Utilization | 77.6% | ICU Level of Service | D | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1398 | 2018 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1398 | 2018 | 274 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.033 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 61 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 54 | | | | 270 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1520 | 2193 | 298 |
| Lane Group Flow (vph) | 185 | 54 | 141 | 1520 | 2193 | 298 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 14.1 | 14.1 | 131.9 | 132.9 | 112.6 | 133.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.82 | 0.83 | 0.70 | 0.84 |
| v/c Ratio | 0.61 | 0.29 | 0.74 | 0.52 | 0.88 | 0.22 |
| Control Delay | 78.7 | 18.9 | 30.9 | 11.4 | 5.9 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 78.7 | 18.9 | 30.9 | 11.4 | 5.9 | 0.0 |
| LOS | E | B | C | B | A | A |
| Approach Delay | 65.2 | | | 13.0 | 5.2 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 44 (28%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 11.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 85.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



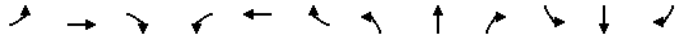





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1398 | 2018 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1398 | 2018 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 62 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1520 | 2193 | 298 |
| RTOR Reduction (vph) | 0 | 49 | 0 | 0 | 0 | 46 |
| Lane Group Flow (vph) | 185 | 5 | 141 | 1520 | 2193 | 252 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Effective Green, g (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.83 | 0.83 | 0.70 | 0.83 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 302 | 139 | 192 | 2939 | 2492 | 1313 |
| v/s Ratio Prot | c0.05 | | c0.06 | 0.43 | c0.62 | 0.16 |
| v/s Ratio Perm | | 0.00 | 0.55 | | | |
| v/c Ratio | 0.61 | 0.03 | 0.73 | 0.52 | 0.88 | 0.19 |
| Uniform Delay, d1 | 70.3 | 66.7 | 55.1 | 4.0 | 18.4 | 2.8 |
| Progression Factor | 1.00 | 1.00 | 0.56 | 2.60 | 0.22 | 0.00 |
| Incremental Delay, d2 | 3.7 | 0.1 | 4.7 | 0.2 | 0.5 | 0.0 |
| Delay (s) | 74.0 | 66.8 | 35.5 | 10.7 | 4.5 | 0.0 |
| Level of Service | E | E | D | B | A | A |
| Approach Delay (s) | 72.4 | | | 12.8 | 4.0 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 11.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 6 | 65 | 0 | 6 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| Future Volume (vph) | 175 | 6 | 65 | 0 | 6 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.863 | | | | | | | | | 0.872 | |
| Flt Protected | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (prot) | 1770 | 1608 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (perm) | 1770 | 1608 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Adj. Flow (vph) | 190 | 7 | 71 | 0 | 7 | 0 | 97 | 8 | 0 | 0 | 8 | 153 |
| Lane Group Flow (vph) | 190 | 78 | 0 | 0 | 7 | 0 | 0 | 105 | 0 | 0 | 161 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 40.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 58 | 67 | 81 | 37 | 110 | 257 | 254 | 108 | 219 | 4277 | 4282 | 230 |
| Average Queue (ft) | 16 | 21 | 26 | 7 | 35 | 70 | 83 | 9 | 36 | 3228 | 3257 | 73 |
| 95th Queue (ft) | 45 | 55 | 63 | 24 | 79 | 188 | 198 | 53 | 157 | 5408 | 5406 | 249 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 31 | 34 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | 0 | 1 | 0 | 0 | 28 | 36 | 0 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | 1 | 7 | 22 | 5 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 154 | 119 | 69 | 63 | 190 | 303 | 312 | 91 | 229 | 590 | 590 | 240 |
| Average Queue (ft) | 80 | 42 | 21 | 16 | 73 | 126 | 132 | 4 | 24 | 509 | 529 | 118 |
| 95th Queue (ft) | 140 | 91 | 55 | 52 | 146 | 248 | 251 | 39 | 118 | 656 | 651 | 299 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | 8 | 11 | |
| Queuing Penalty (veh) | | | | | | | | | | 105 | 155 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 29 | 0 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 6 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 234 | 270 | 270 | 149 | 190 | 131 | 390 | 355 | 350 | 206 | 438 | 805 |
| Average Queue (ft) | 130 | 163 | 121 | 105 | 102 | 33 | 263 | 151 | 154 | 37 | 114 | 375 |
| 95th Queue (ft) | 225 | 243 | 237 | 167 | 188 | 93 | 423 | 290 | 291 | 138 | 275 | 708 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 5 | 0 | | | | | | 0 |
| Queuing Penalty (veh) | | | | | 12 | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | | 6 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| Queuing Penalty (veh) | | | | 8 | 8 | 0 | 1 | 0 | 2 | 0 | 0 | 4 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 848 | 441 |
| Average Queue (ft) | 411 | 56 |
| 95th Queue (ft) | 750 | 324 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 1 | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | 1 | 0 |
| Queuing Penalty (veh) | 3 | 1 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | L | T | R |
| Maximum Queue (ft) | 52 | 59 | 195 | 73 | 41 | 128 | 2 |
| Average Queue (ft) | 13 | 21 | 87 | 3 | 6 | 5 | 0 |
| 95th Queue (ft) | 37 | 47 | 163 | 37 | 24 | 130 | 0 |
| Link Distance (ft) | 1152 | 872 | | 1215 | | 1228 | |
| Upstream Blk Time (%) | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | |
| Storage Bay Dist (ft) | | | 245 | | 300 | | 200 |
| Storage Blk Time (%) | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | 1 | 0 | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 585 | 709 | 610 | 508 | 1128 | 1049 | 150 | 371 | 333 | 604 | 612 | 685 |
| Average Queue (ft) | 522 | 597 | 198 | 113 | 445 | 403 | 123 | 200 | 179 | 410 | 419 | 342 |
| 95th Queue (ft) | 688 | 815 | 502 | 398 | 1293 | 1293 | 182 | 335 | 303 | 627 | 635 | 651 |
| Link Distance (ft) | | 610 | 610 | | 1332 | 1332 | | 1286 | 1286 | | | 1050 |
| Upstream Blk Time (%) | | 31 | 2 | | 5 | 7 | | | | | | 0 |
| Queuing Penalty (veh) | | 0 | 0 | | 0 | 0 | | | | | | 1 |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 650 | 650 | |
| Storage Blk Time (%) | 5 | 30 | 1 | 0 | | | 5 | 19 | | 0 | 2 | 2 |
| Queuing Penalty (veh) | 21 | 128 | 10 | 0 | | | 8 | 32 | | 1 | 6 | 10 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 615 | 225 | 442 | 496 | 724 | 300 |
| Average Queue (ft) | 312 | 87 | 263 | 278 | 275 | 65 |
| 95th Queue (ft) | 531 | 240 | 397 | 419 | 534 | 267 |
| Link Distance (ft) | 1050 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 225 | 500 | | | 300 |
| Storage Blk Time (%) | 25 | 0 | 0 | 0 | 2 | 1 |
| Queuing Penalty (veh) | 15 | 1 | 0 | 1 | 22 | 2 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | T | R | L | T |
| Maximum Queue (ft) | 75 | 93 | 76 | 40 | 8 | 5 | 117 | 95 |
| Average Queue (ft) | 18 | 32 | 28 | 8 | 0 | 0 | 36 | 3 |
| 95th Queue (ft) | 56 | 78 | 58 | 28 | 8 | 4 | 84 | 97 |
| Link Distance (ft) | 712 | 416 | | | 569 | | | 1050 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | | 60 | 275 | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 101 | 75 | 283 | 144 | 381 | 341 | 22 | 186 | 318 | 324 | 38 |
| Average Queue (ft) | 37 | 21 | 122 | 25 | 181 | 149 | 4 | 51 | 131 | 146 | 9 |
| 95th Queue (ft) | 81 | 55 | 234 | 96 | 329 | 296 | 17 | 115 | 276 | 291 | 30 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 0 | 0 | | 0 | 2 | 0 | | 0 | 0 | | |
| Queuing Penalty (veh) | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 534 | 528 | 324 |
| Average Queue (ft) | 99 | 113 | 21 |
| 95th Queue (ft) | 425 | 449 | 196 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | | 0 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 517 | 517 |
| Average Queue (ft) | 330 | 354 |
| 95th Queue (ft) | 649 | 653 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 2 | 3 |
| Queuing Penalty (veh) | 27 | 37 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 86 | 207 |
| Average Queue (ft) | 5 | 31 |
| 95th Queue (ft) | 64 | 156 |
| Link Distance (ft) | 1215 | 1215 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 143 | 163 | 92 | 75 | 746 | 747 | 573 | 644 | 200 |
| Average Queue (ft) | 65 | 86 | 25 | 67 | 302 | 277 | 238 | 479 | 91 |
| 95th Queue (ft) | 126 | 145 | 65 | 86 | 601 | 585 | 452 | 711 | 247 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | 0 | 2 | |
| Queuing Penalty (veh) | | | | | | | 3 | 27 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 43 | 14 | | | 21 | 1 |
| Queuing Penalty (veh) | | | | 301 | 18 | | | 59 | 5 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | LTR | LTR |
| Maximum Queue (ft) | 6 | 2 | 26 | 82 | 124 |
| Average Queue (ft) | 0 | 0 | 5 | 32 | 46 |
| 95th Queue (ft) | 4 | 2 | 22 | 66 | 116 |
| Link Distance (ft) | | 178 | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 175 | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

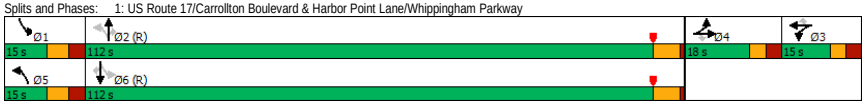
## Network Summary

Network wide Queuing Penalty: 1146

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2758 | 9 | 7 | 926 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2758 | 9 | 7 | 926 | 16 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.247 | | | 0.035 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1568 | 401 | 3539 | 1615 | 55 | 3471 | 1495 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2998 | 10 | 8 | 1007 | 17 |
| Lane Group Flow (vph) | 0 | 72 | 37 | 0 | 26 | 43 | 17 | 2998 | 10 | 8 | 1007 | 17 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 112.0 | 112.0 | 15.0 | 112.0 | 112.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 10.6 | 10.6 | | 7.9 | 7.9 | 123.8 | 123.6 | 123.6 | 120.7 | 118.5 | 118.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.05 | 0.05 | 0.77 | 0.77 | 0.77 | 0.75 | 0.74 | 0.74 |
| v/c Ratio | | 0.61 | 0.18 | | 0.30 | 0.24 | 0.05 | 1.10 | 0.01 | 0.09 | 0.39 | 0.01 |
| Control Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 52.0 | 0.0 | 7.3 | 9.5 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 93.6 | 1.9 | | 81.7 | 3.1 | 1.0 | 52.5 | 0.0 | 7.3 | 9.5 | 0.0 |
| LOS | | F | A | | F | A | A | D | A | A | A | A |
| Approach Delay | | 62.5 | | | 32.7 | | | 52.1 | | | 9.3 | |
| Approach LOS | | E | | | C | | | D | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 28 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.10 | | | |
| Intersection Signal Delay: 41.6 | | Intersection LOS: D | |
| Intersection Capacity Utilization 102.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







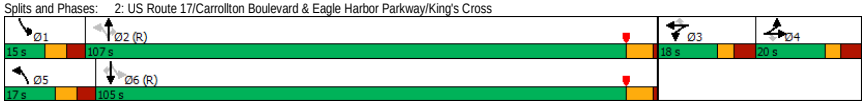

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2758 | 9 | 7 | 926 | 16 |
| Future Volume (vph) | 66 | 0 | 34 | 24 | 0 | 40 | 16 | 2758 | 9 | 7 | 926 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1568 | 1543 | 3539 | 1615 | 1504 | 3471 | 1495 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.25 | 1.00 | 1.00 | 0.03 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1568 | 402 | 3539 | 1615 | 55 | 3471 | 1495 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 72 | 0 | 37 | 26 | 0 | 43 | 17 | 2998 | 10 | 8 | 1007 | 17 |
| RTOR Reduction (vph) | 0 | 0 | 35 | 0 | 0 | 41 | 0 | 0 | 3 | 0 | 0 | 5 |
| Lane Group Flow (vph) | 0 | 72 | 2 | 0 | 26 | 2 | 17 | 2998 | 7 | 8 | 1007 | 12 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 3% | 17% | 2% | 0% | 20% | 4% | 8% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Effective Green, g (s) | | 10.6 | 10.6 | | 6.5 | 6.5 | 120.2 | 116.8 | 116.8 | 115.6 | 114.5 | 114.5 |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.04 | 0.04 | 0.75 | 0.73 | 0.73 | 0.72 | 0.72 | 0.72 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 119 | 106 | | 73 | 63 | 326 | 2583 | 1178 | 49 | 2483 | 1069 |
| v/s Ratio Prot | | c0.04 | | | c0.01 | | c0.00 | c0.85 | | 0.00 | 0.29 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.04 | | 0.00 | 0.11 | | 0.01 |
| v/c Ratio | | 0.61 | 0.02 | | 0.36 | 0.03 | 0.05 | 1.16 | 0.01 | 0.16 | 0.41 | 0.01 |
| Uniform Delay, d1 | | 72.7 | 69.9 | | 74.7 | 73.7 | 5.8 | 21.6 | 5.9 | 44.5 | 9.1 | 6.5 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.20 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 8.4 | 0.1 | | 3.0 | 0.2 | 0.0 | 72.7 | 0.0 | 1.1 | 0.5 | 0.0 |
| Delay (s) | | 81.1 | 69.9 | | 77.7 | 73.9 | 1.1 | 74.9 | 5.9 | 45.7 | 9.6 | 6.5 |
| Level of Service | | F | E | | E | E | A | E | A | D | A | A |
| Approach Delay (s) | | 77.3 | | | 75.3 | | | 74.3 | | | 9.8 | |
| Approach LOS | | E | | | E | | | E | | | A | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 58.7 | HCM 2000 Level of Service | | E |
| HCM 2000 Volume to Capacity ratio | | 1.07 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 25.0 |
| Intersection Capacity Utilization | | 102.9% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2588 | 4 | 3 | 949 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2588 | 4 | 3 | 949 | 32 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.953 | | | 0.959 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.953 | | | 0.959 | | 0.216 | | | 0.039 | | |
| Satd. Flow (perm) | 0 | 1793 | 1615 | 0 | 1822 | 1468 | 391 | 3539 | 967 | 74 | 3471 | 1553 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2813 | 4 | 3 | 1032 | 35 |
| Lane Group Flow (vph) | 0 | 191 | 82 | 0 | 20 | 29 | 55 | 2813 | 4 | 3 | 1032 | 35 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 19.0 | 19.0 | | 7.8 | 7.8 | 113.5 | 113.4 | 113.4 | 107.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.05 | 0.05 | 0.71 | 0.71 | 0.71 | 0.67 | 0.65 | 0.65 |
| v/c Ratio | | 0.90 | 0.28 | | 0.23 | 0.16 | 0.17 | 1.12 | 0.01 | 0.03 | 0.46 | 0.03 |
| Control Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.6 | 74.6 | 0.0 | 7.0 | 10.5 | 0.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | | 107.4 | 5.2 | | 79.1 | 1.8 | 6.6 | 74.9 | 0.0 | 7.0 | 10.5 | 0.1 |
| LOS | | F | A | | E | A | A | E | A | A | B | A |
| Approach Delay | | 76.7 | | | 33.3 | | | 73.5 | | | 10.1 | |
| Approach LOS | | E | | | C | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 10 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.12 | | | |
| Intersection Signal Delay: 57.3 | | Intersection LOS: E | |
| Intersection Capacity Utilization 103.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







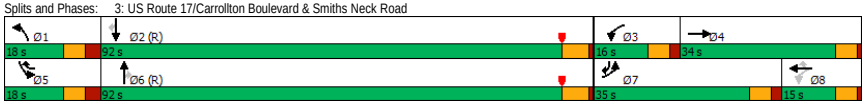

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2588 | 4 | 3 | 949 | 32 |
| Future Volume (vph) | 175 | 1 | 75 | 16 | 3 | 27 | 51 | 2588 | 4 | 3 | 949 | 32 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1792 | 1615 | | 1823 | 1468 | 1719 | 3539 | 967 | 1805 | 3471 | 1553 |
| Flt Permitted | | 0.95 | 1.00 | | 0.96 | 1.00 | 0.22 | 1.00 | 1.00 | 0.04 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1792 | 1615 | | 1823 | 1468 | 390 | 3539 | 967 | 75 | 3471 | 1553 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 190 | 1 | 82 | 17 | 3 | 29 | 55 | 2813 | 4 | 3 | 1032 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 72 | 0 | 0 | 28 | 0 | 0 | 1 | 0 | 0 | 13 |
| Lane Group Flow (vph) | 0 | 191 | 10 | 0 | 20 | 1 | 55 | 2813 | 3 | 3 | 1032 | 22 |
| Heavy Vehicles (%) | 1% | 0% | 0% | 0% | 0% | 10% | 5% | 2% | 67% | 0% | 4% | 4% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Effective Green, g (s) | | 19.0 | 19.0 | | 6.4 | 6.4 | 111.5 | 106.0 | 106.0 | 102.7 | 101.6 | 101.6 |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.04 | 0.04 | 0.70 | 0.66 | 0.66 | 0.64 | 0.63 | 0.63 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 212 | 191 | | 72 | 58 | 317 | 2344 | 640 | 60 | 2204 | 986 |
| v/s Ratio Prot | | c0.11 | | | c0.01 | | c0.01 | c0.79 | | 0.00 | 0.30 | |
| v/s Ratio Perm | | | 0.01 | | | 0.00 | 0.11 | | 0.00 | 0.03 | | 0.01 |
| v/c Ratio | | 0.90 | 0.05 | | 0.28 | 0.02 | 0.17 | 1.20 | 0.00 | 0.05 | 0.47 | 0.02 |
| Uniform Delay, d1 | | 69.6 | 62.5 | | 74.6 | 73.8 | 9.6 | 27.0 | 9.1 | 40.1 | 15.2 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.90 | 0.60 | 1.00 | 0.96 | 0.69 | 1.00 |
| Incremental Delay, d2 | | 35.9 | 0.1 | | 2.1 | 0.1 | 0.1 | 92.2 | 0.0 | 0.2 | 0.7 | 0.0 |
| Delay (s) | | 105.5 | 62.6 | | 76.7 | 73.9 | 8.7 | 108.4 | 9.1 | 38.7 | 11.1 | 10.9 |
| Level of Service | | F | E | | E | E | A | F | A | D | B | B |
| Approach Delay (s) | | 92.6 | | | 75.0 | | | 106.3 | | | 11.2 | |
| Approach LOS | | F | | | E | | | F | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 81.2 | HCM 2000 Level of Service | | F |
| HCM 2000 Volume to Capacity ratio | | 1.11 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 103.8% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 71 | 105 | 77 | 13 | 47 | 46 | 1900 | 98 | 64 | 851 | 138 |
| Future Volume (vph) | 494 | 71 | 105 | 77 | 13 | 47 | 46 | 1900 | 98 | 64 | 851 | 138 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.910 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3467 | 1715 | 0 | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.950 | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3467 | 1715 | 0 | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Satd. Flow (RTOR) | | 41 | | | | 102 | | | 143 | | | 150 |
| Adj. Flow (vph) | 537 | 77 | 114 | 84 | 14 | 51 | 50 | 2065 | 107 | 70 | 925 | 150 |
| Lane Group Flow (vph) | 537 | 191 | 0 | 84 | 14 | 51 | 50 | 2065 | 107 | 70 | 925 | 150 |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Total Split (s) | 35.0 | 34.0 | | 16.0 | 15.0 | 18.0 | 18.0 | 92.0 | 92.0 | 18.0 | 92.0 | 35.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 29.7 | 20.3 | | 12.4 | 7.4 | 15.8 | 9.5 | 95.5 | 95.5 | 10.6 | 99.1 | 136.0 |
| Actuated g/C Ratio | 0.19 | 0.13 | | 0.08 | 0.05 | 0.10 | 0.06 | 0.60 | 0.60 | 0.07 | 0.62 | 0.85 |
| v/c Ratio | 0.83 | 0.75 | | 0.63 | 0.16 | 0.21 | 0.53 | 0.98 | 0.11 | 0.61 | 0.43 | 0.11 |
| Control Delay | 74.7 | 70.3 | | 79.5 | 77.3 | 1.9 | 88.7 | 33.3 | 1.3 | 102.3 | 11.0 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 41.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 74.7 | 70.3 | | 79.5 | 77.3 | 2.0 | 88.7 | 74.6 | 1.3 | 102.3 | 11.0 | 0.1 |
| LOS | E | E | | E | E | A | F | E | A | F | B | A |
| Approach Delay | | 73.5 | | | 52.8 | | | 71.4 | | | 15.2 | |
| Approach LOS | | E | | | D | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 156 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 55.9 | | Intersection LOS: E | |
| Intersection Capacity Utilization 86.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 494 | 71 | 105 | 77 | 13 | 47 | 46 | 1900 | 98 | 64 | 851 | 138 |
| Future Volume (vph) | 494 | 71 | 105 | 77 | 13 | 47 | 46 | 1900 | 98 | 64 | 851 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3467 | 1716 | | 1719 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3467 | 1716 | | 1810 | 1900 | 1553 | 1612 | 3539 | 1553 | 1752 | 3471 | 1615 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 537 | 77 | 114 | 84 | 14 | 51 | 50 | 2065 | 107 | 70 | 925 | 150 |
| RTOR Reduction (vph) | 0 | 35 | 0 | 0 | 0 | 47 | 0 | 0 | 45 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 537 | 156 | 0 | 84 | 14 | 4 | 50 | 2065 | 62 | 70 | 925 | 117 |
| Heavy Vehicles (%) | 1% | 2% | 0% | 5% | 0% | 4% | 12% | 2% | 4% | 3% | 4% | 0% |
| Turn Type | Prot | NA | | pm+pt | NA | pm+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | 8 | | | 6 | | | 2 |
| Actuated Green, G (s) | 29.7 | 23.3 | | 12.8 | 3.2 | 13.8 | 8.4 | 92.5 | 92.5 | 10.6 | 94.7 | 124.4 |
| Effective Green, g (s) | 29.7 | 23.3 | | 12.8 | 3.2 | 13.8 | 8.4 | 92.5 | 92.5 | 10.6 | 94.7 | 124.4 |
| Actuated g/C Ratio | 0.19 | 0.15 | | 0.08 | 0.02 | 0.09 | 0.05 | 0.58 | 0.58 | 0.07 | 0.59 | 0.78 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 7.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 643 | 249 | | 139 | 38 | 133 | 84 | 2045 | 897 | 116 | 2054 | 1316 |
| v/s Ratio Prot | c0.15 | c0.09 | | 0.04 | 0.01 | 0.00 | 0.03 | c0.58 | | c0.04 | 0.27 | 0.02 |
| v/s Ratio Perm | | | | 0.01 | | 0.00 | | | 0.04 | | | 0.06 |
| v/c Ratio | 0.84 | 0.63 | | 0.60 | 0.37 | 0.03 | 0.60 | 1.01 | 0.07 | 0.60 | 0.45 | 0.09 |
| Uniform Delay, d1 | 62.8 | 64.3 | | 71.2 | 77.4 | 67.0 | 74.1 | 33.8 | 14.8 | 72.7 | 18.2 | 4.3 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.02 | 0.60 | 1.31 | 1.14 | 0.58 | 0.00 |
| Incremental Delay, d2 | 9.2 | 4.9 | | 7.2 | 6.0 | 0.1 | 7.0 | 19.8 | 0.1 | 6.7 | 0.7 | 0.0 |
| Delay (s) | 72.0 | 69.1 | | 78.4 | 83.4 | 67.1 | 82.5 | 40.1 | 19.5 | 89.5 | 11.3 | 0.0 |
| Level of Service | E | E | | E | F | E | F | D | B | F | B | A |
| Approach Delay (s) | | 71.2 | | | 75.0 | | | 40.1 | | | 14.6 | |
| Approach LOS | | E | | | E | | | D | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 39.8 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 0.94 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 86.4% | ICU Level of Service | | E | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2064 | 37 | 17 | 1031 | 11 |
| Future Volume (vph) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2064 | 37 | 17 | 1031 | 11 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1550 | 0 | 0 | 1644 | 1805 | 3505 | 1615 | 1805 | 3471 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2243 | 40 | 18 | 1121 | 12 |
| Lane Group Flow (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2243 | 40 | 18 | 1121 | 12 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 67.1% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2064 | 37 | 17 | 1031 | 11 |
| Future Volume (Veh/h) | 0 | 0 | 43 | 0 | 0 | 11 | 23 | 2064 | 37 | 17 | 1031 | 11 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 47 | 0 | 0 | 12 | 25 | 2243 | 40 | 18 | 1121 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | 0.85 | | | | | |
| vC, conflicting volume | 2340 | 3490 | 560 | 2936 | 3462 | 1122 | 1133 | | | 2283 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2228 | 3574 | 145 | 2926 | 3541 | 1122 | 815 | | | 2283 | | |
| tC, single (s) | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 94 | 100 | 100 | 94 | 96 | | | 92 | | |
| cM capacity (veh/h) | 18 | 4 | 738 | 5 | 5 | 203 | 702 | | | 225 | | |

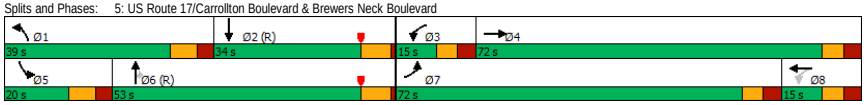
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 47 | 12 | 25 | 1122 | 1122 | 40 | 18 | 560 | 560 | 12 |
| Volume Left | 0 | 0 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| Volume Right | 47 | 12 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 12 |
| cSH | 738 | 203 | 702 | 1700 | 1700 | 1700 | 225 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.06 | 0.04 | 0.66 | 0.66 | 0.02 | 0.08 | 0.33 | 0.33 | 0.01 |
| Queue Length 95th (ft) | 5 | 5 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| Control Delay (s) | 10.2 | 23.8 | 10.3 | 0.0 | 0.0 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | B | | | | C | | | |
| Approach Delay (s) | 10.2 | 23.8 | 0.1 | | | | 0.3 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 0.4 | | | |
| Intersection Capacity Utilization | | 67.1% | ICU Level of Service | | C |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1101 | 85 | 624 | 59 | 67 | 72 | 495 | 656 | 20 | 61 | 440 | 641 |
| Future Volume (vph) | 1101 | 85 | 624 | 59 | 67 | 72 | 495 | 656 | 20 | 61 | 440 | 641 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.922 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3263 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.950 | | | 0.698 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1300 | 3263 | 0 | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Satd. Flow (RTOR) | | | 671 | | 77 | | | | 188 | | | 689 |
| Adj. Flow (vph) | 1184 | 91 | 671 | 63 | 72 | 77 | 532 | 705 | 22 | 66 | 473 | 689 |
| Lane Group Flow (vph) | 1184 | 91 | 671 | 63 | 149 | 0 | 532 | 705 | 22 | 66 | 473 | 689 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 72.0 | 72.0 | | 15.0 | 15.0 | | 39.0 | 53.0 | 53.0 | 20.0 | 34.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 61.6 | 64.3 | 160.0 | 14.5 | 7.3 | | 29.3 | 51.3 | 51.3 | 10.4 | 32.4 | 160.0 |
| Actuated g/C Ratio | 0.38 | 0.40 | 1.00 | 0.09 | 0.05 | | 0.18 | 0.32 | 0.32 | 0.06 | 0.20 | 1.00 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.45 | 0.67 | | 0.90 | 0.62 | 0.03 | 0.58 | 0.67 | 0.44 |
| Control Delay | 58.1 | 30.9 | 0.9 | 45.5 | 51.7 | | 69.0 | 46.6 | 0.1 | 100.2 | 55.0 | 1.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 58.1 | 30.9 | 0.9 | 45.5 | 51.7 | | 69.0 | 46.6 | 0.1 | 100.2 | 55.0 | 1.7 |
| LOS | E | C | A | D | D | | E | D | A | F | E | A |
| Approach Delay | | 37.1 | | | 49.8 | | | 55.3 | | | 27.5 | |
| Approach LOS | | D | | | D | | | E | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 21 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 40.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 86.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

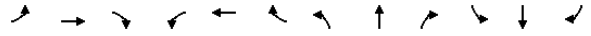







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1101 | 85 | 624 | 59 | 67 | 72 | 495 | 656 | 20 | 61 | 440 | 641 |
| Future Volume (vph) | 1101 | 85 | 624 | 59 | 67 | 72 | 495 | 656 | 20 | 61 | 440 | 641 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3367 | 1863 | 1524 | 1770 | 3265 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.70 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3367 | 1863 | 1524 | 1300 | 3265 | | 3242 | 3539 | 1583 | 1770 | 3505 | 1553 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 1184 | 91 | 671 | 63 | 72 | 77 | 532 | 705 | 22 | 66 | 473 | 689 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 1184 | 91 | 671 | 63 | 76 | 0 | 532 | 705 | 7 | 66 | 473 | 689 |
| Heavy Vehicles (%) | 4% | 2% | 6% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 3% | 4% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 61.6 | 64.3 | 160.0 | 14.7 | 8.7 | | 29.3 | 49.8 | 49.8 | 10.4 | 30.9 | 160.0 |
| Effective Green, g (s) | 61.6 | 64.3 | 160.0 | 14.7 | 8.7 | | 29.3 | 49.8 | 49.8 | 10.4 | 30.9 | 160.0 |
| Actuated g/C Ratio | 0.39 | 0.40 | 1.00 | 0.09 | 0.05 | | 0.18 | 0.31 | 0.31 | 0.07 | 0.19 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 1296 | 748 | 1524 | 137 | 177 | | 593 | 1101 | 492 | 115 | 676 | 1553 |
| v/s Ratio Prot | c0.35 | 0.05 | | 0.02 | 0.02 | | c0.16 | 0.20 | | 0.04 | c0.13 | |
| v/s Ratio Perm | | | 0.44 | 0.02 | | | | | 0.00 | | | c0.44 |
| v/c Ratio | 0.91 | 0.12 | 0.44 | 0.46 | 0.43 | | 0.90 | 0.64 | 0.01 | 0.57 | 0.70 | 0.44 |
| Uniform Delay, d1 | 46.7 | 30.1 | 0.0 | 68.4 | 73.3 | | 63.9 | 47.4 | 38.1 | 72.6 | 60.2 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.81 | 0.93 | 1.00 | 1.12 | 0.83 | 1.00 |
| Incremental Delay, d2 | 10.2 | 0.1 | 0.9 | 2.4 | 1.7 | | 14.9 | 2.6 | 0.0 | 6.4 | 5.6 | 0.9 |
| Delay (s) | 56.8 | 30.2 | 0.9 | 70.8 | 74.9 | | 66.5 | 46.8 | 38.2 | 88.1 | 55.8 | 0.9 |
| Level of Service | E | C | A | E | E | | E | D | D | F | E | A |
| Approach Delay (s) | | 36.3 | | | 73.7 | | | 55.0 | | | 26.7 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 40.5 | HCM 2000 Level of Service | | D |
| HCM 2000 Volume to Capacity ratio | | 0.85 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 29.5 |
| Intersection Capacity Utilization | | 86.4% | ICU Level of Service | | E |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

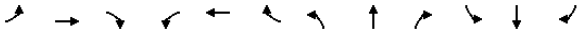


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 5 | 35 | 1 | 82 | 7 | 1069 | 26 | 24 | 1059 | 1 |
| Future Volume (vph) | 0 | 0 | 5 | 35 | 1 | 82 | 7 | 1069 | 26 | 24 | 1059 | 1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | 0.850 | | | 0.850 | | | |
| Flt Protected | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Flt Permitted | | | | | 0.954 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1096 | 0 | 0 | 1813 | 1538 | 1805 | 3438 | 1292 | 1805 | 3438 | 0 |
| Adj. Flow (vph) | 0 | 0 | 5 | 38 | 1 | 89 | 8 | 1162 | 28 | 26 | 1151 | 1 |
| Lane Group Flow (vph) | 0 | 5 | 0 | 0 | 39 | 89 | 8 | 1162 | 28 | 26 | 1152 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 48.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 5 | 35 | 1 | 82 | 7 | 1069 | 26 | 24 | 1059 | 1 |
| Future Volume (Veh/h) | 0 | 0 | 5 | 35 | 1 | 82 | 7 | 1069 | 26 | 24 | 1059 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 38 | 1 | 89 | 8 | 1162 | 28 | 26 | 1151 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | | 0.88 | | | | | |
| vC, conflicting volume | 1801 | 2410 | 576 | 1810 | 2382 | 581 | 1152 | | | 1190 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1640 | 2330 | 251 | 1651 | 2299 | 581 | 904 | | | 1190 | | |
| tC, single (s) | 7.5 | 6.5 | 7.9 | 7.5 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.8 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 31 | 97 | 80 | 99 | | | 96 | | |
| cM capacity (veh/h) | 45 | 31 | 548 | 55 | 33 | 450 | 671 | | | 594 | | |

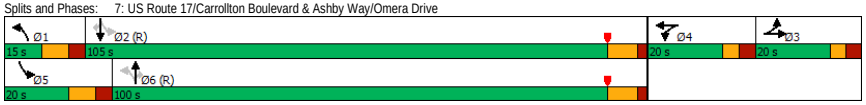
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 128 | 8 | 581 | 581 | 28 | 26 | 767 | 385 |
| Volume Left | 0 | 38 | 8 | 0 | 0 | 0 | 26 | 0 | 0 |
| Volume Right | 5 | 89 | 0 | 0 | 0 | 28 | 0 | 0 | 1 |
| cSH | 548 | 180 | 671 | 1700 | 1700 | 1700 | 594 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.71 | 0.01 | 0.34 | 0.34 | 0.02 | 0.04 | 0.45 | 0.23 |
| Queue Length 95th (ft) | 1 | 110 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| Control Delay (s) | 11.6 | 60.5 | 10.4 | 0.0 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 |
| Lane LOS | B | F | B | | | | B | | |
| Approach Delay (s) | 11.6 | 60.5 | 0.1 | | | | 0.3 | | |
| Approach LOS | B | F | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 3.3 | | | |
| Intersection Capacity Utilization | | 48.0% | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 940 | 12 | 65 | 1014 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 940 | 12 | 65 | 1014 | 9 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.854 | | | 0.912 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.983 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.950 | | | | 0.983 | | 0.219 | | | 0.212 | | |
| Satd. Flow (perm) | 1770 | 1548 | 0 | 0 | 1623 | 0 | 416 | 3438 | 1455 | 380 | 3471 | 1417 |
| Satd. Flow (RTOR) | | 33 | | | 47 | | | | 116 | | | 116 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 1022 | 13 | 71 | 1102 | 10 |
| Lane Group Flow (vph) | 76 | 34 | 0 | 0 | 142 | 0 | 14 | 1022 | 13 | 71 | 1102 | 10 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 20.0 | 105.0 | 105.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 12.3 | 12.3 | | | 15.5 | | 103.2 | 96.7 | 96.7 | 109.9 | 106.7 | 106.7 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.64 | 0.60 | 0.60 | 0.69 | 0.67 | 0.67 |
| v/c Ratio | 0.56 | 0.23 | | | 0.71 | | 0.04 | 0.49 | 0.01 | 0.22 | 0.48 | 0.01 |
| Control Delay | 86.4 | 24.0 | | | 65.2 | | 10.0 | 20.1 | 0.0 | 7.1 | 11.5 | 0.0 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 86.4 | 24.0 | | | 65.2 | | 10.0 | 20.1 | 0.0 | 7.1 | 11.5 | 0.0 |
| LOS | F | C | | | E | | A | C | A | A | B | A |
| Approach Delay | | 67.2 | | | 65.2 | | | 19.7 | | | 11.1 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 12 (8%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.71 | | | |
| Intersection Signal Delay: 20.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 66.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







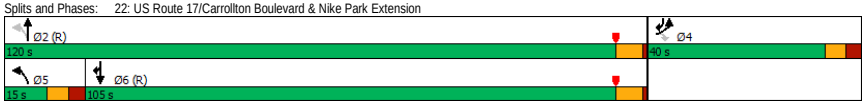

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 940 | 12 | 65 | 1014 | 9 |
| Future Volume (vph) | 70 | 1 | 30 | 44 | 1 | 86 | 13 | 940 | 12 | 65 | 1014 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | | | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1548 | | | 1623 | | 1805 | 3438 | 1455 | 1703 | 3471 | 1417 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.22 | 1.00 | 1.00 | 0.21 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1548 | | | 1623 | | 416 | 3438 | 1455 | 381 | 3471 | 1417 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 76 | 1 | 33 | 48 | 1 | 93 | 14 | 1022 | 13 | 71 | 1102 | 10 |
| RTOR Reduction (vph) | 0 | 30 | 0 | 0 | 42 | 0 | 0 | 0 | 5 | 0 | 0 | 4 |
| Lane Group Flow (vph) | 76 | 4 | 0 | 0 | 100 | 0 | 14 | 1022 | 8 | 71 | 1102 | 6 |
| Heavy Vehicles (%) | 2% | 0% | 5% | 3% | 0% | 6% | 0% | 5% | 11% | 6% | 4% | 14% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Effective Green, g (s) | 12.3 | 12.3 | | | 15.5 | | 99.5 | 96.7 | 96.7 | 109.9 | 101.9 | 101.9 |
| Actuated g/C Ratio | 0.08 | 0.08 | | | 0.10 | | 0.62 | 0.60 | 0.60 | 0.69 | 0.64 | 0.64 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 136 | 119 | | | 157 | | 283 | 2077 | 879 | 327 | 2210 | 902 |
| v/s Ratio Prot | c0.04 | 0.00 | | | c0.06 | | 0.00 | 0.30 | | c0.01 | c0.32 | |
| v/s Ratio Perm | | | | | | | 0.03 | | 0.01 | 0.14 | | 0.00 |
| v/c Ratio | 0.56 | 0.03 | | | 0.63 | | 0.05 | 0.49 | 0.01 | 0.22 | 0.50 | 0.01 |
| Uniform Delay, d1 | 71.2 | 68.3 | | | 69.5 | | 12.2 | 17.8 | 12.6 | 10.4 | 15.5 | 10.6 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.63 | 0.70 | 1.00 |
| Incremental Delay, d2 | 4.9 | 0.1 | | | 8.1 | | 0.1 | 0.8 | 0.0 | 0.3 | 0.7 | 0.0 |
| Delay (s) | 76.1 | 68.4 | | | 77.6 | | 12.3 | 18.7 | 12.6 | 6.9 | 11.6 | 10.6 |
| Level of Service | E | E | | | E | | B | B | B | A | B | B |
| Approach Delay (s) | | 73.8 | | | 77.6 | | | 18.5 | | | 11.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 20.9 | HCM 2000 Level of Service | C | | |
| HCM 2000 Volume to Capacity ratio | 0.52 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | | |
| Intersection Capacity Utilization | 66.2% | ICU Level of Service | C | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1756 | 982 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1756 | 982 | 92 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.220 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 410 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 74 | | | | 100 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1909 | 1067 | 100 |
| Lane Group Flow (vph) | 359 | 74 | 30 | 1909 | 1067 | 100 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 40.0 | 40.0 | 15.0 | 120.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 22.2 | 22.2 | 123.8 | 124.8 | 116.7 | 148.3 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.77 | 0.78 | 0.73 | 0.93 |
| v/c Ratio | 0.76 | 0.26 | 0.08 | 0.69 | 0.41 | 0.07 |
| Control Delay | 76.5 | 13.5 | 4.2 | 12.3 | 7.2 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 76.5 | 13.5 | 4.2 | 12.4 | 7.2 | 0.1 |
| LOS | E | B | A | B | A | A |
| Approach Delay | 65.7 | | | 12.2 | 6.6 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 18 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 16.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 68.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



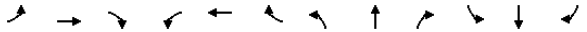





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 330 | 68 | 28 | 1756 | 982 | 92 |
| Future Volume (vph) | 330 | 68 | 28 | 1756 | 982 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.22 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 409 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 359 | 74 | 30 | 1909 | 1067 | 100 |
| RTOR Reduction (vph) | 0 | 64 | 0 | 0 | 0 | 11 |
| Lane Group Flow (vph) | 359 | 10 | 30 | 1909 | 1067 | 89 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Effective Green, g (s) | 22.2 | 22.2 | 124.8 | 124.8 | 113.9 | 142.1 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.78 | 0.78 | 0.71 | 0.89 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 476 | 219 | 352 | 2760 | 2519 | 1405 |
| v/s Ratio Prot | c0.10 | | 0.00 | c0.54 | 0.30 | 0.06 |
| v/s Ratio Perm | | 0.01 | 0.06 | | | |
| v/c Ratio | 0.75 | 0.05 | 0.09 | 0.69 | 0.42 | 0.06 |
| Uniform Delay, d1 | 66.3 | 59.7 | 5.5 | 8.4 | 9.5 | 1.1 |
| Progression Factor | 1.00 | 1.00 | 0.80 | 1.26 | 0.70 | 0.08 |
| Incremental Delay, d2 | 6.7 | 0.1 | 0.1 | 0.9 | 0.5 | 0.0 |
| Delay (s) | 73.0 | 59.8 | 4.5 | 11.5 | 7.2 | 0.1 |
| Level of Service | E | E | A | B | A | A |
| Approach Delay (s) | 70.7 | | | 11.4 | 6.6 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 17.1 | HCM 2000 Level of Service | B | |
| HCM 2000 Volume to Capacity ratio | 0.74 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 | |
| Intersection Capacity Utilization | 68.8% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 124 | 8 | 81 | 0 | 9 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| Future Volume (vph) | 124 | 8 | 81 | 0 | 9 | 0 | 63 | 7 | 0 | 0 | 7 | 43 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.864 | | | | | | | | | 0.885 | |
| Flt Protected | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (prot) | 1770 | 1609 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.957 | | | | |
| Satd. Flow (perm) | 1770 | 1609 | 0 | 0 | 1863 | 0 | 0 | 1783 | 0 | 0 | 1649 | 0 |
| Adj. Flow (vph) | 135 | 9 | 88 | 0 | 10 | 0 | 68 | 8 | 0 | 0 | 8 | 47 |
| Lane Group Flow (vph) | 135 | 97 | 0 | 0 | 10 | 0 | 0 | 76 | 0 | 0 | 55 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 67 | 72 | 90 | 35 | 95 | 214 | 229 | 111 | 219 | 4281 | 4280 | 230 |
| Average Queue (ft) | 15 | 22 | 26 | 6 | 34 | 64 | 77 | 8 | 38 | 3330 | 3349 | 72 |
| 95th Queue (ft) | 46 | 57 | 65 | 23 | 76 | 162 | 181 | 53 | 159 | 5353 | 5341 | 246 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | | | | | 33 | 36 | |
| Queuing Penalty (veh) | | | | | | | | | | 0 | 0 | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | | | | | | 0 | 0 | 0 | 0 | 29 | 37 | 0 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | 1 | 8 | 22 | 5 |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 160 | 119 | 95 | 65 | 174 | 291 | 304 | 46 | 230 | 587 | 589 | 240 |
| Average Queue (ft) | 75 | 44 | 27 | 17 | 76 | 127 | 134 | 3 | 25 | 520 | 536 | 116 |
| 95th Queue (ft) | 142 | 93 | 69 | 53 | 147 | 252 | 259 | 29 | 119 | 648 | 638 | 296 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | | | | | 8 | 11 | |
| Queuing Penalty (veh) | | | | | | | | | | 112 | 157 | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | | | 2 | 0 | | 0 | 1 | 0 | 0 | 25 | 29 | 1 |
| Queuing Penalty (veh) | | | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | 59 | 6 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 234 | 284 | 255 | 150 | 188 | 142 | 367 | 365 | 363 | 228 | 425 | 798 |
| Average Queue (ft) | 129 | 167 | 115 | 106 | 99 | 32 | 230 | 163 | 163 | 35 | 112 | 375 |
| 95th Queue (ft) | 228 | 264 | 241 | 166 | 181 | 89 | 380 | 319 | 306 | 132 | 284 | 701 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 3 | 0 | | | | | | 0 |
| Queuing Penalty (veh) | | | | | 7 | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | | 0 | 4 | 4 | 0 | 1 | 0 | 3 | 0 | 0 | 4 |
| Queuing Penalty (veh) | | | 0 | 6 | 6 | 0 | 4 | 0 | 3 | 0 | 0 | 4 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 835 | 521 |
| Average Queue (ft) | 422 | 61 |
| 95th Queue (ft) | 751 | 341 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 1 | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | 1 | 0 |
| Queuing Penalty (veh) | 3 | 1 |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | L | T | R |
| Maximum Queue (ft) | 58 | 61 | 185 | 69 | 34 | 124 | 2 |
| Average Queue (ft) | 13 | 21 | 83 | 1 | 7 | 4 | 0 |
| 95th Queue (ft) | 39 | 51 | 156 | 21 | 24 | 127 | 0 |
| Link Distance (ft) | 1152 | 872 | | 1215 | | 1228 | |
| Upstream Blk Time (%) | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | |
| Storage Bay Dist (ft) | | | 245 | | 300 | | 200 |
| Storage Blk Time (%) | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | 1 | 0 | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 585 | 705 | 604 | 519 | 734 | 757 | 150 | 399 | 359 | 532 | 530 | 633 |
| Average Queue (ft) | 510 | 575 | 202 | 97 | 266 | 236 | 129 | 222 | 203 | 382 | 391 | 360 |
| 95th Queue (ft) | 673 | 786 | 493 | 375 | 942 | 943 | 184 | 357 | 323 | 623 | 629 | 675 |
| Link Distance (ft) | | 610 | 610 | | 1332 | 1332 | | 1286 | 1286 | | | 1050 |
| Upstream Blk Time (%) | | 23 | 2 | | 3 | 4 | | | | | | 0 |
| Queuing Penalty (veh) | | 0 | 0 | | 0 | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 650 | 650 | |
| Storage Blk Time (%) | 3 | 23 | 2 | 0 | | | 10 | 24 | | 0 | 2 | 1 |
| Queuing Penalty (veh) | 14 | 97 | 11 | 0 | | | 14 | 43 | | 1 | 6 | 7 |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 561 | 225 | 456 | 569 | 698 | 300 |
| Average Queue (ft) | 327 | 90 | 286 | 297 | 293 | 92 |
| 95th Queue (ft) | 544 | 244 | 437 | 471 | 567 | 319 |
| Link Distance (ft) | 1050 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 225 | 500 | | | 300 |
| Storage Blk Time (%) | 26 | 0 | 1 | 1 | 2 | 1 |
| Queuing Penalty (veh) | 16 | 1 | 4 | 2 | 32 | 3 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | T | R | L |
| Maximum Queue (ft) | 62 | 131 | 110 | 38 | 7 | 2 | 104 |
| Average Queue (ft) | 16 | 46 | 32 | 8 | 0 | 0 | 39 |
| 95th Queue (ft) | 53 | 118 | 79 | 26 | 5 | 1 | 83 |
| Link Distance (ft) | 712 | 416 | | | 569 | | |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | | 60 | 275 |
| Storage Blk Time (%) | | | 0 | | | | |
| Queuing Penalty (veh) | | | 0 | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 92 | 68 | 280 | 159 | 356 | 330 | 56 | 185 | 342 | 337 | 38 |
| Average Queue (ft) | 35 | 19 | 119 | 23 | 184 | 148 | 6 | 53 | 129 | 147 | 9 |
| 95th Queue (ft) | 78 | 50 | 226 | 87 | 327 | 297 | 42 | 120 | 277 | 294 | 31 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 0 | | | 0 | 2 | 0 | | 0 | 1 | | |
| Queuing Penalty (veh) | 0 | | | 0 | 1 | 0 | | 0 | 1 | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 537 | 540 | 293 |
| Average Queue (ft) | 102 | 105 | 15 |
| 95th Queue (ft) | 431 | 437 | 155 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 521 | 519 |
| Average Queue (ft) | 348 | 378 |
| 95th Queue (ft) | 648 | 652 |
| Link Distance (ft) | 490 | 490 |
| Upstream Blk Time (%) | 2 | 3 |
| Queuing Penalty (veh) | 28 | 40 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 42 | 127 |
| Average Queue (ft) | 2 | 13 |
| 95th Queue (ft) | 32 | 84 |
| Link Distance (ft) | 1215 | 1215 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 138 | 158 | 93 | 74 | 723 | 704 | 486 | 636 | 200 |
| Average Queue (ft) | 63 | 85 | 27 | 68 | 305 | 279 | 227 | 468 | 101 |
| 95th Queue (ft) | 123 | 142 | 68 | 84 | 611 | 591 | 406 | 658 | 258 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | 0 | 1 | |
| Queuing Penalty (veh) | | | | | | | 1 | 12 | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 45 | 14 | | | 21 | 1 |
| Queuing Penalty (veh) | | | | 315 | 19 | | | 57 | 6 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | LTR | LTR | LTR |
| Maximum Queue (ft) | 3 | 31 | 72 | 89 |
| Average Queue (ft) | 0 | 6 | 31 | 41 |
| 95th Queue (ft) | 3 | 26 | 58 | 69 |
| Link Distance (ft) | | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 175 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

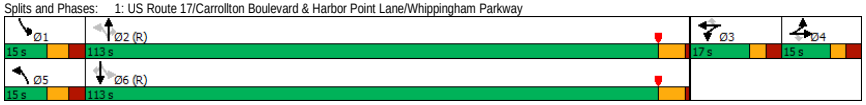
## Network Summary

Network wide Queuing Penalty: 1146

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1369 | 42 | 26 | 2712 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1369 | 42 | 26 | 2712 | 61 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.950 | | | 0.950 | | 0.034 | | | 0.151 | | |
| Satd. Flow (perm) | 0 | 1805 | 1615 | 0 | 1805 | 1455 | 65 | 3539 | 1568 | 287 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 109 | | | 109 | | | 109 | | | 109 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 13 | 44 | 1426 | 44 | 27 | 2825 | 64 |
| Lane Group Flow (vph) | 0 | 16 | 21 | 0 | 32 | 13 | 44 | 1426 | 44 | 27 | 2825 | 64 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 17.0 | 17.0 | 17.0 | 15.0 | 113.0 | 113.0 | 15.0 | 113.0 | 113.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | | 7.5 | 7.5 | | 8.2 | 8.2 | 126.4 | 124.6 | 124.6 | 124.0 | 121.6 | 121.6 |
| Actuated g/C Ratio | | 0.05 | 0.05 | | 0.05 | 0.05 | 0.79 | 0.78 | 0.78 | 0.78 | 0.76 | 0.76 |
| v/c Ratio | | 0.19 | 0.12 | | 0.34 | 0.07 | 0.37 | 0.52 | 0.04 | 0.10 | 1.04 | 0.05 |
| Control Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 31.5 | 6.6 | 0.1 | 5.3 | 51.7 | 0.2 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.3 | 0.0 |
| Total Delay | | 78.3 | 1.4 | | 82.5 | 0.8 | 31.5 | 6.6 | 0.1 | 5.3 | 77.0 | 0.2 |
| LOS | | E | A | | F | A | C | A | A | A | E | A |
| Approach Delay | | 34.6 | | | 58.9 | | | 7.2 | | | 74.6 | |
| Approach LOS | | C | | | E | | | A | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 51.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 100.0% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway







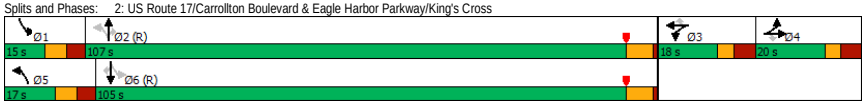

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1369 | 42 | 26 | 2712 | 61 |
| Future Volume (vph) | 15 | 0 | 20 | 31 | 0 | 12 | 42 | 1369 | 42 | 26 | 2712 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1615 | | 1805 | 1455 | 1805 | 3539 | 1568 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1615 | | 1805 | 1455 | 64 | 3539 | 1568 | 287 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 16 | 0 | 21 | 32 | 0 | 12 | 44 | 1426 | 44 | 27 | 2825 | 64 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 12 | 0 | 0 | 11 | 0 | 0 | 17 |
| Lane Group Flow (vph) | 0 | 16 | 1 | 0 | 32 | 1 | 44 | 1426 | 33 | 27 | 2825 | 47 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 11% | 0% | 2% | 3% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Effective Green, g (s) | | 6.1 | 6.1 | | 7.1 | 7.1 | 123.4 | 118.3 | 118.3 | 120.2 | 116.7 | 116.7 |
| Actuated g/C Ratio | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.77 | 0.74 | 0.74 | 0.75 | 0.73 | 0.73 |
| Clearance Time (s) | | 6.0 | 6.0 | | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 68 | 61 | | 80 | 64 | 104 | 2616 | 1159 | 248 | 2606 | 1177 |
| v/s Ratio Prot | | c0.01 | | | c0.02 | | c0.01 | 0.40 | | 0.00 | c0.79 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.31 | | 0.02 | 0.08 | | 0.03 |
| v/c Ratio | | 0.24 | 0.01 | | 0.40 | 0.01 | 0.42 | 0.55 | 0.03 | 0.11 | 1.08 | 0.04 |
| Uniform Delay, d1 | | 74.7 | 74.1 | | 74.4 | 73.1 | 46.1 | 9.1 | 5.5 | 6.7 | 21.6 | 6.0 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.93 | 0.64 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 1.8 | 0.1 | | 3.3 | 0.1 | 1.7 | 0.7 | 0.0 | 0.1 | 45.3 | 0.1 |
| Delay (s) | | 76.5 | 74.1 | | 77.6 | 73.1 | 90.8 | 6.5 | 5.6 | 6.8 | 66.9 | 6.1 |
| Level of Service | | E | E | | E | E | F | A | A | A | E | A |
| Approach Delay (s) | | 75.1 | | | 76.3 | | | 9.0 | | | 65.0 | |
| Approach LOS | | E | | | E | | | A | | | E | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 46.4 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | 0.98 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 25.0 | |
| Intersection Capacity Utilization | 100.0% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1354 | 20 | 27 | 2533 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1354 | 20 | 27 | 2533 | 203 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | 0.955 | | | 0.966 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.955 | | | 0.966 | | 0.036 | | | 0.140 | | |
| Satd. Flow (perm) | 0 | 1814 | 1615 | 0 | 1835 | 1495 | 68 | 3574 | 1509 | 266 | 3574 | 1615 |
| Satd. Flow (RTOR) | | | 119 | | | 119 | | | 126 | | | 126 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1440 | 21 | 29 | 2695 | 216 |
| Lane Group Flow (vph) | 0 | 92 | 67 | 0 | 24 | 17 | 112 | 1440 | 21 | 29 | 2695 | 216 |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 17.0 | 107.0 | 107.0 | 15.0 | 105.0 | 105.0 |
| Total Lost Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Act Effct Green (s) | | 12.6 | 12.6 | | 8.0 | 8.0 | 118.5 | 114.1 | 114.1 | 110.1 | 105.9 | 105.9 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.05 | 0.05 | 0.74 | 0.71 | 0.71 | 0.69 | 0.66 | 0.66 |
| v/c Ratio | | 0.65 | 0.28 | | 0.26 | 0.09 | 0.77 | 0.57 | 0.02 | 0.12 | 1.14 | 0.19 |
| Control Delay | | 92.0 | 3.0 | | 79.8 | 0.9 | 62.5 | 17.1 | 0.1 | 2.1 | 78.6 | 0.4 |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 |
| Total Delay | | 92.0 | 3.1 | | 79.8 | 0.9 | 62.5 | 17.1 | 0.1 | 2.1 | 79.0 | 0.4 |
| LOS | | F | A | | E | A | E | B | A | A | E | A |
| Approach Delay | | 54.6 | | | 47.1 | | | 20.1 | | | 72.5 | |
| Approach LOS | | D | | | D | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 148 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.14 | | | |
| Intersection Signal Delay: 54.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 104.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross







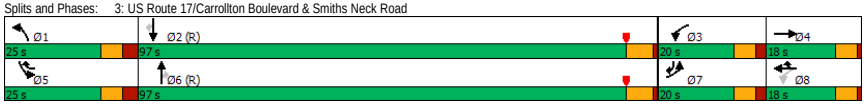

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1354 | 20 | 27 | 2533 | 203 |
| Future Volume (vph) | 82 | 5 | 63 | 16 | 7 | 16 | 105 | 1354 | 20 | 27 | 2533 | 203 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Lane Util. Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1814 | 1615 | | 1835 | 1495 | 1805 | 3574 | 1509 | 1805 | 3574 | 1615 |
| Flt Permitted | | 0.95 | 1.00 | | 0.97 | 1.00 | 0.04 | 1.00 | 1.00 | 0.14 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1814 | 1615 | | 1835 | 1495 | 69 | 3574 | 1509 | 265 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 87 | 5 | 67 | 17 | 7 | 17 | 112 | 1440 | 21 | 29 | 2695 | 216 |
| RTOR Reduction (vph) | 0 | 0 | 62 | 0 | 0 | 16 | 0 | 0 | 7 | 0 | 0 | 44 |
| Lane Group Flow (vph) | 0 | 92 | 5 | 0 | 24 | 1 | 112 | 1440 | 14 | 29 | 2695 | 172 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 0% | 0% | 8% | 0% | 1% | 7% | 0% | 1% | 0% |
| Turn Type | Split | NA | Perm | Split | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 4 | 4 | | 3 | 3 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 3 | 2 | | 2 | 6 | | 6 |
| Actuated Green, G (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Effective Green, g (s) | | 12.6 | 12.6 | | 6.6 | 6.6 | 118.5 | 109.7 | 109.7 | 108.1 | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.04 | 0.04 | 0.74 | 0.69 | 0.69 | 0.68 | 0.65 | 0.65 |
| Clearance Time (s) | | 7.0 | 7.0 | | 7.0 | 7.0 | 7.5 | 6.0 | 6.0 | 7.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | 3.0 | 3.0 | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 5.0 |
| Lane Grp Cap (vph) | | 142 | 127 | | 75 | 61 | 146 | 2450 | 1034 | 213 | 2334 | 1054 |
| v/s Ratio Prot | | c0.05 | | | c0.01 | | c0.04 | c0.40 | | 0.00 | c0.75 | |
| v/s Ratio Perm | | | 0.00 | | | 0.00 | 0.52 | | 0.01 | 0.09 | | 0.11 |
| v/c Ratio | | 0.65 | 0.04 | | 0.32 | 0.01 | 0.77 | 0.59 | 0.01 | 0.14 | 1.15 | 0.16 |
| Uniform Delay, d1 | | 71.5 | 68.1 | | 74.5 | 73.6 | 54.4 | 13.2 | 8.0 | 10.8 | 27.8 | 10.8 |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.96 | 1.23 | 1.00 | 0.27 | 0.33 | 0.06 |
| Incremental Delay, d2 | | 9.8 | 0.1 | | 2.5 | 0.1 | 17.8 | 0.9 | 0.0 | 0.1 | 71.1 | 0.1 |
| Delay (s) | | 81.3 | 68.3 | | 77.0 | 73.6 | 69.9 | 17.1 | 8.0 | 3.0 | 80.2 | 0.8 |
| Level of Service | | F | E | | E | E | E | B | A | A | F | A |
| Approach Delay (s) | | 75.8 | | | 75.6 | | | 20.8 | | | 73.6 | |
| Approach LOS | | E | | | E | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | | 56.1 | HCM 2000 Level of Service | | E |
| HCM 2000 Volume to Capacity ratio | | 1.05 | | | |
| Actuated Cycle Length (s) | | 160.0 | Sum of lost time (s) | | 27.5 |
| Intersection Capacity Utilization | | 104.4% | ICU Level of Service | | G |
| Analysis Period (min) | | 15 | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 52 | 80 | 132 | 106 | 39 | 197 | 1018 | 101 | 102 | 2138 | 410 |
| Future Volume (vph) | 254 | 52 | 80 | 132 | 106 | 39 | 197 | 1018 | 101 | 102 | 2138 | 410 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.909 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3502 | 1717 | 0 | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.323 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3502 | 1717 | 0 | 614 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Satd. Flow (RTOR) | | 37 | | | | 61 | | | 106 | | | 122 |
| Adj. Flow (vph) | 276 | 57 | 87 | 143 | 115 | 42 | 214 | 1107 | 110 | 111 | 2324 | 446 |
| Lane Group Flow (vph) | 276 | 144 | 0 | 143 | 115 | 42 | 214 | 1107 | 110 | 111 | 2324 | 446 |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Total Split (s) | 20.0 | 18.0 | | 20.0 | 18.0 | | 25.0 | 97.0 | 97.0 | 25.0 | 97.0 | 20.0 |
| Total Lost Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Act Effct Green (s) | 14.0 | 13.0 | | 24.8 | 12.4 | 33.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 111.0 |
| Actuated g/C Ratio | 0.09 | 0.08 | | 0.16 | 0.08 | 0.21 | 0.12 | 0.60 | 0.60 | 0.09 | 0.57 | 0.69 |
| v/c Ratio | 0.90 | 0.83 | | 0.74 | 0.78 | 0.11 | 1.02 | 0.53 | 0.11 | 0.70 | 1.14 | 0.39 |
| Control Delay | 103.0 | 88.2 | | 78.7 | 104.8 | 5.1 | 145.3 | 5.3 | 0.9 | 99.4 | 79.8 | 1.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| Total Delay | 103.0 | 88.2 | | 78.7 | 104.8 | 5.1 | 145.3 | 5.3 | 0.9 | 99.4 | 79.9 | 1.4 |
| LOS | F | F | | E | F | A | F | A | A | F | E | A |
| Approach Delay | | 97.9 | | | 78.4 | | | 25.9 | | | 68.5 | |
| Approach LOS | | F | | | E | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 4 (3%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.14 | | | |
| Intersection Signal Delay: 59.4 | | Intersection LOS: E | |
| Intersection Capacity Utilization 104.1% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

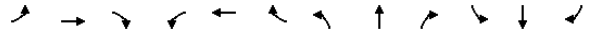







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 254 | 52 | 80 | 132 | 106 | 39 | 197 | 1018 | 101 | 102 | 2138 | 410 |
| Future Volume (vph) | 254 | 52 | 80 | 132 | 106 | 39 | 197 | 1018 | 101 | 102 | 2138 | 410 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | 5.0 | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.91 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3502 | 1717 | | 1805 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | | 0.32 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3502 | 1717 | | 613 | 1900 | 1615 | 1805 | 3539 | 1615 | 1770 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 276 | 57 | 87 | 143 | 115 | 42 | 214 | 1107 | 110 | 111 | 2324 | 446 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 43 | 0 | 0 | 42 |
| Lane Group Flow (vph) | 276 | 110 | 0 | 143 | 115 | 8 | 214 | 1107 | 67 | 111 | 2324 | 404 |
| Heavy Vehicles (%) | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 2% | 0% | 2% | 1% | 1% |
| Turn Type | Prot | NA | | pm+pt | NA | pt+ov | Prot | NA | Perm | Prot | NA | pm+ov |
| Protected Phases | 7 | 4 | | 3 | 8 | 8 5 | 1 | 6 | | 5 | 2 | 7 |
| Permitted Phases | | | | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | 14.0 | 13.0 | | 25.8 | 12.4 | 31.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 105.0 |
| Effective Green, g (s) | 14.0 | 13.0 | | 25.8 | 12.4 | 31.7 | 18.6 | 95.3 | 95.3 | 14.3 | 91.0 | 105.0 |
| Actuated g/C Ratio | 0.09 | 0.08 | | 0.16 | 0.08 | 0.20 | 0.12 | 0.60 | 0.60 | 0.09 | 0.57 | 0.66 |
| Clearance Time (s) | 6.0 | 5.0 | | 6.0 | 5.0 | | 7.0 | 6.0 | 6.0 | 7.0 | 6.0 | 6.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 2.5 | 5.0 | 3.0 |
| Lane Grp Cap (vph) | 306 | 139 | | 198 | 147 | 319 | 209 | 2107 | 961 | 158 | 2032 | 1109 |
| v/s Ratio Prot | c0.08 | c0.06 | | 0.06 | 0.06 | 0.01 | c0.12 | c0.31 | | 0.06 | c0.65 | 0.03 |
| v/s Ratio Perm | | | | 0.06 | | | | | 0.04 | | | 0.22 |
| v/c Ratio | 0.90 | 0.79 | | 0.72 | 0.78 | 0.03 | 1.02 | 0.53 | 0.07 | 0.70 | 1.14 | 0.36 |
| Uniform Delay, d1 | 72.3 | 72.2 | | 61.3 | 72.5 | 51.7 | 70.7 | 19.0 | 13.6 | 70.8 | 34.5 | 12.4 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.24 | 0.22 | 0.25 | 1.38 | 0.30 | 0.18 |
| Incremental Delay, d2 | 27.9 | 25.7 | | 12.2 | 23.2 | 0.0 | 64.8 | 0.8 | 0.1 | 1.2 | 65.3 | 0.0 |
| Delay (s) | 100.2 | 97.9 | | 73.5 | 95.7 | 51.7 | 152.5 | 5.1 | 3.6 | 98.9 | 75.7 | 2.2 |
| Level of Service | F | F | | E | F | D | F | A | A | F | E | A |
| Approach Delay (s) | | 99.4 | | | 79.0 | | | 27.0 | | | 65.2 | |
| Approach LOS | | F | | | E | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 58.0 | HCM 2000 Level of Service | | E | |
| HCM 2000 Volume to Capacity ratio | 1.08 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 104.1% | ICU Level of Service | | G | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

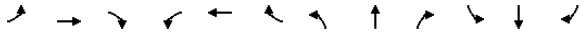


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1478 | 22 | 14 | 2261 | 38 |
| Future Volume (vph) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1478 | 22 | 14 | 2261 | 38 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.865 | | | 0.865 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Flt Permitted | | | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 0 | 1644 | 0 | 0 | 1644 | 1787 | 3574 | 1615 | 1805 | 3574 | 1615 |
| Adj. Flow (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1572 | 23 | 15 | 2405 | 40 |
| Lane Group Flow (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1572 | 23 | 15 | 2405 | 40 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 74.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |







| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1478 | 22 | 14 | 2261 | 38 |
| Future Volume (Veh/h) | 0 | 0 | 20 | 0 | 0 | 32 | 100 | 1478 | 22 | 14 | 2261 | 38 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 0 | 21 | 0 | 0 | 34 | 106 | 1572 | 23 | 15 | 2405 | 40 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1315 | |
| pX, platoon unblocked | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | | 0.44 | | | | | |
| vC, conflicting volume | 3467 | 4242 | 1202 | 3038 | 4259 | 786 | 2445 | | | 1595 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 4065 | 5834 | 0 | 3086 | 5872 | 786 | 1734 | | | 1595 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 90 | 34 | | | 96 | | |
| cM capacity (veh/h) | 0 | 0 | 478 | 1 | 0 | 339 | 160 | | | 416 | | |

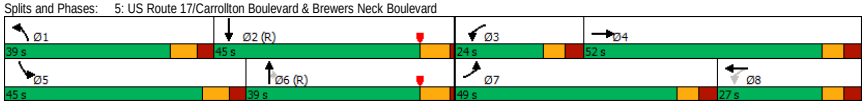
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 | SB 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 21 | 34 | 106 | 786 | 786 | 23 | 15 | 1202 | 1202 | 40 |
| Volume Left | 0 | 0 | 106 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| Volume Right | 21 | 34 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 40 |
| cSH | 478 | 339 | 160 | 1700 | 1700 | 1700 | 416 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.10 | 0.66 | 0.46 | 0.46 | 0.01 | 0.04 | 0.71 | 0.71 | 0.02 |
| Queue Length 95th (ft) | 3 | 8 | 95 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Control Delay (s) | 12.9 | 16.8 | 63.7 | 0.0 | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | C | F | | | | B | | | |
| Approach Delay (s) | 12.9 | 16.8 | 4.0 | | | | 0.1 | | | |
| Approach LOS | B | C | | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 1.8 | | | |
| Intersection Capacity Utilization | | 74.7% | ICU Level of Service | | D |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 856 | 199 | 721 | 175 | 301 | 71 | 619 | 662 | 61 | 347 | 751 | 1362 |
| Future Volume (vph) | 856 | 199 | 721 | 175 | 301 | 71 | 619 | 662 | 61 | 347 | 751 | 1362 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.971 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3437 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.950 | | | 0.627 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1168 | 3437 | 0 | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Satd. Flow (RTOR) | | | 575 | | 15 | | | | 188 | | | 628 |
| Adj. Flow (vph) | 901 | 209 | 759 | 184 | 317 | 75 | 652 | 697 | 64 | 365 | 791 | 1434 |
| Lane Group Flow (vph) | 901 | 209 | 759 | 184 | 392 | 0 | 652 | 697 | 64 | 365 | 791 | 1434 |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Total Split (s) | 49.0 | 52.0 | | 24.0 | 27.0 | | 39.0 | 39.0 | 39.0 | 45.0 | 45.0 | |
| Total Lost Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Act Effct Green (s) | 41.5 | 46.0 | 160.0 | 34.1 | 19.3 | | 31.2 | 34.7 | 34.7 | 35.0 | 38.5 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.20 | 0.22 | 0.22 | 0.22 | 0.24 | 1.00 |
| v/c Ratio | 1.01 | 0.39 | 0.48 | 0.61 | 0.92 | | 0.97 | 0.90 | 0.13 | 0.93 | 0.92 | 0.90 |
| Control Delay | 91.0 | 48.8 | 1.1 | 42.5 | 93.0 | | 79.9 | 77.9 | 2.4 | 93.4 | 62.1 | 20.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 91.0 | 48.8 | 1.1 | 42.5 | 93.0 | | 79.9 | 77.9 | 2.4 | 93.4 | 62.1 | 20.8 |
| LOS | F | D | A | D | F | | E | E | A | F | E | C |
| Approach Delay | | 49.7 | | | 76.9 | | | 75.4 | | | 43.7 | |
| Approach LOS | | D | | | E | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 30 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 55.4 | | Intersection LOS: E | |
| Intersection Capacity Utilization 97.4% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard








| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 856 | 199 | 721 | 175 | 301 | 71 | 619 | 662 | 61 | 347 | 751 | 1362 |
| Future Volume (vph) | 856 | 199 | 721 | 175 | 301 | 71 | 619 | 662 | 61 | 347 | 751 | 1362 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.5 | 7.5 | 4.0 | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1568 | 1770 | 3438 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1568 | 1168 | 3438 | | 3433 | 3574 | 1583 | 1805 | 3574 | 1599 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 901 | 209 | 759 | 184 | 317 | 75 | 652 | 697 | 64 | 365 | 791 | 1434 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 901 | 209 | 759 | 184 | 379 | 0 | 652 | 697 | 14 | 365 | 791 | 1434 |
| Heavy Vehicles (%) | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 1% | 2% | 0% | 1% | 1% |
| Turn Type | Prot | NA | Free | pm+pt | NA | | Prot | NA | Perm | Prot | NA | Free |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | Free | 8 | | | | | 6 | | | Free |
| Actuated Green, G (s) | 41.5 | 46.0 | 160.0 | 34.1 | 19.3 | | 31.2 | 34.7 | 34.7 | 35.0 | 38.5 | 160.0 |
| Effective Green, g (s) | 41.5 | 46.0 | 160.0 | 34.1 | 19.3 | | 31.2 | 34.7 | 34.7 | 35.0 | 38.5 | 160.0 |
| Actuated g/C Ratio | 0.26 | 0.29 | 1.00 | 0.21 | 0.12 | | 0.19 | 0.22 | 0.22 | 0.22 | 0.24 | 1.00 |
| Clearance Time (s) | 7.5 | 7.5 | | 7.5 | 7.5 | | 8.0 | 6.5 | 6.5 | 8.0 | 6.5 | |
| Vehicle Extension (s) | 3.5 | 3.5 | | 3.0 | 3.0 | | 2.5 | 5.0 | 5.0 | 3.0 | 5.0 | |
| Lane Grp Cap (vph) | 890 | 535 | 1568 | 304 | 414 | | 669 | 775 | 343 | 394 | 859 | 1599 |
| v/s Ratio Prot | c0.26 | 0.11 | | 0.06 | 0.11 | | 0.19 | 0.20 | | 0.20 | 0.22 | |
| v/s Ratio Perm | | | 0.48 | 0.07 | | | | | 0.01 | | | c0.90 |
| v/c Ratio | 1.01 | 0.39 | 0.48 | 0.61 | 0.91 | | 0.97 | 0.90 | 0.04 | 0.93 | 0.92 | 0.90 |
| Uniform Delay, d1 | 59.2 | 45.8 | 0.0 | 55.3 | 69.5 | | 64.0 | 61.0 | 49.5 | 61.2 | 59.3 | 0.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.82 | 1.04 | 1.00 | 1.19 | 0.85 | 1.00 |
| Incremental Delay, d2 | 33.3 | 0.6 | 1.1 | 3.4 | 24.4 | | 26.7 | 14.3 | 0.2 | 19.6 | 11.5 | 5.5 |
| Delay (s) | 92.5 | 46.3 | 1.1 | 58.7 | 94.0 | | 79.1 | 78.0 | 49.7 | 92.7 | 62.0 | 5.5 |
| Level of Service | F | D | A | E | F | | E | E | D | F | E | A |
| Approach Delay (s) | | 50.2 | | | 82.7 | | | 77.2 | | | 35.0 | |
| Approach LOS | | D | | | F | | | E | | | D | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 52.9 | HCM 2000 Level of Service | | D | |
| HCM 2000 Volume to Capacity ratio | 1.10 | | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | | 29.5 | |
| Intersection Capacity Utilization | 97.4% | ICU Level of Service | | F | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 4 | 0 | 9 | 30 | 0 | 53 | 15 | 1223 | 68 | 82 | 1399 | 7 |
| Future Volume (vph) | 4 | 0 | 9 | 30 | 0 | 53 | 15 | 1223 | 68 | 82 | 1399 | 7 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.904 | | | | 0.850 | | | 0.850 | | 0.999 | |
| Flt Protected | | 0.986 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1694 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Flt Permitted | | 0.986 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1694 | 0 | 0 | 1703 | 1553 | 1805 | 3574 | 1553 | 1805 | 3536 | 0 |
| Adj. Flow (vph) | 4 | 0 | 10 | 32 | 0 | 56 | 16 | 1301 | 72 | 87 | 1488 | 7 |
| Lane Group Flow (vph) | 0 | 14 | 0 | 0 | 32 | 56 | 16 | 1301 | 72 | 87 | 1495 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 0 | 9 | 30 | 0 | 53 | 15 | 1223 | 68 | 82 | 1399 | 7 |
| Future Volume (Veh/h) | 4 | 0 | 9 | 30 | 0 | 53 | 15 | 1223 | 68 | 82 | 1399 | 7 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 0 | 10 | 32 | 0 | 56 | 16 | 1301 | 72 | 87 | 1488 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | 9 | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | 1135 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | 0.80 | | | | | |
| vC, conflicting volume | 2348 | 3070 | 748 | 2261 | 3002 | 650 | 1495 | | | 1373 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2181 | 3089 | 169 | 2071 | 3003 | 650 | 1109 | | | 1373 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.6 | 6.5 | 7.0 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 74 | 100 | 99 | 0 | 100 | 86 | 97 | | | 83 | | |
| cM capacity (veh/h) | 15 | 8 | 677 | 20 | 9 | 407 | 507 | | | 506 | | |

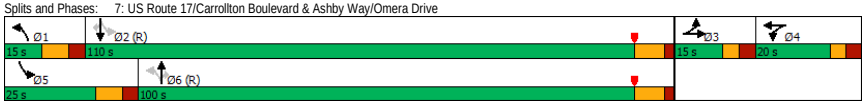
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | NB 4 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 14 | 88 | 16 | 650 | 650 | 72 | 87 | 992 | 503 |
| Volume Left | 4 | 32 | 16 | 0 | 0 | 0 | 87 | 0 | 0 |
| Volume Right | 10 | 56 | 0 | 0 | 0 | 72 | 0 | 0 | 7 |
| cSH | 51 | 54 | 507 | 1700 | 1700 | 1700 | 506 | 1700 | 1700 |
| Volume to Capacity | 0.28 | 1.62 | 0.03 | 0.38 | 0.38 | 0.04 | 0.17 | 0.58 | 0.30 |
| Queue Length 95th (ft) | 24 | 206 | 2 | 0 | 0 | 0 | 15 | 0 | 0 |
| Control Delay (s) | 100.9 | 271.3 | 12.3 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 |
| Lane LOS | F | F | B | | | | B | | |
| Approach Delay (s) | 100.9 | 271.3 | 0.1 | | | | 0.7 | | |
| Approach LOS | F | F | | | | | | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | | 8.7 | | | |
| Intersection Capacity Utilization | | 56.7% | ICU Level of Service | | B |
| Analysis Period (min) | | 15 | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1133 | 28 | 114 | 1356 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1133 | 28 | 114 | 1356 | 52 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 0.898 | | | 0.916 | | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.950 | | | | 0.984 | | 0.136 | | | 0.177 | | |
| Satd. Flow (perm) | 1805 | 1706 | 0 | 0 | 1670 | 0 | 258 | 3539 | 1615 | 330 | 3574 | 1615 |
| Satd. Flow (RTOR) | | 17 | | | 41 | | | | 170 | | | 116 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1144 | 28 | 115 | 1370 | 53 |
| Lane Group Flow (vph) | 39 | 25 | 0 | 0 | 170 | 0 | 32 | 1144 | 28 | 115 | 1370 | 53 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Total Split (s) | 15.0 | 15.0 | | 20.0 | 20.0 | | 15.0 | 100.0 | 100.0 | 25.0 | 110.0 | 110.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Act Effct Green (s) | 9.4 | 9.4 | | | 20.1 | | 103.3 | 96.6 | 96.6 | 108.9 | 101.7 | 101.7 |
| Actuated g/C Ratio | 0.06 | 0.06 | | | 0.13 | | 0.65 | 0.60 | 0.60 | 0.68 | 0.64 | 0.64 |
| v/c Ratio | 0.37 | 0.22 | | | 0.69 | | 0.14 | 0.54 | 0.03 | 0.38 | 0.60 | 0.05 |
| Control Delay | 81.7 | 40.0 | | | 65.0 | | 10.8 | 21.4 | 0.0 | 8.7 | 12.0 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 81.7 | 40.0 | | | 65.0 | | 10.8 | 21.4 | 0.0 | 8.7 | 12.0 | 0.1 |
| LOS | F | D | | | E | | B | C | A | A | B | A |
| Approach Delay | | 65.4 | | | 65.0 | | | 20.7 | | | 11.3 | |
| Approach LOS | | E | | | E | | | C | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 155 (97%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.69 | | | |
| Intersection Signal Delay: 19.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 77.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive







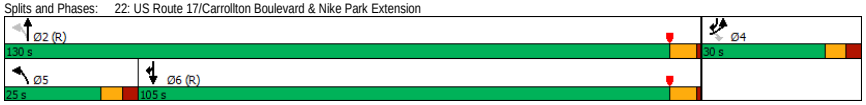

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1133 | 28 | 114 | 1356 | 52 |
| Future Volume (vph) | 39 | 8 | 17 | 55 | 8 | 105 | 32 | 1133 | 28 | 114 | 1356 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Lane Util. Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 0.90 | | | 0.92 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1805 | 1706 | | | 1670 | | 1805 | 3539 | 1615 | 1770 | 3574 | 1615 |
| Flt Permitted | 0.95 | 1.00 | | | 0.98 | | 0.14 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1805 | 1706 | | | 1670 | | 258 | 3539 | 1615 | 330 | 3574 | 1615 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 39 | 8 | 17 | 56 | 8 | 106 | 32 | 1144 | 28 | 115 | 1370 | 53 |
| RTOR Reduction (vph) | 0 | 16 | 0 | 0 | 36 | 0 | 0 | 0 | 11 | 0 | 0 | 20 |
| Lane Group Flow (vph) | 39 | 9 | 0 | 0 | 134 | 0 | 32 | 1144 | 17 | 115 | 1370 | 33 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 0% | 3% | 0% | 2% | 0% | 2% | 1% | 0% |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | 3 | 3 | | 4 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | | | | | 6 | | 6 | 2 | | 2 |
| Actuated Green, G (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Effective Green, g (s) | 7.8 | 7.8 | | | 20.1 | | 101.2 | 95.5 | 95.5 | 108.0 | 98.9 | 98.9 |
| Actuated g/C Ratio | 0.05 | 0.05 | | | 0.13 | | 0.63 | 0.60 | 0.60 | 0.68 | 0.62 | 0.62 |
| Clearance Time (s) | 6.0 | 6.0 | | | 6.0 | | 8.0 | 7.5 | 7.5 | 8.0 | 7.5 | 7.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 87 | 83 | | | 209 | | 218 | 2112 | 963 | 304 | 2209 | 998 |
| v/s Ratio Prot | c0.02 | 0.01 | | | c0.08 | | 0.01 | 0.32 | | c0.02 | c0.38 | |
| v/s Ratio Perm | | | | | | | 0.09 | | 0.01 | 0.23 | | 0.02 |
| v/c Ratio | 0.45 | 0.11 | | | 0.64 | | 0.15 | 0.54 | 0.02 | 0.38 | 0.62 | 0.03 |
| Uniform Delay, d1 | 74.0 | 72.8 | | | 66.5 | | 14.1 | 19.2 | 13.1 | 12.4 | 18.9 | 11.9 |
| Progression Factor | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 0.67 | 0.55 | 1.00 |
| Incremental Delay, d2 | 3.6 | 0.6 | | | 6.6 | | 0.3 | 1.0 | 0.0 | 0.6 | 1.0 | 0.0 |
| Delay (s) | 77.7 | 73.3 | | | 73.1 | | 14.4 | 20.2 | 13.2 | 8.9 | 11.5 | 12.0 |
| Level of Service | E | E | | | E | | B | C | B | A | B | B |
| Approach Delay (s) | | 76.0 | | | 73.1 | | | 19.9 | | | 11.3 | |
| Approach LOS | | E | | | E | | | B | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 19.7 | HCM 2000 Level of Service | B | |
| HCM 2000 Volume to Capacity ratio | 0.61 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 27.5 | |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service | D | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1408 | 2036 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1408 | 2036 | 274 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.950 | | 0.033 | | | |
| Satd. Flow (perm) | 3433 | 1583 | 61 | 3539 | 3539 | 1583 |
| Satd. Flow (RTOR) | | 54 | | | | 267 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1530 | 2213 | 298 |
| Lane Group Flow (vph) | 185 | 54 | 141 | 1530 | 2213 | 298 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Total Split (s) | 30.0 | 30.0 | 25.0 | 130.0 | 105.0 | |
| Total Lost Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Act Effct Green (s) | 14.1 | 14.1 | 131.9 | 132.9 | 112.6 | 133.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.82 | 0.83 | 0.70 | 0.84 |
| v/c Ratio | 0.61 | 0.29 | 0.74 | 0.52 | 0.89 | 0.22 |
| Control Delay | 78.7 | 18.9 | 30.6 | 11.4 | 5.8 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 78.7 | 18.9 | 30.6 | 11.4 | 5.8 | 0.0 |
| LOS | E | B | C | B | A | A |
| Approach Delay | 65.2 | | | 13.0 | 5.1 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Cycle Length: 160 | | | |
| Actuated Cycle Length: 160 | | | |
| Offset: 45 (28%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 11.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 86.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 22: US Route 17/Carrollton Boulevard & Nike Park Extension



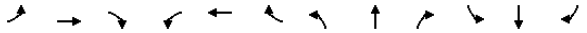





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 170 | 50 | 130 | 1408 | 2036 | 274 |
| Future Volume (vph) | 170 | 50 | 130 | 1408 | 2036 | 274 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | 6.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1583 | 1770 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 0.03 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1583 | 62 | 3539 | 3539 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 185 | 54 | 141 | 1530 | 2213 | 298 |
| RTOR Reduction (vph) | 0 | 49 | 0 | 0 | 0 | 45 |
| Lane Group Flow (vph) | 185 | 5 | 141 | 1530 | 2213 | 253 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | pt+ov |
| Protected Phases | 4 | | 5 | 2 | 6 | 6 4 |
| Permitted Phases | | 4 | 2 | | | |
| Actuated Green, G (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Effective Green, g (s) | 14.1 | 14.1 | 132.9 | 132.9 | 112.7 | 132.8 |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.83 | 0.83 | 0.70 | 0.83 |
| Clearance Time (s) | 7.0 | 7.0 | 7.0 | 6.0 | 6.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 302 | 139 | 192 | 2939 | 2492 | 1313 |
| v/s Ratio Prot | c0.05 | | c0.06 | 0.43 | c0.63 | 0.16 |
| v/s Ratio Perm | | 0.00 | 0.55 | | | |
| v/c Ratio | 0.61 | 0.03 | 0.73 | 0.52 | 0.89 | 0.19 |
| Uniform Delay, d1 | 70.3 | 66.7 | 55.5 | 4.0 | 18.7 | 2.8 |
| Progression Factor | 1.00 | 1.00 | 0.56 | 2.58 | 0.20 | 0.00 |
| Incremental Delay, d2 | 3.7 | 0.1 | 4.4 | 0.2 | 0.5 | 0.0 |
| Delay (s) | 74.0 | 66.8 | 35.7 | 10.6 | 4.3 | 0.0 |
| Level of Service | E | E | D | B | A | A |
| Approach Delay (s) | 72.4 | | | 12.8 | 3.8 | |
| Approach LOS | E | | | B | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.85 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 86.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 8 | 65 | 0 | 7 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| Future Volume (vph) | 175 | 8 | 65 | 0 | 7 | 0 | 89 | 7 | 0 | 0 | 7 | 141 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.867 | | | | | | | | | 0.872 | |
| Flt Protected | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (prot) | 1770 | 1615 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Flt Permitted | 0.950 | | | | | | | 0.956 | | | | |
| Satd. Flow (perm) | 1770 | 1615 | 0 | 0 | 1863 | 0 | 0 | 1781 | 0 | 0 | 1624 | 0 |
| Adj. Flow (vph) | 190 | 9 | 71 | 0 | 8 | 0 | 97 | 8 | 0 | 0 | 8 | 153 |
| Lane Group Flow (vph) | 190 | 80 | 0 | 0 | 8 | 0 | 0 | 105 | 0 | 0 | 161 | 0 |
| Sign Control | | Free | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 40.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |





Intersection Sign configuration not allowed in HCM analysis.

## Intersection: 1: US Route 17/Carrollton Boulevard & Harbor Point Lane/Whippingham Parkway

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 154 | 93 | 73 | 79 | 99 | 368 | 375 | 115 | 40 | 149 | 171 | 13 |
| Average Queue (ft) | 67 | 23 | 20 | 28 | 13 | 191 | 209 | 5 | 5 | 41 | 58 | 1 |
| 95th Queue (ft) | 127 | 61 | 53 | 65 | 60 | 355 | 373 | 52 | 21 | 110 | 139 | 7 |
| Link Distance (ft) | 892 | | 1111 | | | 490 | 490 | | | 4237 | 4237 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 170 | | 550 | 280 | | | 215 | 220 | | | 230 |
| Storage Blk Time (%) | 0 | 0 | | | 0 | 2 | 8 | 0 | | | 0 | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | 0 | 1 | 0 | | | 0 | |

## Intersection: 2: US Route 17/Carrollton Boulevard & Eagle Harbor Parkway/King's Cross

| Movement | EB | EB | WB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | LT | R | LT | R | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 450 | 207 | 103 | 65 | 264 | 865 | 895 | 105 | 24 | 200 | 221 | 56 |
| Average Queue (ft) | 213 | 64 | 21 | 26 | 46 | 607 | 624 | 5 | 2 | 88 | 112 | 8 |
| 95th Queue (ft) | 412 | 193 | 68 | 65 | 166 | 777 | 821 | 57 | 14 | 171 | 202 | 46 |
| Link Distance (ft) | 1075 | | 1206 | | | 970 | 970 | | | 549 | 549 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | | 220 | | 65 | 265 | | | 240 | 310 | | | 240 |
| Storage Blk Time (%) | 16 | 0 | 2 | 3 | 0 | 25 | 27 | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 12 | 0 | 0 | 1 | 1 | 13 | 1 | 0 | | | 0 | 0 |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 334 | 359 | 296 | 137 | 89 | 121 | 449 | 1181 | 1188 | 245 | 148 | 169 |
| Average Queue (ft) | 209 | 237 | 125 | 72 | 16 | 35 | 102 | 698 | 708 | 82 | 66 | 82 |
| 95th Queue (ft) | 310 | 340 | 237 | 133 | 62 | 84 | 331 | 1270 | 1276 | 258 | 125 | 149 |
| Link Distance (ft) | | | 1127 | | 178 | | | 1228 | 1228 | | | 970 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | 4 | 5 | | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | 41 | 49 | | | |
| Storage Bay Dist (ft) | 465 | 465 | | 150 | | 175 | 450 | | | 245 | 450 | |
| Storage Blk Time (%) | | 0 | 0 | 2 | 0 | 0 | 0 | 23 | 34 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 34 | 3 | | |

## Intersection: 3: US Route 17/Carrollton Boulevard & Smiths Neck Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 202 | 30 |
| Average Queue (ft) | 102 | 5 |
| 95th Queue (ft) | 168 | 21 |
| Link Distance (ft) | 970 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 820 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 4: US Route 17/Carrollton Boulevard & Northgate Lane

| Movement | EB | WB | NB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | R | R | L | T | T | R | L |
| Maximum Queue (ft) | 68 | 62 | 121 | 520 | 527 | 150 | 57 |
| Average Queue (ft) | 20 | 15 | 14 | 105 | 112 | 13 | 13 |
| 95th Queue (ft) | 49 | 60 | 73 | 551 | 574 | 113 | 42 |
| Link Distance (ft) | 1152 | 872 | | 1215 | 1215 | | |
| Upstream Blk Time (%) | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 1 | 1 | | |
| Storage Bay Dist (ft) | | | 245 | | | 300 | 300 |
| Storage Blk Time (%) | | | 0 | 6 | 6 | 0 | |
| Queuing Penalty (veh) | | | 0 | 1 | 2 | 1 | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | EB | EB | EB | EB | B10 | B10 | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | R | T | T | L | T | TR | L | L | T |
| Maximum Queue (ft) | 526 | 553 | 150 | 182 | 15 | 134 | 102 | 122 | 134 | 355 | 396 | 354 |
| Average Queue (ft) | 346 | 372 | 44 | 13 | 0 | 5 | 40 | 51 | 58 | 207 | 230 | 223 |
| 95th Queue (ft) | 488 | 508 | 109 | 100 | 8 | 136 | 83 | 101 | 113 | 318 | 346 | 327 |
| Link Distance (ft) | | 610 | 610 | | 1332 | 1332 | | 1286 | 1286 | | | 1050 |
| Upstream Blk Time (%) | | 0 | | | | 0 | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | 0 | | | | | | |
| Storage Bay Dist (ft) | 585 | | | 575 | | | 150 | | | 650 | 650 | |
| Storage Blk Time (%) | 0 | 0 | | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | | | 0 | 0 | | | | |

## Intersection: 5: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard

| Movement | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | R | L | T | T | R |
| Maximum Queue (ft) | 376 | 185 | 141 | 290 | 268 | 89 |
| Average Queue (ft) | 237 | 26 | 56 | 177 | 151 | 2 |
| 95th Queue (ft) | 340 | 123 | 112 | 265 | 238 | 44 |
| Link Distance (ft) | 1050 | | | 1181 | 1181 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 225 | 500 | | | 300 |
| Storage Blk Time (%) | 11 | 0 | | | 0 | 0 |
| Queuing Penalty (veh) | 2 | 0 | | | 0 | 0 |

## Intersection: 6: US Route 17/Carrollton Boulevard & Deep Bottom Drive/Channell Way

| Movement | EB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | LTR | LT | R | L | R | L |
| Maximum Queue (ft) | 58 | 96 | 93 | 26 | 3 | 48 |
| Average Queue (ft) | 6 | 33 | 36 | 3 | 0 | 10 |
| 95th Queue (ft) | 32 | 76 | 70 | 16 | 3 | 33 |
| Link Distance (ft) | 712 | 416 | | | | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | 225 | 140 | 60 | 275 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 7: US Route 17/Carrollton Boulevard & Ashby Way/Omera Drive

| Movement | EB | EB | WB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | LTR | L | T | T | R | L | T | T | R |
| Maximum Queue (ft) | 118 | 79 | 218 | 36 | 280 | 266 | 26 | 99 | 209 | 201 | 30 |
| Average Queue (ft) | 55 | 21 | 79 | 7 | 131 | 95 | 3 | 31 | 68 | 79 | 2 |
| 95th Queue (ft) | 103 | 61 | 166 | 25 | 243 | 212 | 15 | 75 | 157 | 162 | 14 |
| Link Distance (ft) | | 644 | 713 | | 1440 | 1440 | | | 1077 | 1077 | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 135 | | | 275 | | | 350 | 300 | | | 630 |
| Storage Blk Time (%) | 1 | 0 | | | 0 | 0 | | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | 0 | 0 | | | | | |

## Intersection: 10: Bend

| Movement | WB | WB | WB |
|---|---|---|---|
| Directions Served | T | T | |
| Maximum Queue (ft) | 200 | 208 | 52 |
| Average Queue (ft) | 12 | 11 | 4 |
| 95th Queue (ft) | 138 | 130 | 72 |
| Link Distance (ft) | 610 | 610 | 610 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 16: US Route 17/Carrollton Boulevard & Site A

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 65 | 80 |
| Average Queue (ft) | 2 | 4 |
| 95th Queue (ft) | 49 | 55 |
| Link Distance (ft) | 549 | 549 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: US Route 17/Carrollton Boulevard & Site B

| Movement | NB | NB |
|---|---|---|
| Directions Served | T | TR |
| Maximum Queue (ft) | 19 | 20 |
| Average Queue (ft) | 2 | 2 |
| 95th Queue (ft) | 34 | 34 |
| Link Distance (ft) | 632 | 632 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 19: US Route 17/Carrollton Boulevard & Site C

| Movement |
|---|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

## Intersection: 22: US Route 17/Carrollton Boulevard & Nike Park Extension

| Movement | EB | EB | EB | NB | NB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | L | T | T | T | T | R |
| Maximum Queue (ft) | 249 | 272 | 59 | 53 | 316 | 316 | 148 | 257 | 166 |
| Average Queue (ft) | 139 | 164 | 17 | 16 | 114 | 111 | 47 | 111 | 8 |
| 95th Queue (ft) | 222 | 240 | 42 | 44 | 243 | 245 | 111 | 218 | 69 |
| Link Distance (ft) | | 1339 | | | 1181 | 1181 | 632 | 632 | |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 650 | | 430 | 75 | | | | | 200 |
| Storage Blk Time (%) | | | | 0 | 10 | | | 1 | 0 |
| Queuing Penalty (veh) | | | | 1 | 3 | | | 1 | 0 |

## Intersection: 33: Bojangles Driveway/7-Eleven Driveway & Smiths Neck Road

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | LTR | LTR | LTR |
| Maximum Queue (ft) | 30 | 57 | 53 |
| Average Queue (ft) | 8 | 24 | 25 |
| 95th Queue (ft) | 29 | 44 | 47 |
| Link Distance (ft) | 650 | 468 | 414 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Network Summary

Network wide Queuing Penalty: 186

MSA, P.C.
5032 Rouse Drive, Suite 200
Virginia Beach, VA 23462-3764
757-490-9264 | www.msaonline.com

Environmental Sciences • Surveying • Civil & Environmental Engineering

August 25, 2021

U.S. Army Corps of Engineers, Norfolk District
Regulatory Office
803 Front Street
Norfolk, VA 23510-1096

**RE: The Crossings – Tower Property; MSA Project Number 18075E**

Greetings Regulatory Staff,

On behalf of Franciscus Homes, Inc., MSA, P.C. is pleased to submit this wetland delineation for the approximately 12.2-acre property located at 23067 Channell Way, Carrollton, Isle of Wight, Virginia. Franciscus Homes, Inc. is proposing a residential development on the subject property. Approximately 0.342 acres of wetlands exist on the site, associated with two low areas on the property. Please see the enclosed Wetland Delineation Exhibit of the subject property for the locations of the wetlands. Datasheets were generated documenting wetland and upland conditions, attached for your review.

Please have a representative from your office contact me regarding a field confirmation of the delineation as soon as possible. Thank you for your assistance with this project.

Sincerely;

Nikolai Karlov
Environmental Technician

Nikolai Karlov

# NORFOLK DISTRICT REGULATORY OFFICE PRE-APPLICATION AND/OR JURISDICTIONAL WATERS DETERMINATION REQUEST FORM

This form is used when you want to determine if areas on your property fall under regulatory requirements of the U.S. Army Corps of Engineers (USACE). Please supply the following information and supporting documents described below. This form can be filled out online and/or printed and then mailed, faxed, or e-mailed to the Norfolk District. Submitting this request authorizes the US Army Corps of Engineers to field inspect the property site, if necessary, to help in the determination process. **THIS FORM MUST BE SIGNED BY THE PROPERTY OWNER TO BE CONSIDERED A FORMAL REQUEST.**

The printed form and supporting documents should be mailed to:

U.S. Army Corps of Engineers, Norfolk District
Regulatory Branch
803 Front Street
Norfolk, Virginia 23510-1096

Or faxed to (757) 201-7678

Or sent via e-mail to: CENAO.REG_ROD@usace.army.mil

Additional information on the Regulatory Program is available on our website at:
http://www.nao.usace.army.mil/
Please contact us at 757-201-7652 if you need any assistance with filling out this form.

---

**Location and Information about Property to be subject to a Jurisdictional Determination:**

1. Date of Request: 8/14/2021
2. Project Name: The Crossings – Tower Property
3. City or County where property located: Carrollton, Isle of Wight, VA
4. Address of property and directions (attach a map of the property location and a copy of the property plat): 23067 Channell Way
5. Coordinates of property (if known): 36.9427 -76.532
6. Size of property in acres: 12.2
7. Tax Parcel Number / GPIN (if available): 34-01-070B
8. Name of Nearest Waterway: Ragged Island Creek

9. Brief Description of Proposed Activity, Reason for Preapplication Request, and/or Reason for Jurisdictional Waters Determination Request: Proposed expansion of residential development

10. Has a wetland delineation/determination been completed by a consultant or the Corps on the property previously? UNKNOWN

    If yes, please provide the name of the consultant and/or Corps staff and Corps permit number, if available: None known.

**Property Owner Contact Information:**

Property Owner Name: Booth-Cobb Media, LLC
Mailing Address: 700 Monticello Ave Ste 311
City: State: Zip: NORFOLK, VA 23510
Daytime Telephone:
E-mail Address:

If the person requesting the Jurisdictional Determination is **NOT** the Property Owner, please also supply the Requestor's contact information here:

Requestor Name: Jerry Bowman & Franciscus Homes, Inc
Mailing Address: 616 Village Drive STE G
City: State: Zip: Virginia Beach, VA 23454
Daytime Telephone: (757) 517-3010
E-mail Address: jbowman@evalaw.net

Additionally, if you have any of the following information, please include it with your request: wetland delineation map, other relevant maps, drain tile survey, topographic survey, and/or site photographs.

CERTIFICATION: I am hereby requesting a preapplication consultation or jurisdictional waters and/or wetlands determination from the U.S. Army Corps of Engineers, for the property(ies) I have described herein. I agree to allow the duly authorized representatives of the Norfolk District Corps of Engineers and other regulatory or advisory agencies to enter upon the premises of the project site at reasonable times to evaluate inspect and photograph site conditions. This consent to enter the property is superior to, takes precedence over, and waives any communication to the contrary. For example, if the property is posted as "no trespassing" this consent specifically supercedes and waives that prohibition and grants permission to enter the property despite such posting. I hereby certify that the information contained in the Request for a Jurisdictional Determination is accurate and complete:

Property Owner's Signature

18 Aug 21
Date

# Wetland Delineation Report Site Information Summary
## The Crossings – Tower Property,
## 23067 Channell Way
## Tax Parcel 34-01-070B (12.2 Acres),
## Carrollton, Isle of Wight, Virginia

**Date**
August 14, 2021

**Applicant/Property Owner**
Jerry Bowman
Franciscus Homes, Inc. (Applicant)
616 Village Drive, Suite G
Virginia Beach, VA
Phone: (757) 517-3010 / Email: jbowman@evalaw.net

**Consulting Agent**
Nikolai Karlov of MSA, P.C.
5032 Rouse Drive, Suite 200
Virginia Beach, VA. 23462
757 490-9264 / nikolai.karlov@msaonline.com

**Latitude/ Longitude in Decimal Degrees using coordinate plane (NAD 1983)**
36.9427 -76.532

**Directions to project site:** Interstate 264 west to 664 exit Route 17 west, right turn on Channel Way.

**Has a previous delineation or JD been performed? If so please provide USACE Project Number:** None known

**Hydrologic Unit Code (HUC):** 8-Digit HUC -02080206

**USGS Topographic Sheet:** Benns Church, VA Quadrangle

**Nearest Waterbody:** Ragged Island Creek (Tidal system) lies approximately 1,000 feet north of the subject parcel.

**Delineation Methods**
U.S. Army Corps of Engineers 1987 Wetland Delineation Manual in conjunction with the Atlantic and Gulf Coast Regional Supplement version 2.0, November 2010
Atlantic and Gulf Coast Plain 2012 Final Regional Wetland Plant List

**On-Site Investigation Date**

Wetland boundary delineation and site data collection conducted on June 9, 2021.

**Wetland Delineation Plan**
The proposed wetland boundaries and Data Sampling Point locations are depicted on the plan entitled "Wetland Delineation Exhibit" prepared by MSA, P.C. on June 17, 2021.

**Wetland Investigation Results"**
**Wetlands:** A total of approximately 0.342 acres of non-tidal wetlands were identified within the 12.2 acre parcel during this investigation. Of the total proposed wetland area, all acres are palustrine emergent (PEM) wetlands. These wetlands, described by Data Sampling Points 1 and 2, appear to be remnants of historic agricultural ditches.

**Stream Channels:** No stream channels were observed on the subject parcel.

**Other Waters:** N/A.

**Water bodies onsite identified as Section 10**: N/A

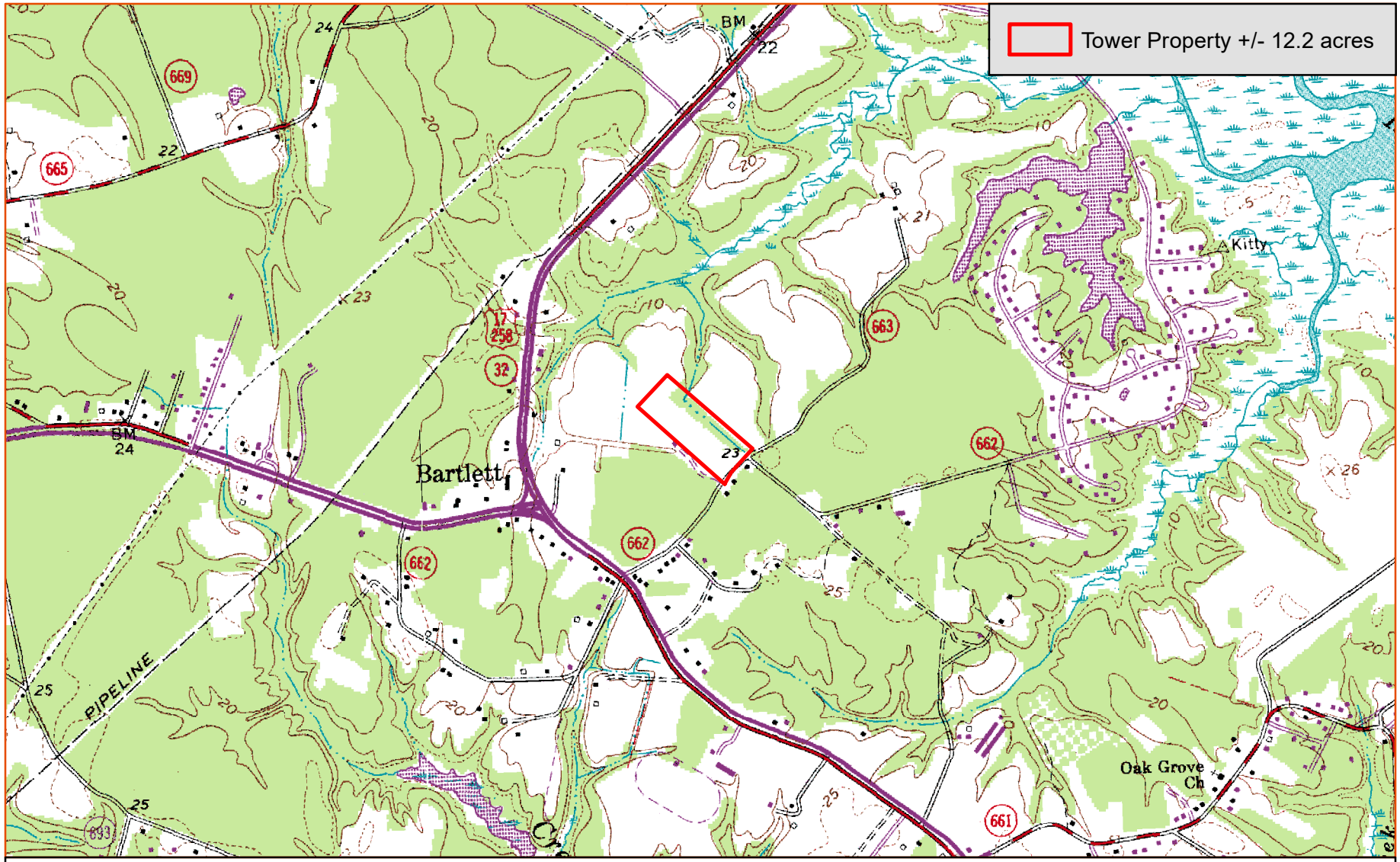
**Uplands:** Approximately 11.858 acres of the subject parcel were classified as uplands, as described by Data Sampling Point 3.

**100-Year Floodplains:** As depicted on the Federal Emergency Management Agency's (FEMA) on-line Flood Insurance Rate Map # 51093C0158E and 51093C0159E, effective date 12/02/2015 the subject property does not lie within the 100-year or 500-year floodplain (Zone X).

**National Wetlands Inventory:** National Wetland Inventory (GIS, last updated 2015) identifies no wetlands within the subject property.

**USDA Soil Survey:** USDA Natural Resource Conservation Service Soil Survey (GIS data last updated around 2005) identifies poorly drained Myatt fine sandy loam (NmA) across the entire subject property. The Myatt series is found on the Virginia Hydric Soils List.

**Notes:**
Normal circumstances, portions of the adjacent property west and northwest of the subject property has been cleared and is undergoing earthworks which have may have impacted onsite drainage. Datapoint locations, like most of the property, are periodically mowed.




Benns Church, VA USGS Quadrangle Topographic Map

0 500 1,000 2,000 3,000 4,000 5,000 Feet

# USGS TOPOGRAPHIC VICINITY EXHIBIT

JURISDICTIONAL DETERMINATION REQUEST

**THE CROSSINGS - TOWER PROPERTY**

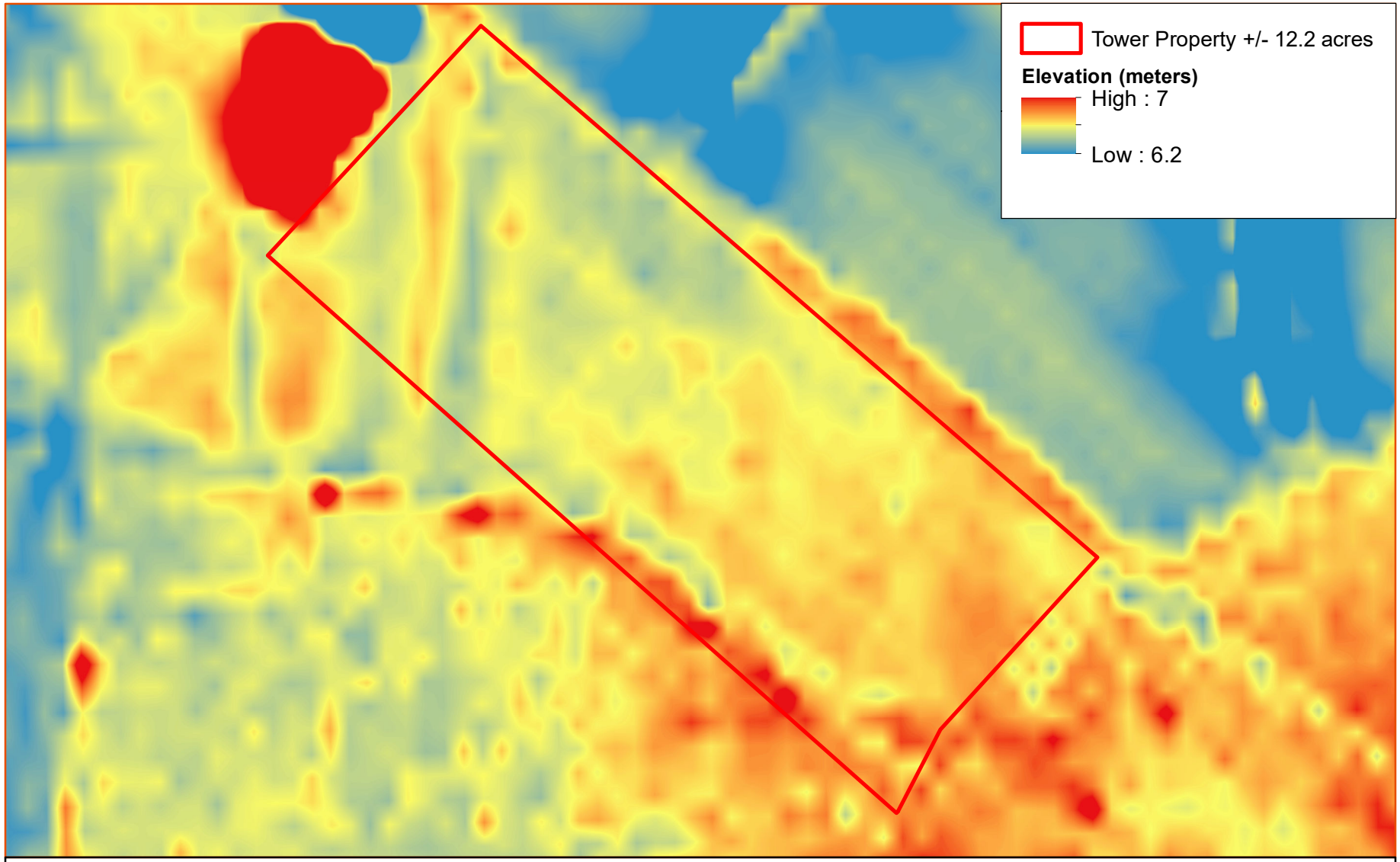
23067 CHANNELL WAY, CARROLLTON, VA


MSA, P.C.

Environmental Sciences, Surveying,
Civil & Environmental Engineering

5032 Rouse Drive, Suite 100
Virginia Beach, VA. 23462
757-490-9264 (Ofc) 757-490-0634 (Fax)
www.msaonline.com


| MSA JOB # | DATE: | MAPPED BY: | SCALE |
|---|---|---|---|
| 18075E | JUNE 17, 2021 | NMK | AS SHOWN |




Benns Church, VA USGS Quadrangle Topographic Map

0 100 200 400 600 800 1,000 Feet

# LIDAR EXHIBIT

WETLAND DELINEATION

**THE CROSSINGS - TOWER PROPERTY**

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| MSA JOB # | DATE: | MAPPED BY: | SCALE |
|---|---|---|---|
| 18075E | JULY 30, 2021 | NMK | AS SHOWN |

Benns Church, VA USGS Quadrangle Topographic Map

0 100 200 400 600 800 1,000 Feet

# WETLAND DELINEATION EXHIBIT

WETLAND DELINEATION

**THE CROSSINGS - TOWER PROPERTY**

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| MSA JOB # | DATE: | MAPPED BY: | SCALE |
|---|---|---|---|
| 18075E | JULY 30, 2021 | NMK | AS SHOWN |

Benns Church, VA USGS Quadrangle Topographic Map

0 100 200 400 600 800 1,000 Feet

# NWI WETLAND EXHIBIT

JURISDICTIONAL DETERMINATION REQUEST

**THE CROSSINGS - TOWER PROPERTY**

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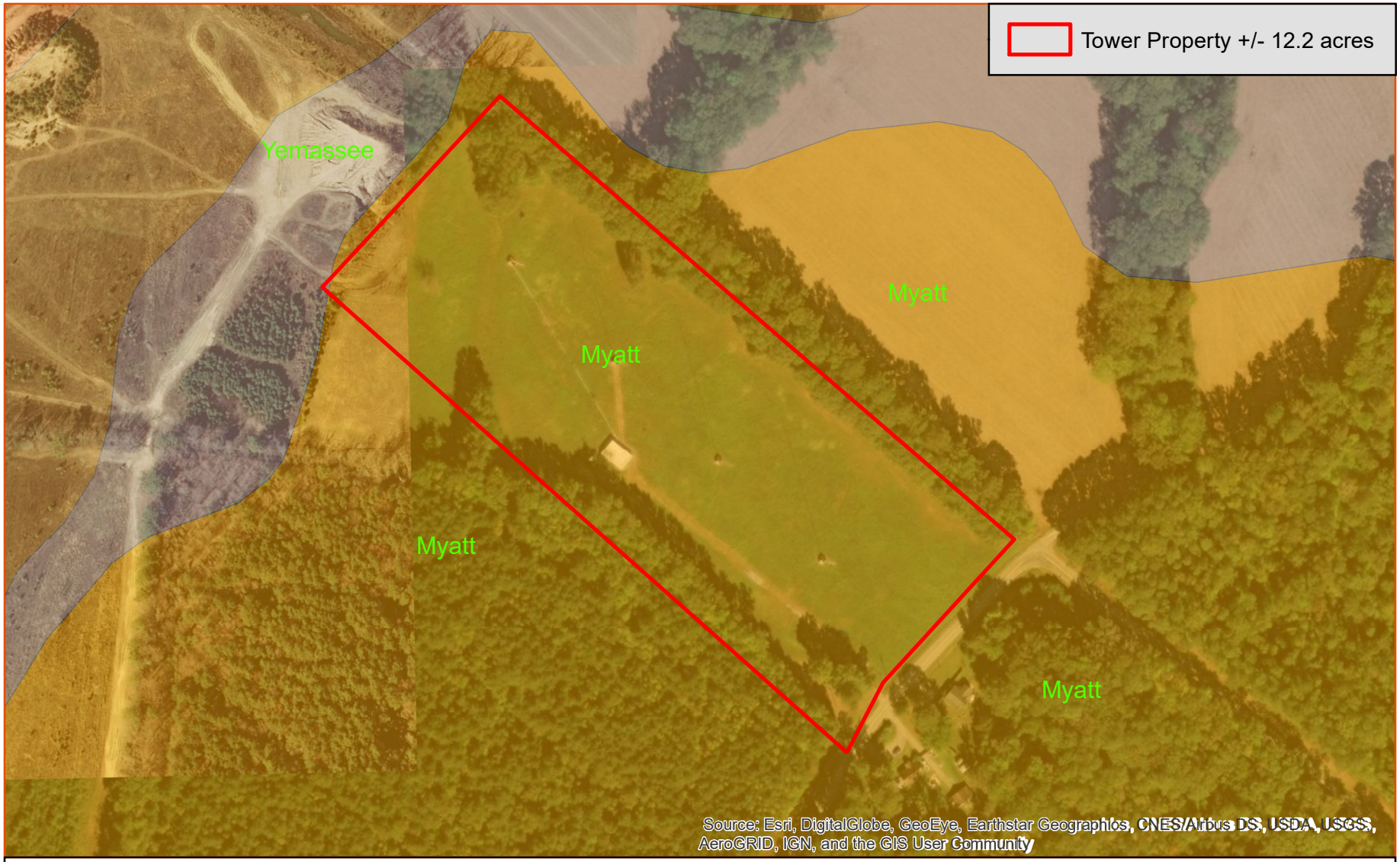
757-490-9264 (Ofc) 757-490-0634 (Fax)
www.msaonline.com

| MSA JOB # | DATE: | MAPPED BY: | SCALE |
|---|---|---|---|
| 18075E | JUNE 17, 2021 | NMK | AS SHOWN |




Benns Church, VA USGS Quadrangle Topographic Map

0 100 200 400 600 800 1,000 Feet

# USGS SOIL SURVEY EXHIBIT

JURISDICTIONAL DETERMINATION REQUEST

**THE CROSSINGS - TOWER PROPERTY**

23067 CHANNELL WAY, CARROLLTON, VA

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www.msaonline.com

| MSA JOB # | DATE: | MAPPED BY: | SCALE |
|---|---|---|---|
| 18075E | JUNE 17, 2021 | NMK | AS SHOWN |

## WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: The Crossings – Tower Property City/County: Isle of Wight Sampling Date: 7/20/2021

Applicant/Owner: Franciscus Homes, Inc. State: VA Sampling Point: 1

Investigator: Brian Owen of MSA. P.C. Section, Township, Range: _____

Landform (hillslope, terrace, etc.): Relatively Flat Local relief (concave, convex, none): _____ Slope (%): 0-2%

Subregion (LRR or MLRA): LRR-T Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: _____ NWI Classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks)

Are vegetation X, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present Yes X No ___

Are vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes X | No _____ | **Is the Sampled Area Within a Wetland?** **Yes X No _____** |
| Hydric Soil Present? | Yes X | No _____ | |
| Wetland Hydrology Present? | Yes X | No _____ | |

Remarks: Site periodically mowed. Land clearing and construction has begun on adjacent properties west/northwest of the subject property. The northwest corner of the subject property has been disturbed by land clearing.

### HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- X Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation visible on Aerial Imagery (B7)
- X Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) (**LRR U**)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry Season Water Table (C2)
- X Crayfish Burrows (C8)
- X Saturation Visible on Aerial Imagery (C9)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) (LRR T, U)

**Field Observations**

Surface Water Present? Yes _____ No X Depth (Inches): _____

Water Table Present? Yes _____ No X Depth (Inches): _____

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (Inches): 10

**Wetland Hydrology Present? Yes X No ___**

Describe Recorded Data (Stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**VEGETATION** - Use scientific names of plants

Sampling Point: 1

| Tree Stratum (Plot Size: 30' Radius ) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Quercus phellos | 30 | Y | FACW |
| 2. Diospyros virginiana | 5 | N | FAC |
| 3. Quercus falcata | 10 | N | FACU |
| 4. Quercus nigra | 3 | N | FAC |
| 5. Acer rubrum | 10 | N | FAC |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 58 | = Total Cover | |
| 50% of total cover: 29 | 20% of total cover: 11.6 | | |
| Sapling/Shrub Stratum (Plot Size: 30' Radius ) | | | |
| 1. Liquidambar syraciflua | 5 | Y | FAC |
| 2. Quercus phellos | 5 | Y | FACW |
| 3. Diospyros virginiana | 5 | Y | FAC |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 15 | = Total Cover | |
| 50% of total cover: 7.5 | 20% of total cover: 3 | | |
| Herb Stratum (Plot Size: 30' Radius ) | | | |
| 1. Juncus effuses | 55 | Y | OBL |
| 2. Apocynum cannabinum | 10 | N | FACU |
| 3. Diodia virginiana | 20 | Y | FACW |
| 4. Rumex crispus | 5 | N | FAC |
| 5. Campsis radicans | 3 | N | FAC |
| 6. Sorghum halepense | 2 | N | FACU |
| 7. Arundinaria tecta | 1 | N | FACW |
| 8. Diospros virginiana | 2 | N | FAC |
| 9. Acer rubrum | 1 | N | FAC |
| 10. Liquidambar styraciflua | 1 | N | FAC |
| 11. | | | |
| 12. | | | |
| | 100 | = Total Cover | |
| 50% of total cover: 50 | 20% of total cover: 20 | | |
| Woody Vine Stratum (Plot Size: 30' Radius ) | | | |
| 1. Smilax rotundifolia | 5 | Y | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 5 | = Total Cover | |
| 50% of total cover: 2.5 | 20% of total cover: 1 | | |

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 7 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of Hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Definitions of Vegetation Strata:**

**Tree** - Woody plants, excluding woody vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH) regardless of height

**Sapling/Shrub** - Woody plants, excluding woody vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

**Herb** - All herbaceous (non-woody) plants regardless of size. and woody plants less that 3.28 ft (1 m) in height.

**Woody Vine** - All woody vines greater than 3.25 ft in height.

**Hydrophytic Vegetation Present?** **Yes X** **No ____**

Remarks: (If Observed, list morphological adaptations below).

## SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

| Depth (Inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-2 | 2.5Y 3/2 | | | | | | Top soil | |
| 2-10 | 2.5Y 4/1 | 85 | 10YR 5/6 | 15 | | | Clay Loam | |
| 10-30 | 2.5Y 5/1 | 90 | 10YR 5/6 | 10 | | | Clay Sandy Loam | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concretion, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains

[2]Location: PL=Pore Lining, M=Matrix

**Hydric Soils Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

___ Histosol (A1)
___ Histic Epipedon (A2)
___ Black Histic (A3)
___ Hydrogen Sulfide (A4)
___ Stratified Layers (A5)
___ Organic Bodies (A6) **(LRR P, T, U)**
___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
___ Muck Presence (A8) **(LRR U)**
___ 1 cm Muck (A9) **(LRR P, T)**
___ Depleted Below Dark Surface (A11)
___ Thick Dark Surface (A22)
___ Coast Prairie Redox (A16) **(MLRA 150A)**
___ Sandy Mucky Mineral (S1) **(LRR O, S)**
___ Sandy Gleyed Matrix (S4)
___ Sandy Redox (S5)
___ Stripped Matrix (S6)
___ Dark Surface (S7) **(LRR P, S, T, U)**
___ Polyvalue Below Surface (S8) **(S, T, U)**
___ Thin Dark Surface (S9) **(LRR S, T, U)**
___ Loamy Mucky Mineral (F1) **(LRR O)**
___ Loamy Gleyed Matrix (F2)
X Depleted Matrix (F3)
___ Redox Dark Surface (F6)
___ Depleted Dark Surface (F7)
___ Redox Depressions (F8)
___ Marl (F10) **(LRR U)**
___ Depleted Ochric (F11) **(MLRA 151)**
___ Iron-Magnanese Masses (F12) **(LRR O, P, T)**
___ Umbric Surface (F13) **(LRR U)**
___ Delta Ochric (F17) **(MLRA 151)**
___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

**Indicators for Problematic Hydric Soils[3]:**

___ 1 cm Muck (A9) **(LRR O)**
___ 2 cm Muck (A10) **(LRR S)**
___ Reduced Vertic (F18) **(outside MLRA 153A, B)**
___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
___ Red Parent Material (TF2)
___ Very Shallow Dark Surface (TF12)
___ Other (Explain in Remarks)

[3]Indicators of Hydrophytic Vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present? Yes X No _____**

Remarks:

# WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: The Crossings – Tower Property City/County: Isle of Wight Sampling Date: 7/20/2021

Applicant/Owner: Franciscus Homes, Inc. State: VA Sampling Point: 2

Investigator: Brian Owen of MSA. P.C. Section, Township, Range: _____

Landform (hillslope, terrace, etc.): Relatively Flat Local relief (concave, convex, none): _____ Slope (%): 0-2%

Subregion (LRR or MLRA): LRR-T Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: _____ NWI Classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks)

Are vegetation X, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present Yes X No ___

Are vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes X | No _____ | **Is the Sampled Area Within a Wetland?** **Yes X No _____** |
| Hydric Soil Present? | Yes X | No _____ | |
| Wetland Hydrology Present? | Yes X | No _____ | |

Remarks: Site is periodically mowed

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- _X_ Saturation (A3)
- ___ Water Marks (B1)
- _X_ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation visible on Aerial Imagery (B7)
- __ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) (**LRR U**)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry Season Water Table (C2)
- _X_ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- X FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) (LRR T, U)

**Field Observations**

Surface Water Present? Yes _____ No X Depth (Inches): _____

Water Table Present? Yes _____ No X Depth (Inches): 25

Saturation Present? Yes X No ___ Depth (Inches): 3
(includes capillary fringe)

**Wetland Hydrology Present? Yes X No ____**

Describe Recorded Data (Stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**VEGETATION** - Use scientific names of plants

Sampling Point: 2

| Tree Stratum (Plot Size: 30' Radius ) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | = Total Cover | | |

50% of total cover: _____ 20% of total cover: _____

| Sapling/Shrub Stratum (Plot Size: 30' Radius ) | | | |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | = Total Cover | | |

50% of total cover: _____ 20% of total cover: _____

| Herb Stratum (Plot Size: 30' Radius ) | | | |
|---|---|---|---|
| 1. Juncus effusus | 20 | Y | OBL |
| 2. Eleocharis obtusa | 20 | Y | OBL |
| 3. Rumex crispus | 12 | N | FAC |
| 4. Diodia virginiana | 5 | N | FACW |
| 5. Apocynum cannabinum | 3 | N | FACU |
| 6. Liquidambar styracilua | 1 | N | FAC |
| 7. Ludwigia palustris | 25 | Y | OBL |
| 8. Chamaecrista fasciculata | 1 | N | FACU |
| 9. Trifolium sp. | 3 | N | FAC |
| 10. Lespedeza cuneata | 5 | N | FACU |
| 11. | | | |
| 12. | | | |
| | 95 = Total Cover | | |

50% of total cover: 47.5 20% of total cover: 19

| Woody Vine Stratum (Plot Size: 30' Radius ) | | | |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | = Total Cover | | |

50% of total cover: _____ 20% of total cover: _____

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index Worksheet:**

| | Total % Cover of: | Multiply by: |
|---|---|---|
| OBL species | | x 1 = |
| FACW species | | x 2 = |
| FAC species | | x 3 = |
| FACU species | | x 4 = |
| UPL species | | x 5 = |
| Column Totals: | (A) | (B) |

Prevalence Index = B/A = _____

**Hydrophytic Vegetation Indicators:**

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of Hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Definitions of Vegetation Strata:**

**Tree** - Woody plants, excluding woody vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH) regardless of height

**Sapling/Shrub** - Woody plants, excluding woody vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

**Herb** - All herbaceous (non-woody) plants regardless of size. and woody plants less that 3.28 ft (1 m) in height.

**Woody Vine** - All woody vines greater than 3.25 ft in height.

**Hydrophytic Vegetation Present?** **Yes X** **No** ____

Remarks: (If Observed, list morphological adaptations below).

## SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

| Depth (Inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-2 | 10YR 3/3 | 100 | | | | | Organic | |
| 2-10 | 10YR 4/2 | 95 | 10YR 5/6 | 5 | | | Clay Loam | |
| 10-20 | 2.5Y 6/3 | 100 | | | | | Loam | |
| 20-28 | 2.5Y 5/4 | 97 | 10YR 5/8 | 3 | | | Sandy Clay Loam | |
| 28-32 | 2.5Y 7/2 | 95 | 10YR 5/6 | 5 | | | Sandy Loam | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concretion, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains

[2]Location: PL=Pore Lining, M=Matrix

**Hydric Soils Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

___ Histosol (A1)
___ Histic Epipedon (A2)
___ Black Histic (A3)
___ Hydrogen Sulfide (A4)
___ Stratified Layers (A5)
___ Organic Bodies (A6) **(LRR P, T, U)**
___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
___ Muck Presence (A8) **(LRR U)**
___ 1 cm Muck (A9) **(LRR P, T)**
___ Depleted Below Dark Surface (A11)
___ Thick Dark Surface (A22)
___ Coast Prairie Redox (A16) **(MLRA 150A)**
___ Sandy Mucky Mineral (S1) **(LRR O, S)**
___ Sandy Gleyed Matrix (S4)
___ Sandy Redox (S5)
___ Stripped Matrix (S6)
___ Dark Surface (S7) **(LRR P, S, T, U)**
___ Polyvalue Below Surface (S8) **(S, T, U)**
___ Thin Dark Surface (S9) **(LRR S, T, U)**
___ Loamy Mucky Mineral (F1) **(LRR O)**
___ Loamy Gleyed Matrix (F2)
X Depleted Matrix (F3)
___ Redox Dark Surface (F6)
___ Depleted Dark Surface (F7)
___ Redox Depressions (F8)
___ Marl (F10) **(LRR U)**
___ Depleted Ochric (F11) **(MLRA 151)**
___ Iron-Magnanese Masses (F12) **(LRR O, P, T)**
___ Umbric Surface (F13) **(LRR U)**
___ Delta Ochric (F17) **(MLRA 151)**
___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

**Indicators for Problematic Hydric Soils[3]:**

___ 1 cm Muck (A9) **(LRR O)**
___ 2 cm Muck (A10) **(LRR S)**
___ Reduced Vertic (F18) **(outside MLRA 153A, B)**
___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
___ Red Parent Material (TF2)
___ Very Shallow Dark Surface (TF12)
___ Other (Explain in Remarks)

[3]Indicators of Hydrophytic Vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive layer (if observed):**

Type: _____

Depth (inches): _____

**Hydric Soil Present? Yes X No _____**

Remarks:

## WETLAND DETERMINATION DATA FORM - Atlantic and Gulf Coastal Plain Region

Project/Site: The Crossings – Tower Property City/County: Isle of Wight Sampling Date: 7/20/2021

Applicant/Owner: Franciscus Homes, Inc. State: VA Sampling Point: 3

Investigator: Brian Owen of MSA. P.C. Section, Township, Range: _____

Landform (hillslope, terrace, etc.): Relatively Flat Local relief (concave, convex, none): _____ Slope (%): 0-2%

Subregion (LRR or MLRA): LRR-T Lat: _____ Long: _____ Datum: _____

Soil Map Unit Name: _____ NWI Classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No _____ (If no, explain in Remarks)

Are vegetation X, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present Yes X No ___

Are vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes _____ | No X | **Is the Sampled Area Within a Wetland?** **Yes _____ No X** |
| Hydric Soil Present? | Yes _____ | No X | |
| Wetland Hydrology Present? | Yes _____ | No X | |

Remarks: Site is periodically mowed.

### HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15) (**LRR U**)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Drainage Patterns (B10)
- ___ Moss Trim Lines (B16)
- ___ Dry Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)
- ___ Sphagnum moss (D8) (LRR T, U)

**Field Observations**

Surface Water Present? Yes _____ No X Depth (Inches): _____

Water Table Present? Yes _____ No X Depth (Inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No X Depth (Inches): _____

**Wetland Hydrology Present? Yes _____ No X**

Describe Recorded Data (Stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**VEGETATION** - Use scientific names of plants

Sampling Point: 3

| Tree Stratum (Plot Size: 30' Radius ) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Nyssa sylvatica | 5 | Y | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 5 = Total Cover | | |
| 50% of total cover: 2.5 | 20% of total cover: 1 | | |
| Sapling/Shrub Stratum (Plot Size: 30' Radius ) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | = Total Cover | | |
| 50% of total cover: | 20% of total cover: | | |
| Herb Stratum (Plot Size: 30' Radius ) | | | |
| 1. Juncus effusus | 3 | N | OBL |
| 2. Apocynum cannabinum | 25 | Y | FACU |
| 3. Solanum carolinense | 8 | N | FACU |
| 4. Microstegium vimineum | 15 | Y | FAC |
| 5.Parthenocissus quinquefolia | 10 | Y | FACU |
| 6. Toxicodendron radicans | 5 | N | FACU |
| 7. Chamaecrista fasciculata | 5 | N | FACW |
| 8. Diospyros virginiana | 3 | N | FAC |
| 9. Ranunculus sp. | 2 | N | FAC |
| 10. Hordiem pusillum | 10 | Y | FACU |
| 11. | | | |
| 12. | | | |
| | 81 = Total Cover | | |
| 50% of total cover: 40.5 | 20% of total cover: 16.2 | | |
| Woody Vine Stratum (Plot Size: 30' Radius ) | | | |
| 1. Vitis rotundifolia | 5 | Y | FAC |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 5 = Total Cover | | |
| 50% of total cover: 2.5 | 20% of total cover: 1 | | |

**Dominance Test Worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 6 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50% (A/B)

**Prevalence Index Worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species | x 1 = |
| FACW species | x 2 = |
| FAC species | x 3 = |
| FACU species | x 4 = |
| UPL species | x 5 = |
| Column Totals: (A) | (B) |

Prevalence Index = B/A =

**Hydrophytic Vegetation Indicators:**

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of Hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Definitions of Vegetation Strata:**

**Tree** - Woody plants, excluding woody vines, 3 in. (7.6 cm) or more in diameter at breast height (DBH) regardless of height

**Sapling/Shrub** - Woody plants, excluding woody vines, less than 3 in. DBH and greater than 3.28 ft (1 m) tall.

**Herb** - All herbaceous (non-woody) plants regardless of size. and woody plants less that 3.28 ft (1 m) in height.

**Woody Vine** - All woody vines greater than 3.25 ft in height.

**Hydrophytic Vegetation Present?** **Yes** _____ **No** X

Remarks: (If Observed, list morphological adaptations below).

## SOIL

Sampling Point: 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

| Depth (Inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-14 | 10YR 4/3 | 100 | | | | | Loam | |
| 14-20 | 10YR 4/2 | 100 | | | | | Clay Loam | |
| 20-24 | 10YR 7/2 | 94 | 10YR 5/6 | 6 | | | Clay Loam | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concretion, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2]Location: PL=Pore Lining, M=Matrix

**Hydric Soils Indicators:**

Primary Indicators (minimum of one is required; check all that apply)

___ Histosol (A1)
___ Histic Epipedon (A2)
___ Black Histic (A3)
___ Hydrogen Sulfide (A4)
___ Stratified Layers (A5)
___ Organic Bodies (A6) **(LRR P, T, U)**
___ 5 cm Mucky Mineral (A7) **(LRR P, T, U)**
___ Muck Presence (A8) **(LRR U)**
___ 1 cm Muck (A9) **(LRR P, T)**
___ Depleted Below Dark Surface (A11)
___ Thick Dark Surface (A22)
___ Coast Prairie Redox (A16) **(MLRA 150A)**
___ Sandy Mucky Mineral (S1) **(LRR O, S)**
___ Sandy Gleyed Matrix (S4)
___ Sandy Redox (S5)
___ Stripped Matrix (S6)
___ Dark Surface (S7) **(LRR P, S, T, U)**
___ Polyvalue Below Surface (S8) **(S, T, U)**
___ Thin Dark Surface (S9) **(LRR S, T, U)**
___ Loamy Mucky Mineral (F1) **(LRR O)**
___ Loamy Gleyed Matrix (F2)
___ Depleted Matrix (F3)
___ Redox Dark Surface (F6)
___ Depleted Dark Surface (F7)
___ Redox Depressions (F8)
___ Marl (F10) **(LRR U)**
___ Depleted Ochric (F11) **(MLRA 151)**
___ Iron-Magnanese Masses (F12) **(LRR O, P, T)**
___ Umbric Surface (F13) **(LRR U)**
___ Delta Ochric (F17) **(MLRA 151)**
___ Reduced Vertic (F18) **(MLRA 150A, 150B)**
___ Piedmont Floodplain Soils (F19) **(MLRA 149A)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 149A, 153C, 153D)**

**Indicators for Problematic Hydric Soils[3]:**

___ 1 cm Muck (A9) **(LRR O)**
___ 2 cm Muck (A10) **(LRR S)**
___ Reduced Vertic (F18) **(outside MLRA 153A, B)**
___ Piedmont Floodplain Soils (F19) **(LRR P, S, T)**
___ Anomalous Bright Loamy Soils (F20) **(MLRA 153B)**
___ Red Parent Material (TF2)
___ Very Shallow Dark Surface (TF12)
___ Other (Explain in Remarks)

[3]Indicators of Hydrophytic Vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive layer (if observed):**

Type: _____

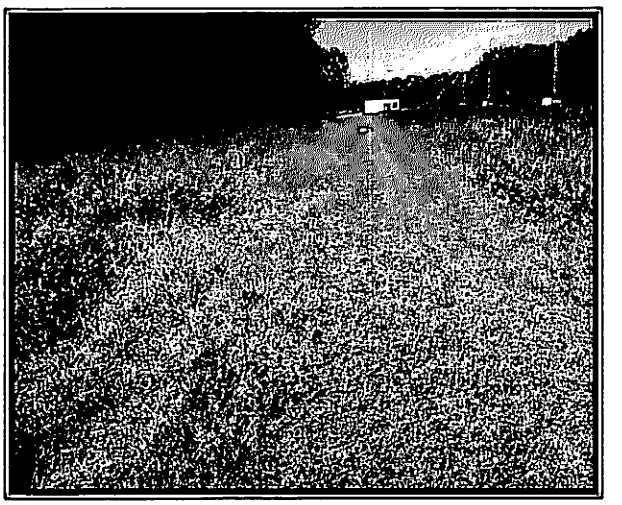
Depth (inches): _____

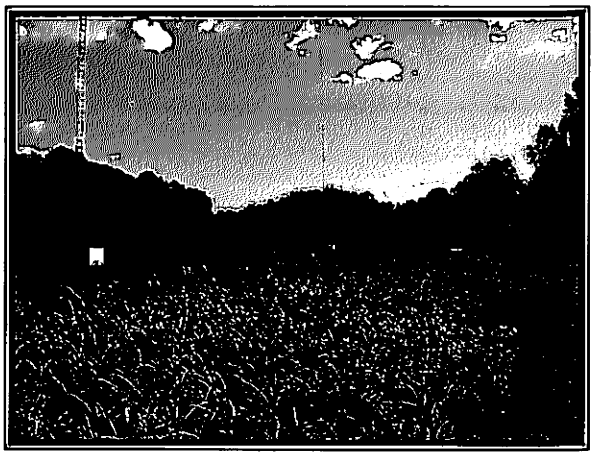
**Hydric Soil Present? Yes X No _____**

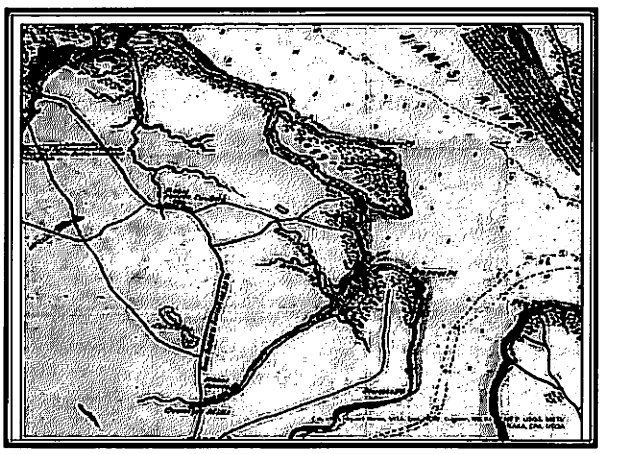
Remarks:

# PHASE I CULTURAL RESOURCES SURVEY OF THE 12.20-ACRE JAMES RIVER CROSSING TRACT

**ISLE OF WIGHT COUNTY, VIRGINIA**





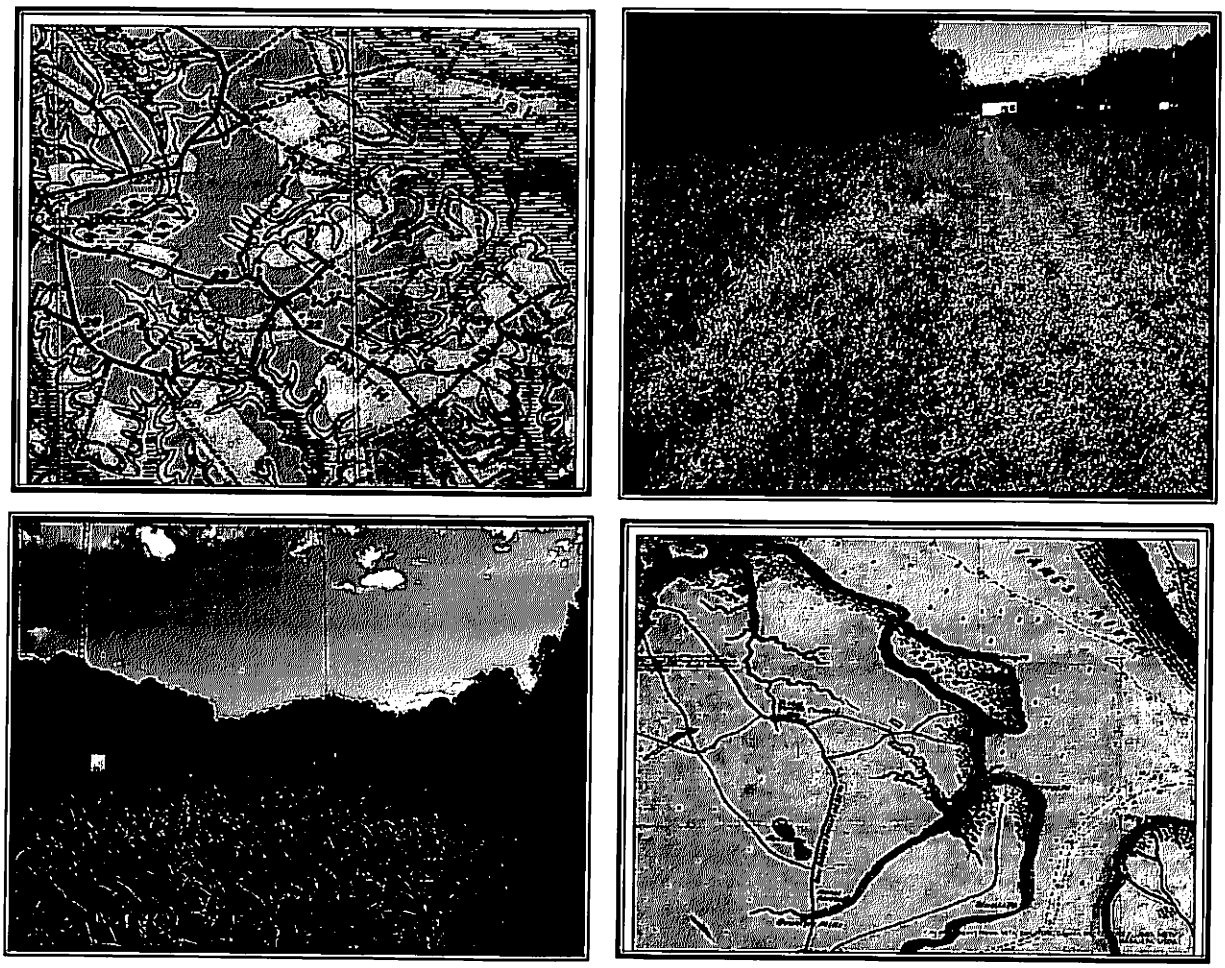


**Circa~ Cultural Resource Management**

**DECEMBER 2021**

# PHASE I CULTURAL RESOURCES SURVEY OF THE 12.20-ACRE JAMES RIVER CROSSING TRACT

**ISLE OF WIGHT COUNTY, VIRGINIA**



Circa~ Cultural Resource Management

**DECEMBER 2021**

# PHASE I CULTURAL RESOURCES SURVEY OF THE 12.20-ACRE JAMES RIVER CROSSING TRACT ISLE OF WIGHT, VIRGINIA

**Prepared For:**
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**December 2021**

## ABSTRACT

*In the fall of 2021, Eastern Virginia Law Group PLLC contracted Circa~ Cultural Resource Management, LLC (Circa~) to conduct a Phase I cultural resources survey of the James River Crossing tract (the project) in Isle of Wight County, Virginia. This Phase I cultural resources survey aimed to identify and record all historic resources within the project area before the project's development. This survey identified one isolated find, no previously-identified archaeological resources, no new archaeological resources, no previously-identified architectural resources, and no new architectural resources.*

*The Phase I shovel testing recorded one historic isolated find and one circa late 20th-century radio station with associated infrastructure within the project area. No further work is recommended for the one isolated find, as it is not eligible for listing on the National Register of Historic Places. Because the radio station was constructed circa late 20th century, most likely in the late 1970s to early 1980s, it was not formally surveyed at this time, and no Virginia Department of Historic Resources (VDHR) site number was requested.*

*Circa~ recommends that the proposed project will not affect any archaeological or architectural sites listed on or potentially eligible for listing on the National Register of Historic Places. Therefore, no further work is recommended.*

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## INTRODUCTION

In the fall of 2021, Circa~ Cultural Resource Management, LLC (Circa~) conducted a Phase I cultural resources survey of the James River Crossing tract (the project) in Isle of Wight County, Virginia (Figure 1). The project area, which encompasses approximately 12.20 acres, is bordered by new, current development to the west, rural residential lands to the south and north, and Channell Way to the east. The developer plans to construct a housing development. The Area of Potential Effect (APE) for archaeological and architectural resources is the 12.20-acre project area.

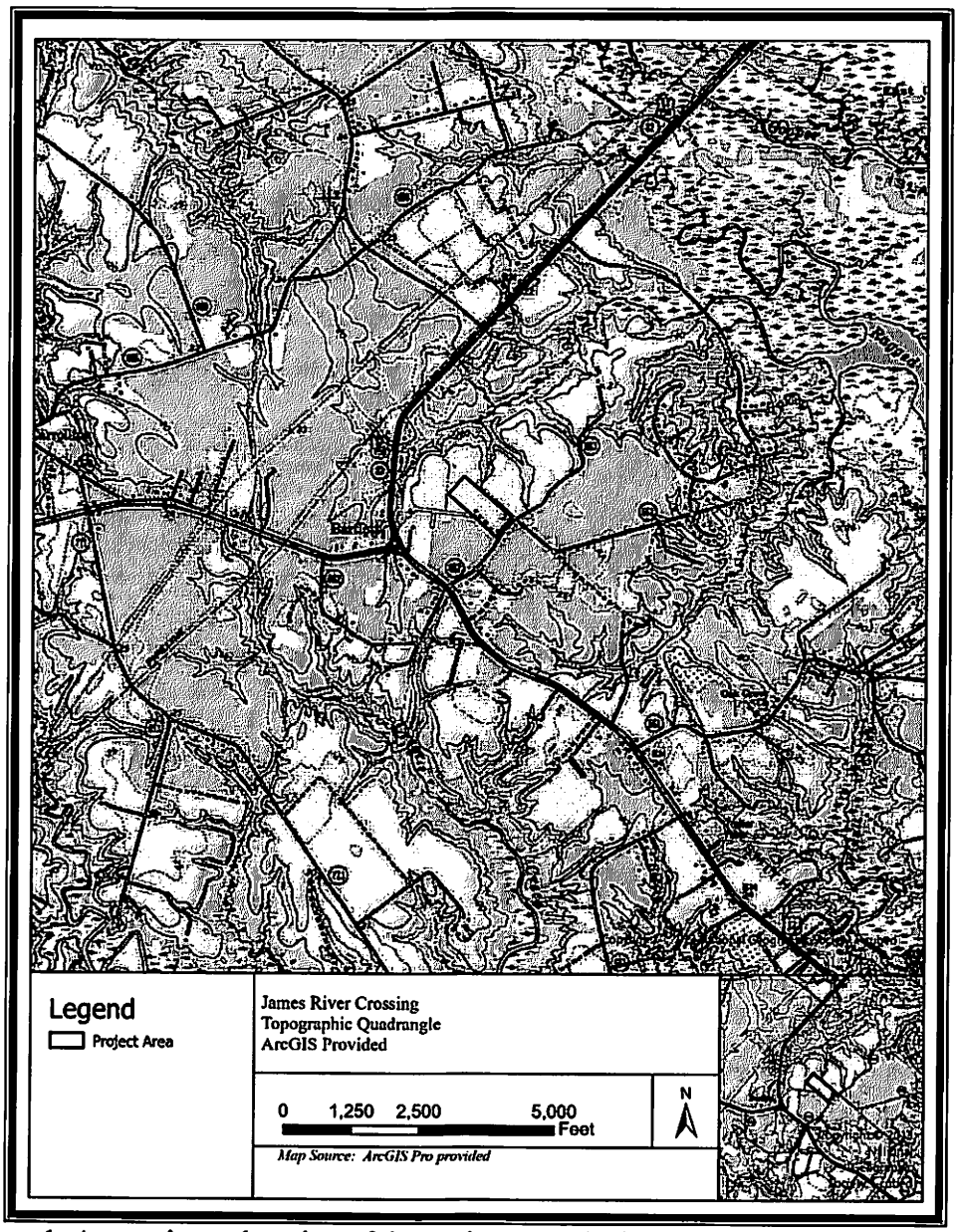


Figure 1. Approximate location of the project area depicted in red upon USGS Benns Church quad.

The investigation was completed on behalf of Isle of Wight County as part of the rezoning request and conducted per the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* and the *Guidelines for Preparing Archaeological Resource Management Reports* of the Virginia Department of Historic Resources (VDHR). The report describes fieldwork results and makes recommendations for further work.

This report describes the project area's physical and environmental setting, an outline of meaningful historical contexts for the APE, a general research design that summarizes field methods, previous research in the area, and expected results. Finally, the survey results are described, the findings reviewed, and recommendations explained. Field notes, artifacts, and other project records are curated in Circa ~'s office in Williamsburg, Virginia. It is anticipated that all these materials will eventually be transferred either to the landowner or VDHR in Richmond, Virginia, following the project's conclusion.

At Circa~, Carol D. Tyrer, Registered Professional Archaeologist (RPA), served as Project Manager for the project. Skye Hughes, RPA, served as the Principal Investigator for the project. Dawn M. Muir, RPA, served as the Architectural Historian for the project and completed the architectural survey and historical context. Skye Hughes, Carol D. Tyrer, and Dawn M. Muir prepared the report. The successful completion of the Phase I survey for the proposed development was made possible by the contribution of many individuals. In particular, Jerry Bowman with Eastern Virginia Law Group PLLC ensured that project information and maps were always available for the study.

## ENVIRONMENTAL BACKGROUND

The primary reasons for incorporating environmental studies into archaeological projects are: to learn of possible environmental constraints or lack of constraints; to determine the presence or absence of critical resources that might have influenced site distribution, etc.; and to discover environmental factors -- erosion, deposition, subsidence, and historical land-use patterns -- that might influence the integrity of archaeological sites once they have formed. A brief environmental summary of the project area is provided below.

The tract is situated in the Coastal Plain physiographic province within a partially open grassy field with a fringe of hardwood and softwood trees along the tract's western, southeastern, and northern edges. The tract is relatively level and ranges in elevation from approximately 21 feet above mean sea level (AMSL) in the southeastern section to 25 feet AMSL in the western section of the tract. Water ponds to the south of the gravel drive within the power line easement and along the western and northwestern edge of the tract. Miss Utility mapped underground utilities along the eastern edge of the project area by Channell Way. An overhead electrical line parallels the gravel road leading to a structure. There are four radio towers with guidewires embedded surrounding the towers. Underground utilities interconnect these towers and the station. The landform consists of a flat upland at the head of an unnamed non-perennial tributary to Ragged Island Creek. Drainage ditches were noted along the western edge of the tract and within the adjacent parcels to the west and south. The site can be accessed via a dirt road off Channell Way.

A review of aerial photos from 1994 through 2018 shows the radio towers and station on the property over the last 24 years. In addition, the forest to the south has matured during this period (Figures 2 - 7).

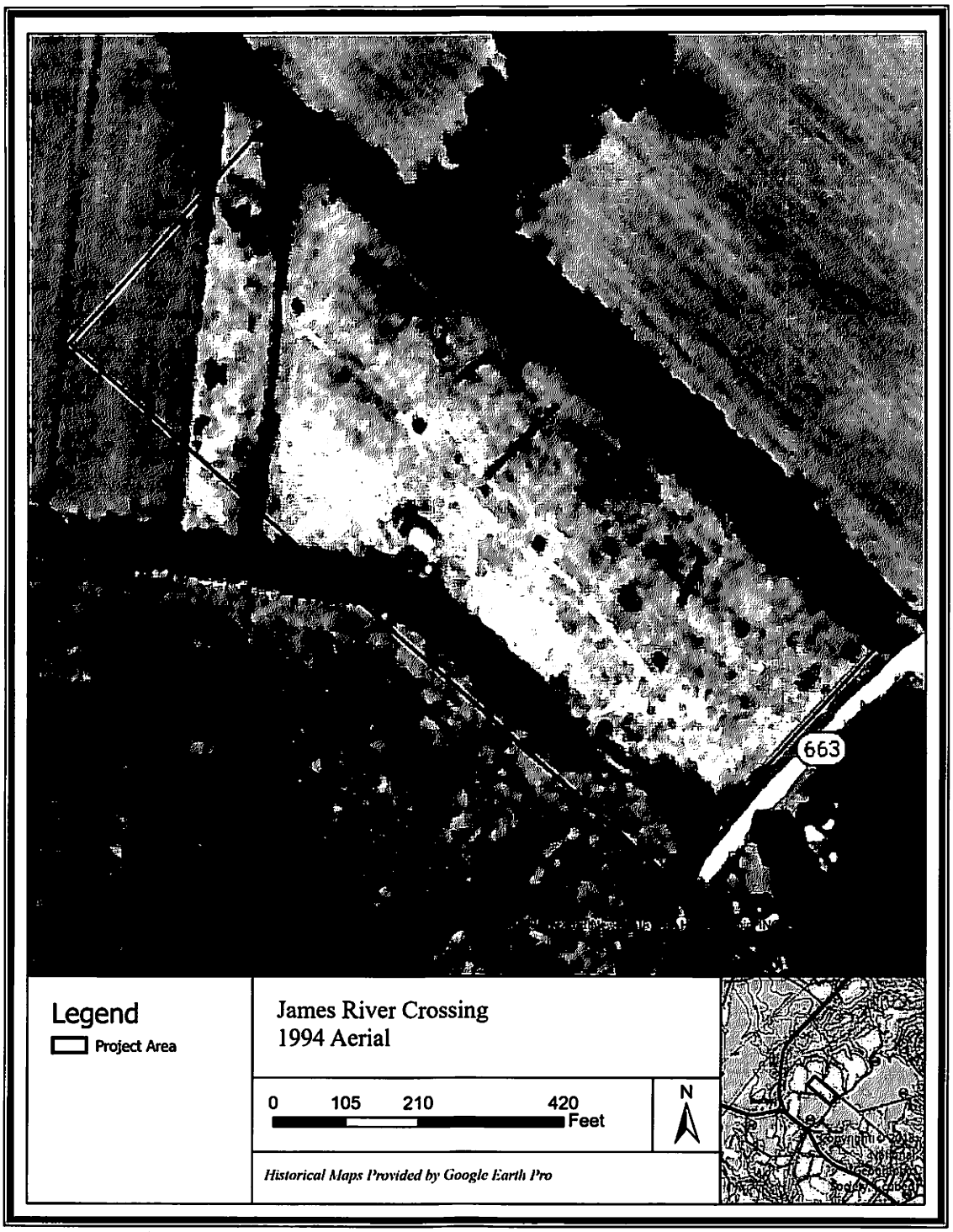


Figure 2. 1994 aerial view of the project area from Google Earth.

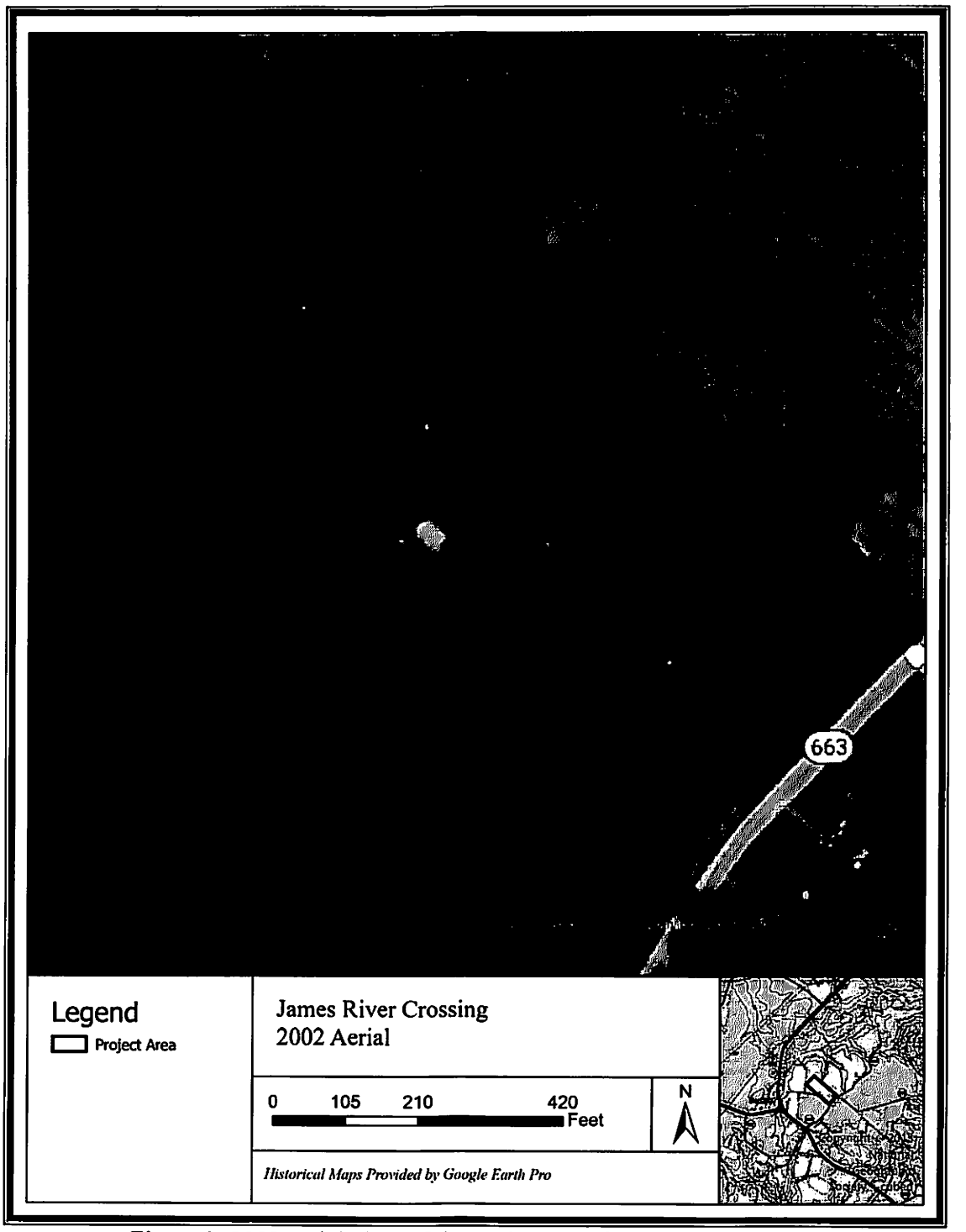


Figure 3. 2002 aerial view of the project area from Google Earth.

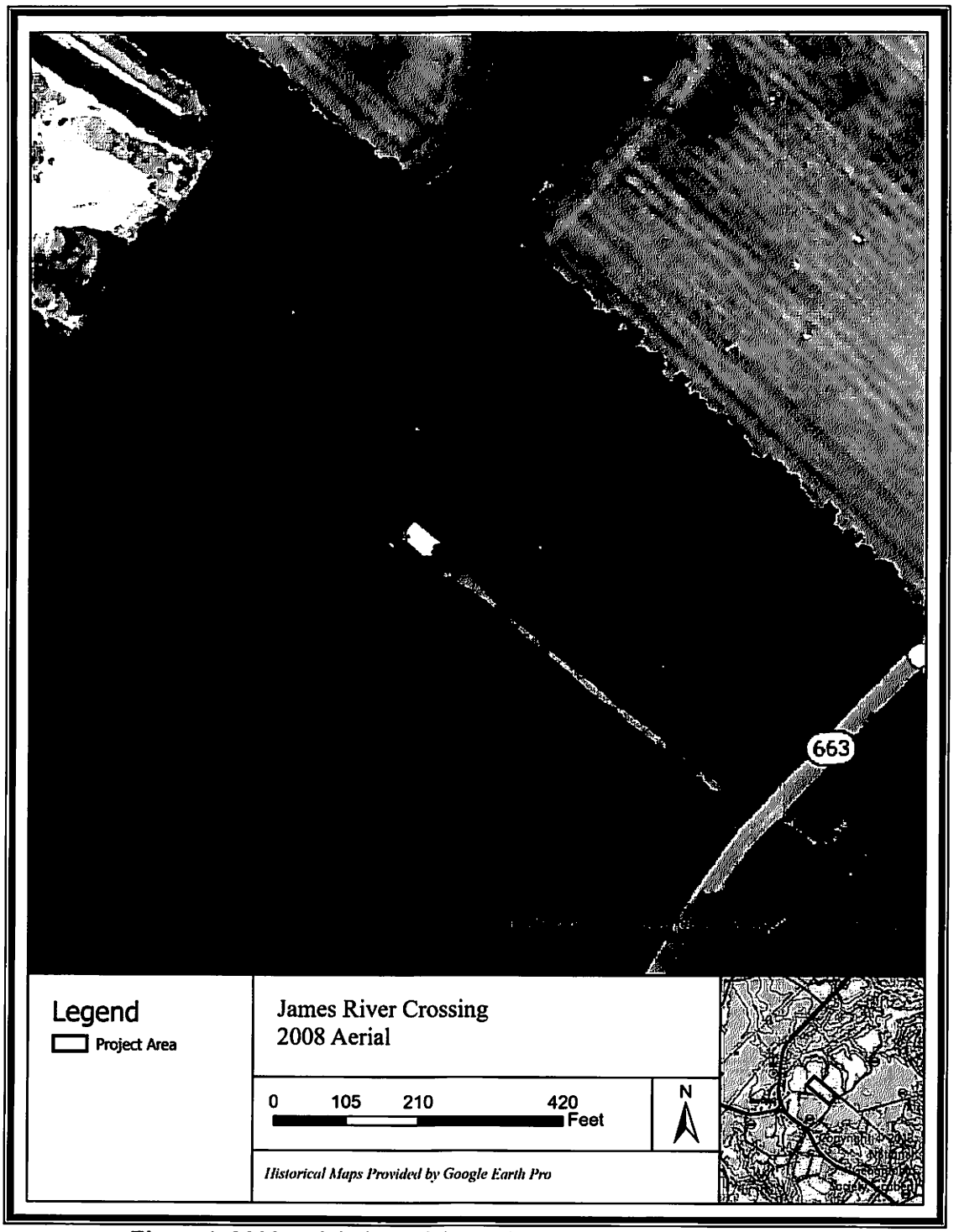


Figure 4. 2008 aerial view of the project area from Google Earth.

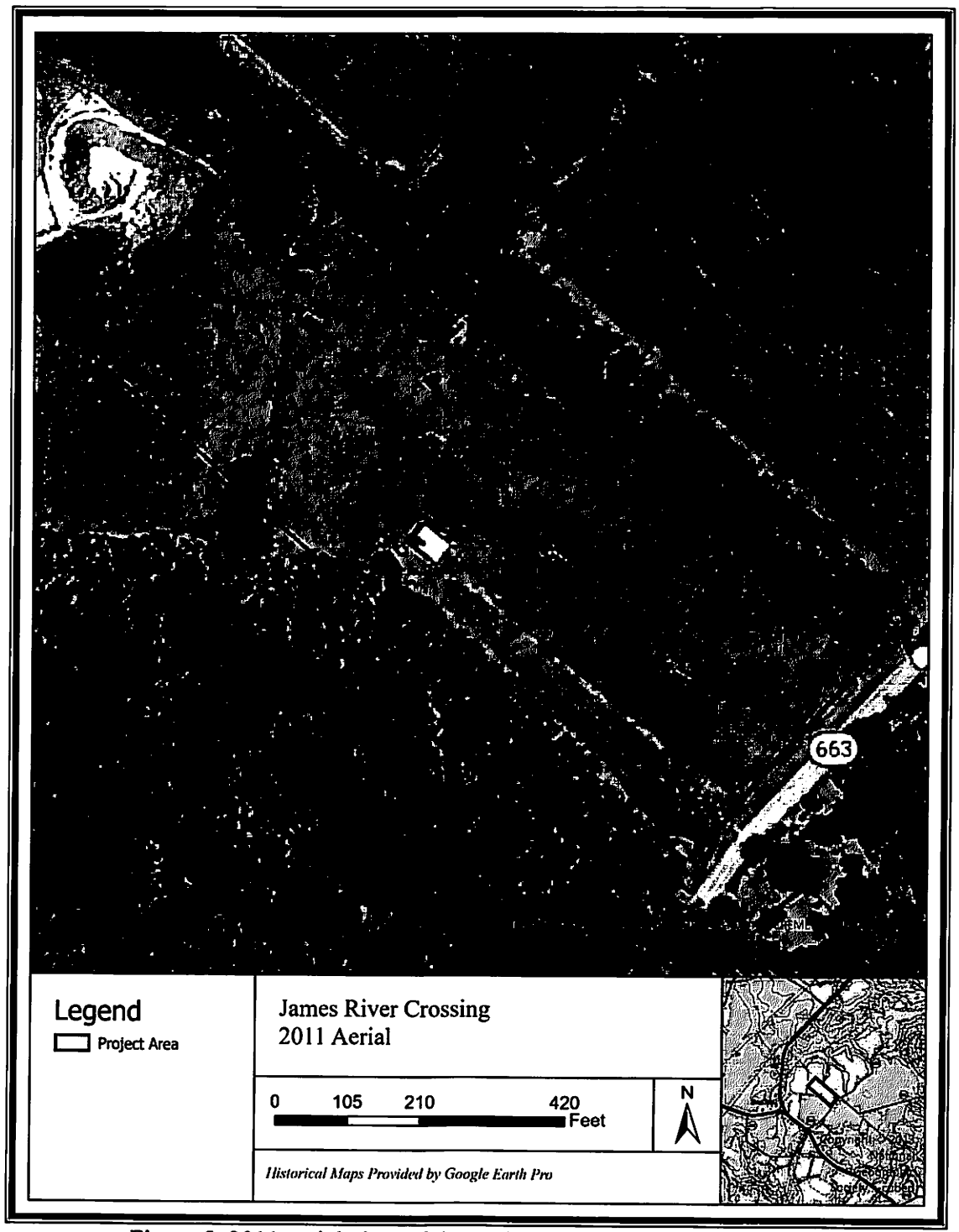


Figure 5. 2011 aerial view of the project area, from Google Earth.

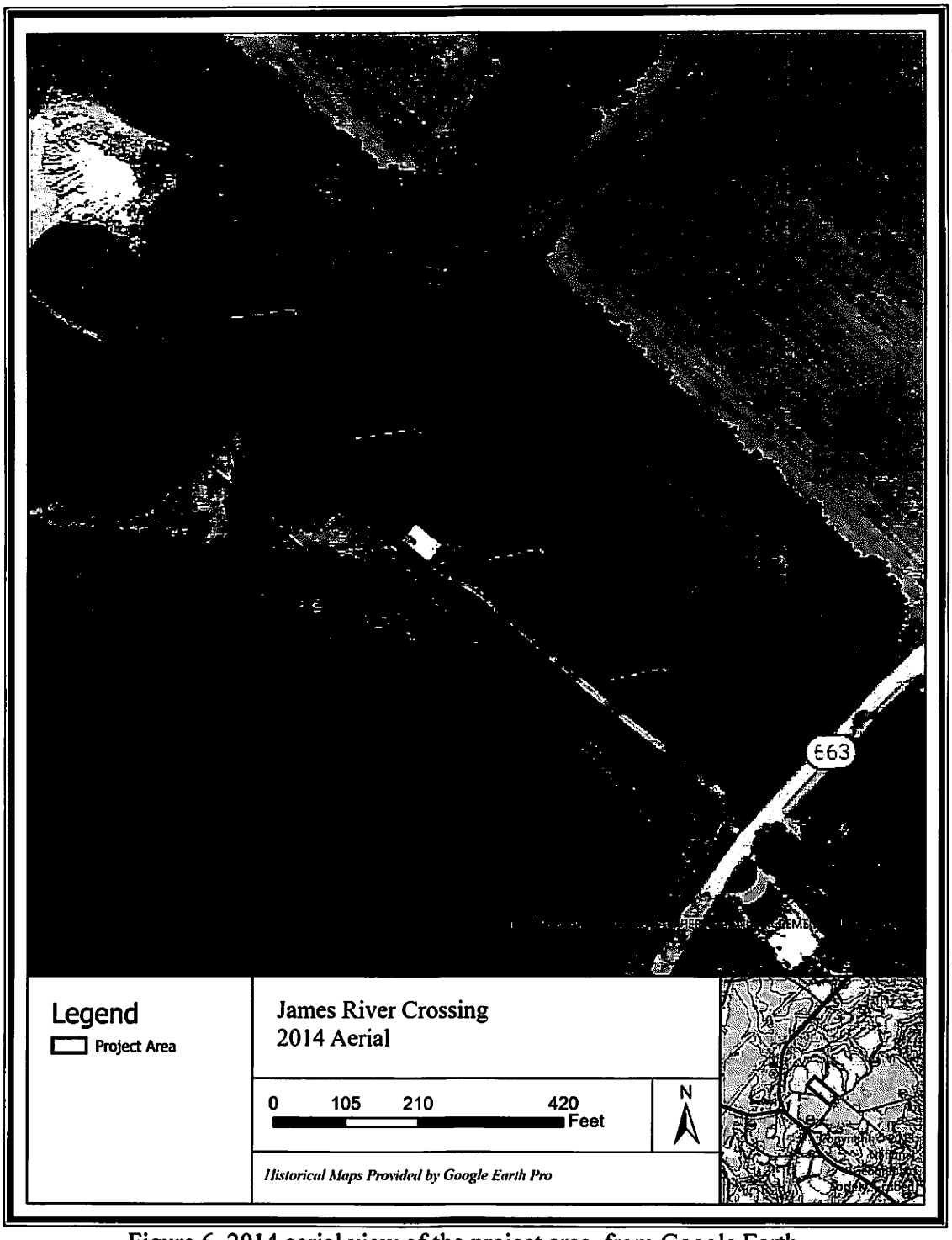


Figure 6. 2014 aerial view of the project area, from Google Earth.

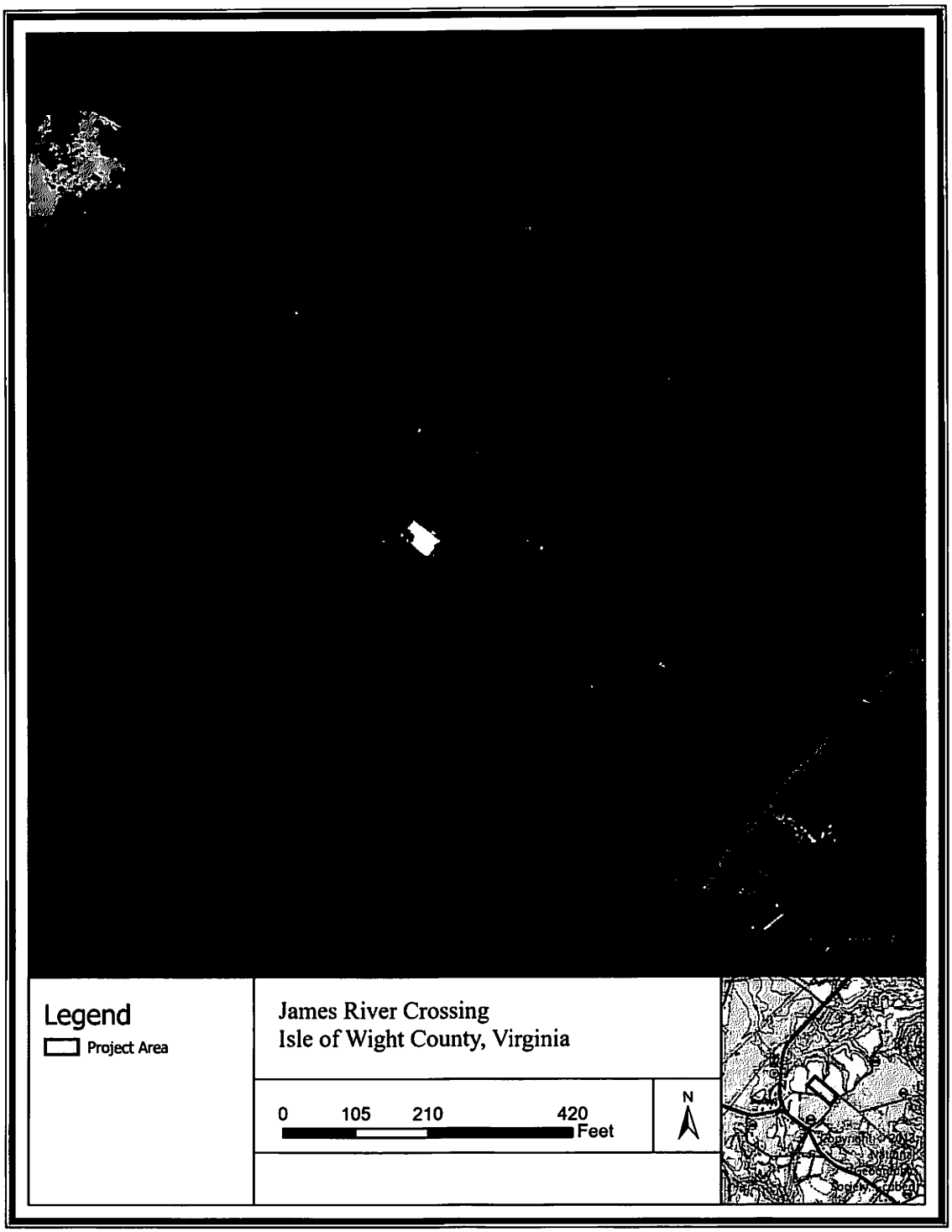


Figure 7. Current (2021) aerial view of the project area, from Google Earth.

**Soils**

At least two different soil types and type variants exist within the project area (Natural Resources Conservation Service [NRCS] 2021). These soil and soil types include Myatt fine sandy loam and Yemassee fine sandy loam (Figure 8 and Table 1). These types and variants are described below, including references to drainage, hunting, and gathering potential, and horticultural and agricultural productivity potential. Further, conclusions regarding the suitability of each for historical and Native American occupation and archaeological site probability are also explained.

Soils maps and associated data analyze soil types within a geographic area. Despite comprehensive and detailed coverage of most areas by soils surveyors, researchers often miss microenvironments due to their small footprints. Unfortunately, resource-rich microenvironments were often common sites of cultural activity. As such, this analysis of archaeological potential is a "best-guess" using the best available data.

Well-drained, agriculturally- and horticulturally-productive soils proximal to transportation corridors were the best choices for historic period occupation. Secondary areas, such as those containing wet soils and acid soils, after improvement such as drainage and liming, may have also been suitable choices for historic occupation. No navigable waterways exist within the project area; thus, water travel is not a factor in the site probability analysis of this tract.

Areas of wet soils may have been attractive to Native American cultures. In these areas, edible herbaceous plant species may have been gathered, and faunal species browsing these areas may have been hunted with success. Well-drained soils proximal to these resource-rich areas may have made adequate hunting and gathering campsites where the hunted and gathered resources were processed. These sites would have left a visible archaeological footprint. Little archaeological evidence would be located within the wet areas, the immediate locale of resource procurement.

Areas containing gravelly soils may have been especially attractive to stone tool-manufacturing Native American cultures, but the level of attraction may have depended on the type and quality of the gravels available in these locations. Well-drained soils proximal to quarry-able, gravel-rich areas would have made adequate lithic material procurement campsites. Still, in this case, archaeological materials may be located at both the campsites and the quarry sites.

Table 1. Soils Identified Within the Project Area Boundaries.

| | | | | |
|---|---|---|---|---|
| 9 | Myatt fine sandy loam | 12.0 | Northern, southern, western, eastern, central | 99.90% |
| 23 | Yemassee fine sandy loam | 0.01 | Northwestern | 0.10% |

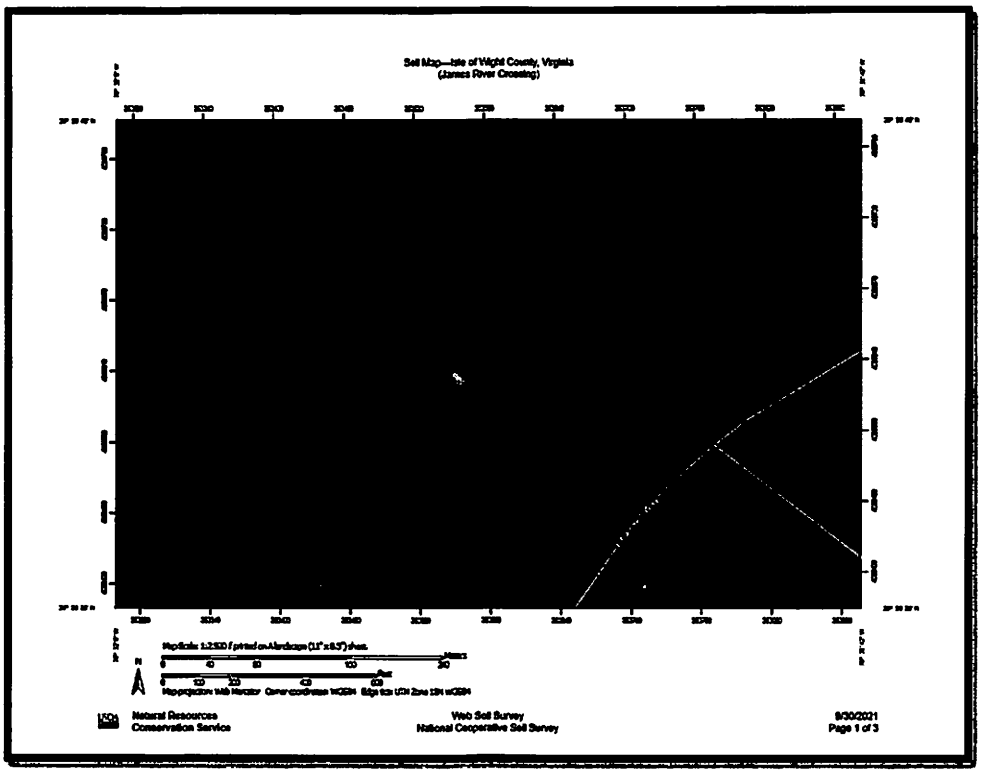


Figure 8. Project area soil map, from NRCS website.

***Soils Identified Within the Project Area***

*Myatt Soil (9)*

Myatt soil is a very-deep, poorly-drained, moderately-slowly-permeable soil formed in the regolith of medium- to moderately-fine-textured marine or fluviatile sediments found in stream terraces and upland flats of the Southern Coastal Plain (NRCS 2021). Solum thickness ranges from 40 inches to 60 inches in this very strongly acid to moderately acid soil. This soil features a very slow to slow surface runoff. Most areas of Myatt soil are in woodland or pasture. This soil can support corn, cotton, oats, and hay crops where cultivated. Where forested, this soil can support water oak, maple, sweetgum, ash, cypress, bay, and some pine.

*Yemassee Soil (23)*

Yemassee soil is a very-deep, somewhat poorly-drained, moderately-permeable soil formed in marine sediments and located on terraces and broad flats of the lower Coastal Plain (NRCS 2021). Solum thickness ranges from 40 inches to 70 inches in this extremely acid to slightly acid soil. The water table is about 1.00 feet to 1.50 feet below the surface for up to four months of the year. Where forested, this soil can support loblolly pine, slash pine, longleaf pine, sweetgum, black gum, water oak, dogwood, and hickory. Where cultivated, this soil can support corn, soybeans, small grains, truck crops, and pasture grasses.

## RESEARCH STRATEGY AND METHODOLOGY

### Research Strategy

The survey was designed to identify all cultural resources present in the project area and obtain sufficient information to make recommendations about the further research potential of each resource based on potential eligibility to the National Register of Historic Places. Both documentary research and archaeological field were performed at a level in compliance with the Secretary of the Interior's Standards (Department of the Interior 1983, 48 FR 44720-44723) and VDHR guidelines for Phase I archaeological surveys. Moreover, the field survey was conducted in compliance with statutes regarding the impact of undertakings on historic properties as summarized by the Advisory Council on Historic Preservation (36 CFR 800 [1986 and amended]). To meet Advisory Council on Historic Preservation standards, a Phase I archaeological survey must be conducted in "a reasonable and good faith effort to identify historic properties that may be affected by the undertaking" (36 CFR 800.4). The Phase I survey was performed and documented at a level that meets or exceeds these standards.

A cultural resource is gauged to be significant if at least one of four National Register of Historic Places criteria can be applied to it:

A. Associated with significant events in the broad patterns of national history;
B. Associated with the lives of persons significant in our past;
C. Representative of a type, period, or method of construction, or the work of a master; and
D. Capable of yielding important information about the past.

Typically, Criterion D applies to archaeological sites, although all four criteria may apply. To be capable of yielding important information about the past, generally, a site must possess artifacts, soil strata, structural remains, or other cultural features that make it possible to test historical hypotheses, corroborate and amplify currently available information, or reconstruct the sequence of the local archaeological record.

### Methods

#### *Archival Research*

Archival research commenced examining cartographic and historical works online with the Library of Congress, the Colonial Williamsburg Rockefeller Library, VDHR, the Library of Virginia, and the Isle of Wight County. Efforts were made to determine whether historic road rights-of-way passed close to the project area and whether subsurface cultural deposits were likely to be present. Data accumulated during previous archival research on historical sites throughout the region also were examined.

#### *Architectural Field Methods*

A field survey of all historic structures was conducted according to VDHR's survey procedures. A VDHR site form was completed for each structure or complex 45 years of age or older, and at least one photograph was taken, usually more.

*Archaeological Field Methods*
Before subsurface testing, the entire project area was visually inspected via pedestrian survey, and all aboveground evidence of cultural activity was noted and recorded. Shovel tests, approximately 1.50-foot in diameter, were excavated at 50- and 25-foot intervals. Waterlogged areas, or portions of the project area with slopes in excess of 15%, were carefully examined for cultural material but were not subjected to subsurface testing. All shovel tests were excavated according to natural levels to the sterile subsoil, and all soils were screened through a ¼-inch wire mesh. Profiles were recorded for representative shovel tests, and the Munsell classification system recorded soil color. All shovel tests were recorded on standard field forms, and all cultural material was retained.

*Laboratory Methods*
Once removed from the field, all archaeological data and specimens were transported to Circa~ 's laboratory for processing and analysis. Before washing, artifacts from a given provenience were first emptied into a screened basket and sorted. Items determined to be unstable will be either dry brushed or, in some cases, not washed and re-bagged with the appropriate provenience information. These items may include unstable organic objects, such as wood or other plant material, leather, bone, fabric, metal requiring immediate conservation, and overglaze painted delftware, and other soft-bodied ceramics such as some local wares. Stable objects will be washed with a soft brush. The edges of ceramics and glass will be thoroughly cleaned to identify body type and mending. Items will then be placed by provenience on a drying rack.

Artifacts were sorted first by material and checked for mends in a given provenience. Stylistic attributes were described with current terminology and recorded by count into a database for analysis. Non-diagnostic artifacts with like attributes will be grouped - i.e., clear, amber, etc., bottle body glass fragments, unrecognizable nail fragments, corroded metal fragments, and aqua window glass. Diagnostic artifacts were sorted and grouped based on type, ware, vessel, or function.

## CULTURAL BACKGROUND

The following section provides the Native American and historical background information necessary to assess the archaeological potential of the proposed project area. Previous investigations in the general vicinity of the project area are outlined, while specific documents and resources employed in this survey are discussed.

### Historic Context

*Native American Context*
Virginia's Native American cultural chronology, like that of the rest of the Middle Atlantic region, is divided into three major periods, Paleoindian, Archaic, and Woodland, with the differences defined mainly on changes in subsistence practices, settlement patterns, and types of material remains found. The three main periods reflect significant changes, while "Early," "Middle," and "Late" subperiods reflect less dramatic, though still significant, changes.

*Paleoindian Period (Prior to 10,000 B.C.)*
Paleoindian occupation in Virginia, the first human occupation of the region, began sometime before 10,000 B.C. The earliest diagnostic artifacts where there is any consensus are Clovis projectile points, typically fashioned of high-quality cryptocrystalline materials such as chert, chalcedony, and jasper. Later Paleoindian points include smaller Clovis-like and Cumberland variants and small "Mid-Paleo" points. Dalton, Hardaway-Dalton, and Hardaway side-notched points make up the later end of the Paleoindian period in the southeastern part of Virginia. Also, though to a lesser extent, diagnostic are certain types of well-made endscrapers, sidescrapers, and other formalized tools. Most current views now hold that eastern Paleoindians were generalized foragers emphasizing hunting. The social organization apparently consisted of relatively small bands that exploited a broad but defined territory.

Isolated projectile point finds and what appear to be small temporary camps represent the majority of Paleoindian remains in Virginia. Although some larger and very notable base camps are present in Virginia, they are relatively rare and usually associated with sources of preferred high-quality lithic materials. Two of the most important Paleoindian sites in Virginia and the eastern United States are the Thunderbird Site in the Shenandoah Valley (Gardner 1974, 1977) and the Williamson Site in south-central Virginia (McCary 1951, 1975). Both are large base camps associated with nearby sources of high-grade cryptocrystalline lithic materials. Researchers have formulated a site typology at the Thunderbird site area and its surrounding environs, including lithic quarries, quarry-related base camps, quarry reduction stations, base camp maintenance stations, remote hunting sites, and isolated point sites (Gardner 1981, 1989).

One of the earliest dating sites in North America, Cactus Hill, lies in the Coastal Plain along the Nottoway River in nearby Sussex County, Virginia (McAvoy and McAvoy 1997). Although still controversial, Cactus Hill appears to potentially become one of the most well-accepted pre-Clovis sites in the western hemisphere.

There are concentrations of Paleoindian materials in Virginia, and, conversely, there are areas where sites and isolated finds of this early period are all but absent. The largest concentrations are in Dinwiddie and Mecklenburg counties, with a second one around the Dismal Swamp. In the Virginia Coastal Plain, counties lying south of the James River account for the largest number of Paleoindian finds (McCary 1983, Turner 1989), and Isle of Wight County is one of those counties with a relatively high concentration of such finds. This situation likely represents the northern edge of the greater cluster that extends down to the Dismal Swamp.

Despite this location, Paleoindian finds are rare, and Paleoindian sites are far less common than all other periods of Native American history. However, a fluted point crafted from petrified wood was recovered to the east of the project tract. Given this find, the possibility of finding remains from this early period either in or near the project area is considered higher than average. In addition, any well-drained location along the James River, particularly where tributaries converge, is a high potential location for Native American camps and settlements in general. Therefore, considering that several

Paleoindian finds have been discovered near the project tract. In Isle of Wight County, the presence of these sites or isolated finds in the vicinity are unlikely but cannot be ruled out.

*Archaic Period (8,000 B.C. - 1200 B.C.)*
The beginning of the Archaic period generally coincides with the end of the Pleistocene epoch, marked in this region by a climatic shift from a moist, cool period to a warmer, dryer climate. Vegetation also changed at this time from a largely boreal forest setting to a mixed conifer-deciduous forest. In eastern Virginia, a temperate climate was established, and the formation of the Chesapeake estuary began (Dent 1995). Researchers believe that increasing differences in the seasonal availability of resources brought on by post-Pleistocene changes coincide with increasing emphasis on strategies of seasonally geared mobility.

A band-level social organization involving seasonal movements corresponding to the seasonal availability of resources and, in some instances, shorter-interval movements is thought to characterize Archaic populations primarily. Settlement during the Archaic period probably involved the occupation of relatively large regions by single band-sized groups, living in base camps during part of the year and dispersing as necessary on an as-needed or seasonal basis, creating smaller microband camps, possibly consisting of no more than single families.

The development of more specialized resource procurement activities and the technology to accomplish these activities also characterizes the Archaic period. These differences in the material culture are believed to reflect larger, more localized populations and changes in food procurement and processing methods.

Corner and side notching became a common characteristic of projectile points at the beginning of the Archaic period (Early Archaic subperiod), indicating changes in hafting technology and possibly the invention of the spear-thrower (atlatl). Notched forms include Palmer and Kirk corner-notched and, in localized areas, various side-notched forms. A series of bifurcate base forms marked the later end of the Early Archaic subperiod and the beginning of the Middle Archaic subperiod. The Middle Archaic subperiod, circa 6,500 B.C. - 3,000 B.C., sees the rise of various stemmed projectile point forms. In this area of eastern Virginia, the most common Middle Archaic forms would be Stanly, Morrow Mountain, and Guilford types, followed by the side-notched Halifax type at the end of the subperiod and the transition into the Late Archaic subperiod between circa 3,500 B.C. and 3,000 B.C. Stemmed and notched forms, including various large, broad-bladed stemmed knives and projectile points (e.g., Savannah River and variants), dominated the Late Archaic subperiod. These forms generally diminish in size by the succeeding Early Woodland subperiod. Also found, though more rarely along the margins of the Dismal Swamp, are stemmed and notched-stem forms like those generally associated more prominently with areas of Pennsylvania and adjoining parts of the northeast (Perkiomen).

The Archaic period also marks the beginning of ground-stone technology, with the occurrence of ground atlatl weights and celts. New tool categories developed during the Archaic period include chipped- and ground-stone celts, ground stone net sinkers, pestles, pecked stones, mullers, and axes. Vessels carved from steatite have been found on sites dating to the end of the Late Archaic subperiod.

Marked increases in population density and decreased mobility characterize the Late Archaic subperiod in eastern North America (4,000 B.C. - 1,200 B.C.). Because population growth necessitated a larger and more predictable food supply, agriculture probably has its origins in the Middle Atlantic region during this subperiod. Yarnell (1976), for example, writes that sunflower, sump weed, and possibly goosefoot may have been cultivated as early as 2,000 B.C. In the lower Little Tennessee River Valley remains of squash have been found in Late Archaic Savannah River contexts (circa 2,400 B.C.), with both squash and gourd in slightly later period contexts (Chapman and Shea 1988).

The settlement model presented by Gardner (1982) for the nearby Portsmouth locality is most relevant to the project area environs. In this model, the Late Archaic pattern shows continuity with the earlier Middle Archaic subperiod in that the settlement system involves a fusion-fission cycle of alternating group dispersal and aggregation in a series of seasonal shifts (Gardner 1982). Locally, these shifts would occur between the fringe of the Great Dismal Swamp to the south and the estuarine zone and its associated streams. Briefly stated, foray camps would be located directly on the estuaries and up the freshwater tributaries, with seasonally occupied small group base camps in the tributary headwaters. By contrast, the Dismal Swamp is the suggested location of seasonally occupied large group aggregations with associated satellite camps around them.

The most common types of Archaic sites that would most likely be found in and around the project area would be those dating to the Middle and Late Archaic subperiods. Middle and Late Archaic campsites are common in the James River-drained Coastal Plain. The project area was viewed as having a low to moderate potential for the location of Middle to Late Archaic components representing small group, transient campsites. In most cases, such sites would not likely have National Register of Historic Places significance unless preserved features or unplowed subsurface deposits were present.

*Woodland Period (1,200 B.C. - circa A.D. 1600)*
Ceramic technology, a gradually developing dependence on horticulture, and increased sedentism characterized the Woodland period. Researchers have designated three subperiods (Early, Middle, and Late Woodland) based primarily on stylistic and technological changes in ceramic and projectile point types and settlement patterns.

Not all researchers agree on the temporal brackets for Virginia's Early and Middle Woodland subperiods. Some use the southeastern chronology where the Early Woodland subperiod begins circa 1,000 B.C. and lasts to circa A.D. 200/300. This chronology may apply to southwestern Virginia, though not to the Piedmont, Coastal Plain, or Potomac-drained Ridge and Valley. Gardner (1982) initially formulated the most widely used temporal scheme in the Middle Atlantic, Early Woodland, circa 1,200 B.C. - 500 B.C.;

| VDHR Survey Number | Date of resource | Description of resource | Survey information | Recommendation |
|---|---|---|---|---|
| 44IW0222 | 17th century<br>18th century<br>19th century | Dwelling | Phase I survey 3/99 | None made |
| 44IW0223 | Native American<br>Historic | Camp | Phase I survey 3/99 | None made |
| 44IW0224 | Native American | Camp | Phase I survey 3/99 | None made |
| 44IW0225 | 18th century<br>19th century | Trash scatter | Phase I survey 3/99 | None made |
| 44IW0226 | Middle<br>Woodland | Camp | Phase I survey 3/99 | None made |
| 44IW0227 | 18th century<br>19th century | Dwelling | Phase I survey 3/99 | None made |
| 44IW0228 | 17th century<br>18th century | Trash scatter | Phase I survey 3/99 | None made |
| 44IW0229 | Middle<br>Woodland<br>Late Woodland | Camp | Phase I survey 3/99 | None made |
| 44IW0230 | 20th century | Trash scatter | Phase I survey 3/99 | None made |
| 44IW0255 | 19th century<br>20th century | Trash scatter | Phase I survey 7/07 | None made |
| 44IW0309 | 20th century | Artifact scatter | Phase I survey 4/19 | VDHR determined not eligible 6/19 |
| 44IW0310 | 20th century | Artifact scatter | Phase I survey 4/19 | VDHR determined not eligible 6/19 |
| *Architectural Resources* | | | | |
| 046-5051 | ca. 1900 | House/Barn, Route 17/258 | Phase I survey 7/03 | VDHR determined not eligible 8/03 |
| 046-5180 | ca. 1900 | Farmhouse, 23381 Channel Way, site includes one house, one workshop, one barn, one well house, and one cemetery | Phase I survey 3/05 | None made |
| 046-5279 | ca. 1910 | Brown House, Deep Bottom Drive, site includes one ruinous house and one well house | Phase I survey 4/07 | None made |
| 046-5539 | ca. 1950 | House, 23109 Baltimore Lane, the site includes two houses, one shed, and one ruin | Phase I survey 3/19 | None made |

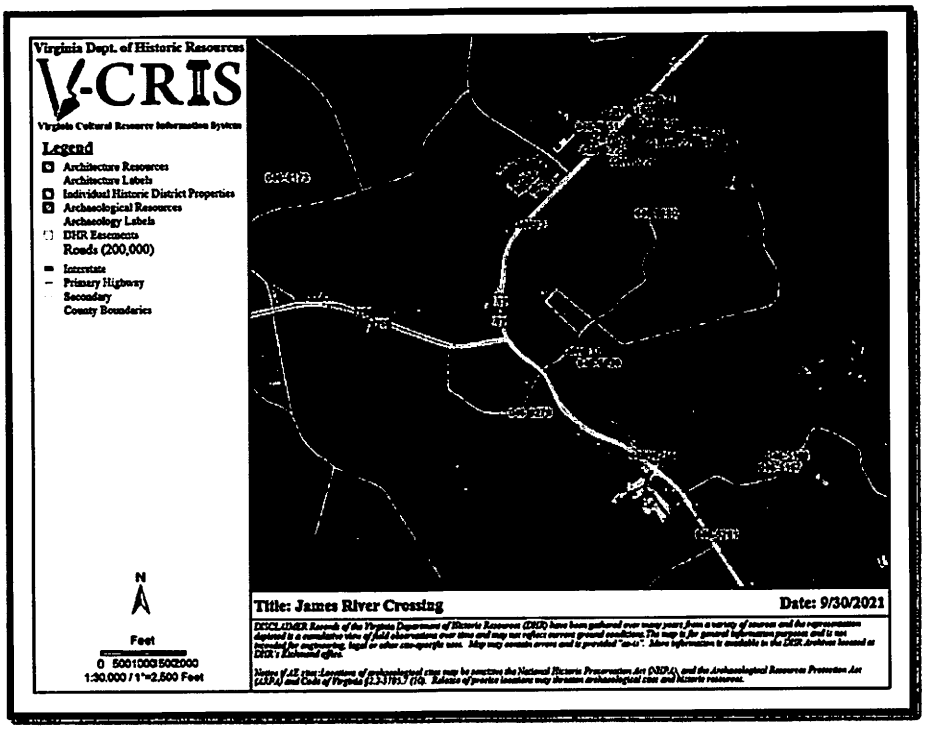


Figure 22. V-CRIS map showing previously-identified resources within a one-mile radius of project area boundaries.

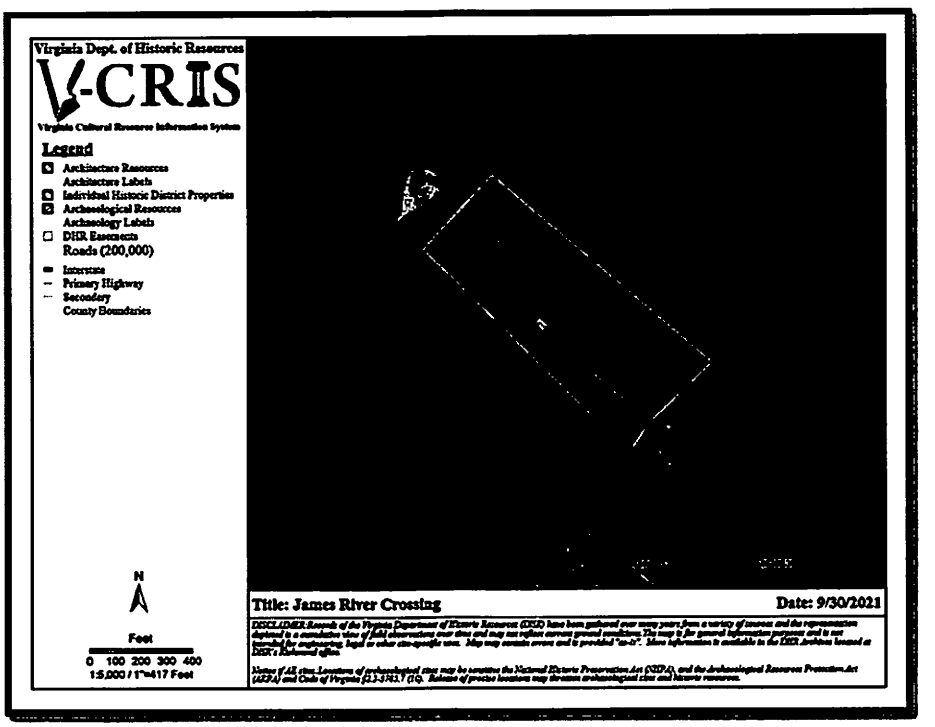


Figure 23. Detailed V-CRIS map showing previously-identified resources within proximity to the project area boundaries.

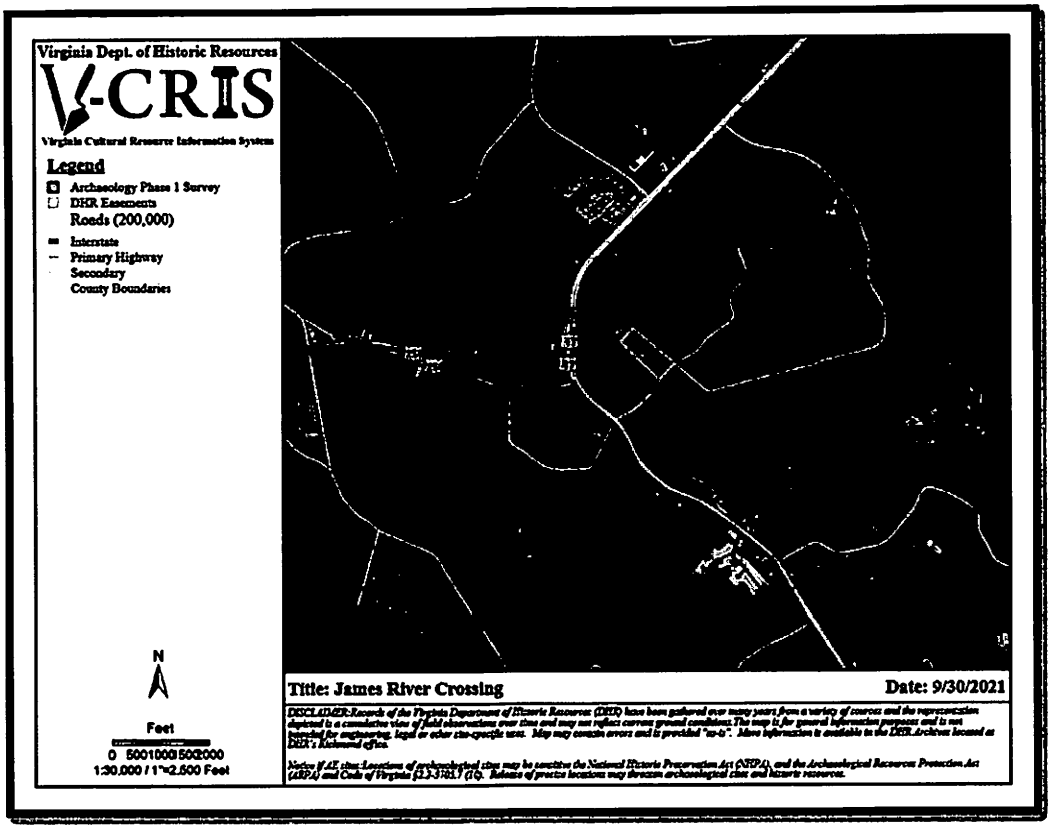


Figure 24. VDHR V-CRIS map showing project area in yellow and previous-survey areas outlined in green.

## ARCHAEOLOGICAL SITE POTENTIAL

### Native American Site Potential

Eight previously-identified Native American archaeological sites are located within one mile of the project area (Table 3 and Figure 25). Twelve previously-identified Native American archaeological sites are located within two miles of the project area. Of these resources, one site dates to the Woodland period; one site dates to the Middle Woodland subperiod; one site dates to the Middle and Late Woodland subperiods; one site dates to the Woodland period and the 19th century; three sites date to the Native American period; one site dates to the Native American period and the 17th century; two sites date to the Native American period and the 19th and 20th century; and two sites date to the Native American period and the historic period.

Table 3. Previously-Identified Native American Sites Within Two Miles of The Project Area.

| Site Number | Site Chronology | Site Type | Native American Lithic Artifacts | Native American Ceramic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| 44IW0096 | Woodland<br>19th century | Trash scatter | None listed | Fabric-impressed, sand-tempered sherds | None listed | None listed | The site is located along Route 662, approximately 1/10 of a mile from Ragged Island Creek. |
| 44IW0193 | Native American<br>Historic | Trash scatter | One secondary quartz flake | None listed | 0.120 acres | None listed | The site is located on a ridge approximately 20 feel AMSL. |
| 44IW0216 | Native American | Camp | Eight secondary quartzite flakes, five tertiary flakes, one secondary quartzite flake, one secondary quartz flake, one tertiary quartz flake, one secondary siliceous slate flake, one quartzite fire-cracked rock | None listed | None listed | None listed | The site is located on a knoll approximately 17 feel AMSL. |
| 44IW0217 | Native American<br>19th century<br>20th century | Camp | Three secondary quartzite flakes, five tertiary quartzite flakes, two quartzite fire-cracked rock | None listed | 0.90 acres | None listed | The site is located on a knoll approximately 15 feet AMSL. |

| Site Number | Site Chronology | Site Type | Native American Lithic Artifacts | Native American Ceramic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| 44IW0218 | Native American 19th century 20th century | Camp | One secondary quartzite flake, one tertiary quartzite flake, one quartzite fire-cracked rock | None listed | 0.210 acres | None listed | The site is located on a knoll approximately 14 feet AMSL. |
| 44IW0219 | Native American 17th century | Camp | Two secondary quartzite flakes | Two fine sand- and grit-tempered sherds | 1.0 acres | None listed | The site is located on a knoll approximately 11 feet AMSL. |
| 44IW0220 | Native American Historic | Camp | Six secondary quartzite flakes, one tertiary quartzite flake, one quartzite fire-cracked rock | None listed | 0.250 acres | None listed | The site is located on a knoll approximately 13 feet AMSL. |
| 44IW0221 | Woodland | Camp | None listed | Two shell-tempered sherds, one sand-tempered shed | 0.130 acres | None listed | The site is located on a knoll approximately 10 feel AMSL. |
| 44IW0223 | Native American | Camp | Two secondary quartzite flakes, one quartzite primary flake | None listed | 0.080 acres | None listed | The site is located on a knoll approximately 13 feet AMSL. |
| 44IW0224 | Native American | Camp | Four quartzite fire-cracked rocks | None listed | 0.069 acres | None listed | This site is located on a knoll approximately eight feet AMSL. |
| 44IW0226 | Middle Woodland | Camp | Four secondary quartzite flakes | Nine shell-tempered sherds, one cord-marked sand-, grit-, and shell-tempered sherd, one sand-tempered sherd | 1.840 acres | None listed | The site is located on a knoll approximately 17 feet AMSL. |
| 44IW0229 | Middle Woodland Late Woodland | Camp | Three quartzite fire-cracked rock | One shell-tempered sherd, one crushed-quartz-tempered sherd | 0.060 acres | None listed | The site is located on a knoll approximately 16 feet AMSL. |

Given the project area's proximity to the James River and tributaries such as Ragged Island Creek to the north of the project area and Brewers Creek and Creer Creek to the south of the project area, the possibility of finding Native American resources on the site would be moderate to high; however, when coupled with the poorly-drained soil type mapping for the project area, the possibility of locating Native American resources is considered low. Most of the Native American sites were identified to the northeast of the project area, located along Ragged Island Creek on well-drained soil. Given this information, it is possible that a Native American site, most likely a temporary camp, could be found within the project area boundaries. Given the previously-identified sites, this site would most likely date to the Woodland and/or general Native American period and would range in size from under one acre to less than three acres. Judging from the previously-identified sites, it would probably contain a very light mix of lithic artifacts and Native American pottery if a site was found within the project area.

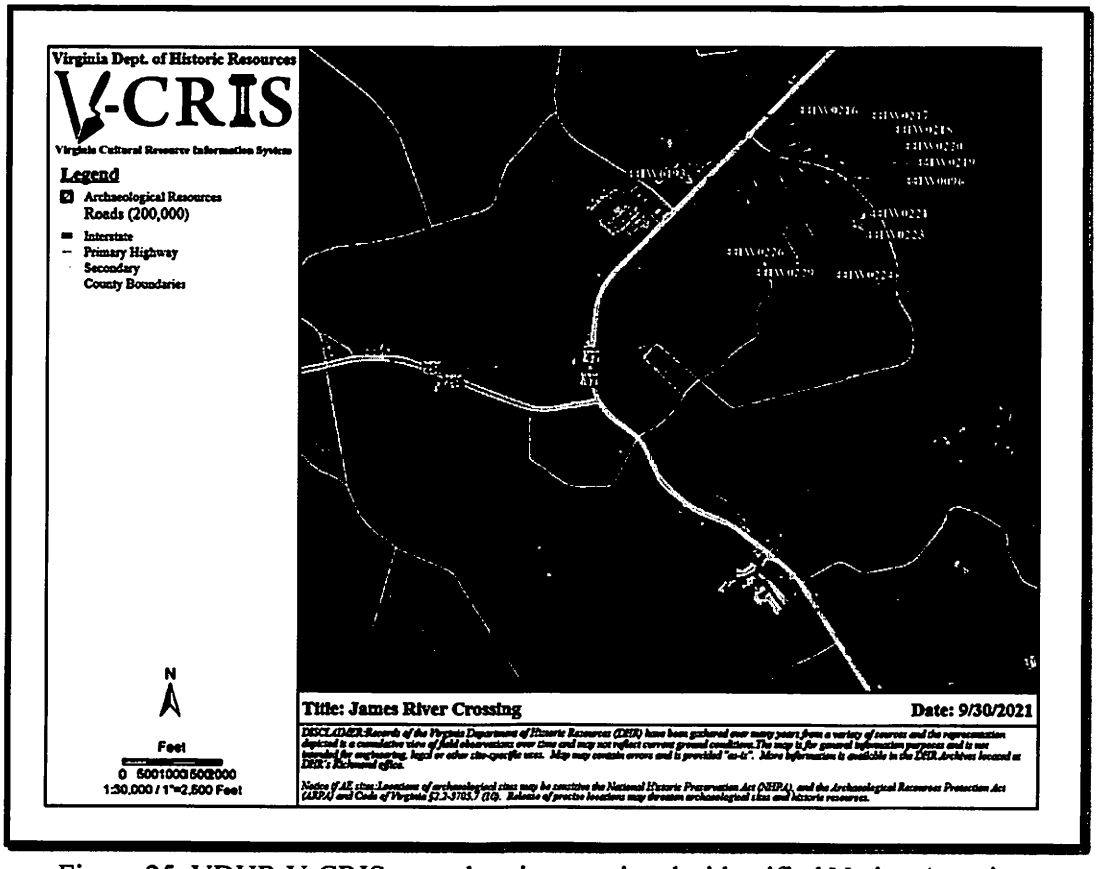


Figure 25. VDHR V-CRIS map showing previously-identified Native American archaeological resources within two miles of the project area (yellow-shaded area).

**Historic Site Potential**

Sixteen previously-identified historic archaeological sites are located within one mile of the project area (Table 4 and Figure 26). No additional previously-identified historic archaeological sites are located within two miles of the project area. Of these resources, one site dates to the Native American period and the 17th century; two sites date to the Native American period and the 19th and 20th century; two sites date to the Native American period and the historical period; one site dates to the 17th and 18th century; one site dates to the 17th, 18th, and 19th century; one site dates to the 18th century; three sites date to the 18th and 19th century; two sites date to the 19th and 20th century; and three sites date to the 20th century.

Given the project area's proximity to the James River and its tributaries such as Ragged Island Creek to the north of the project area and Brewers Creek and Creer Creek to the south of the project area, and the presence of historic structures near the project area on the historical USGS maps would indicate a moderate to high probability/ However, the presence of poorly-drained soils suggest the possibility of finding historic archaeological resources is considered low to moderate. Most of the previously-identified sites are clustered to the northeast of the project area, near Ragged Island Creek, with several located along Brewers Creek and Creer Creek to the south. Given this information, it is possible that a historical site, most likely a domestic, could be found within the project area boundaries. Given the previously-identified sites, this site would most likely date to the 18th, 19th, and/or 20th centuries and would range in size from under one acre to less than three acres. Judging from the previously-identified sites, if a site were found within the project area, it would probably contain a light mix of ceramic artifacts and domestic artifacts, including glass fragments and building materials such as brick and nails.

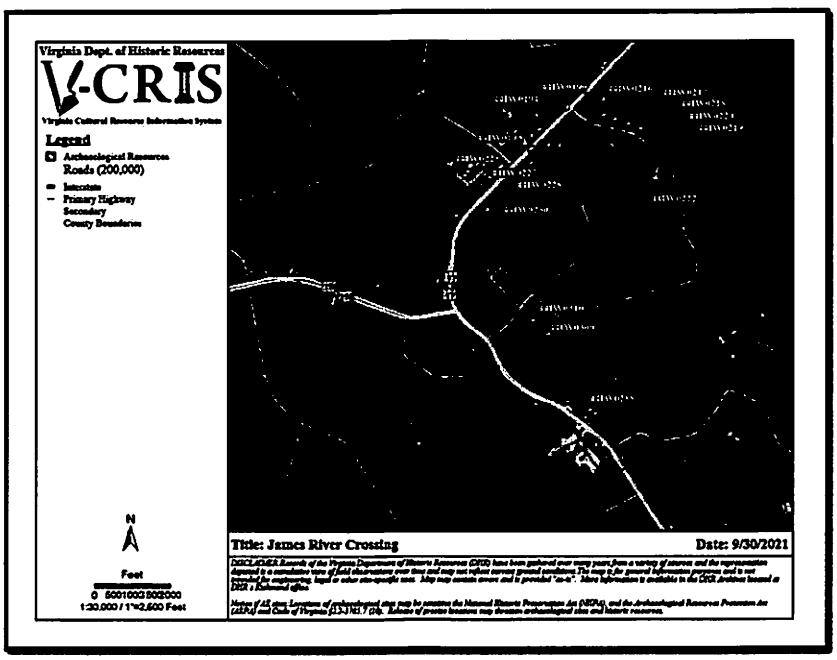


Figure 26. VDHR V-CRIS map showing previously-identified historic archaeological resources within two miles of the project area (yellow-shaded area).

Table 4. Previously-Identified Historical Archaeological Sites Within Two Miles of The Project Area.

| Site Number | Site Chronology | Site Type | Historic Ceramic Artifacts | Other Historic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| 44IW0190 | 18th century | Grave/burial | None listed | None listed | None listed | None listed | The site is located on a floodplain approximately 22 feet AMSL |
| 44IW0193 | 19th century 20th century | Trash scatter | Pearlware sherds, whiteware sherds, ironstone sherds | Clam shell fragments, oyster shell fragments, mortar fragments, window glass fragments, bottle glass fragments, plastic fragments | 0.120 acres | None listed | The site is located on a ridge approximately 20 feet AMSL. |
| 44IW0194 | 18th century 19th century | Dwelling | Pearlware sherds, creamware sherds, whiteware sherds, American stoneware sherds | Oyster shell fragments, dark green bottle glass fragments, aqua bottle glass fragments, one iron finial | 2.00 acres | None listed | The site is located on a ridge overlooking an unnamed tributary to Ragged Island Creek, approximately 18 feet AMSL. |
| 44IW0216 | Native American Historic | Camp | One pearlware sherd | One coal fragment | None listed | None listed | The site is located on a knoll approximately 17 feet AMSL. |
| 44IW0217 | Native American 19th century 20th century | Camp | One pearlware sherd, one creamware sherd, one whiteware sherd | One window glass fragment, two cut nail fragments | 0.90 acres | None listed | The site is located on a knoll approximately 15 feet AMSL. |
| 44IW0218 | Native American 19th century 20th century | Camp | One whiteware sherd | One solarized bottle glass fragment | 0.210 acres | None listed | The site is located on a knoll approximately 14 feet AMSL. |
| 44IW0219 | Native American 17th century | Camp | Two redware sherds | One dark green bottle glass fragment, two white ball clay pipe bowl fragments, one | 1.00 acres | None listed | The site is located on a knoll approximately 11 feet AMSL. |

| Site Number | Site Chronology | Site Type | Historic Ceramic Artifacts | Other Historic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| | | | | white ball clay pipe stem fragment, one pipe bowl fragment | | | |
| 44IW0220 | Native American Historic | Camp | None listed | Two handmade brick fragments | 0.250 acres | None listed | The site is located on a knoll approximately 13 feet AMSL. |
| 44IW0222 | 17th century 18th century 19th century | Dwelling | Two fire-damaged earthenware sherds, one fire-damaged stoneware sherd, one pearlware sherd | One white ball clay pipe stem, one white ball clay bowl fragment, one clear bottle glass fragment, two handmade brick fragments, oyster shell fragments, one cut nail fragment, one coal fragment | 0.250 acres | None listed | The site is located on a knoll approximately 13 feet AMSL. |
| 44IW0225 | 18th century 19th century | Trash scatter | Three creamware sherds | One handmade brick fragment | 0.140 acres | None listed | The site is located on a knoll approximately 20 feet AMSL. |
| 44IW0227 | 18th century 19th century | Dwelling | One creamware sherd, one pearlware sherd | Seven handmade brick fragments, oyster shell fragments, two window glass fragments | 0.180 acres | None listed | This site is located on a knoll approximately 19 feet AMSL. |
| 44IW0228 | 17th century 18th century | Trash scatter | One Chinese porcelain sherd, one Rhenish stoneware sherd | One green bottle glass fragment, one brass nut | 0.060 acres | None listed | The site is located on a knoll approximately 18 feet AMSL. |
| 44IW0230 | 20th century | Trash scatter | Seven whiteware sherds | Seven machine-made brick fragments, aqua bottle glass fragments, | 0.110 acres | None listed | The site is located on a knoll approximately 19 feet AMSL. |

| Site Number | Site Chronology | Site Type | Historic Ceramic Artifacts | Other Historic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| | | | | amber bottle glass fragments, clear bottle glass fragments, cobalt blue bottle glass fragments, two clam shell fragments, wire nail fragments, one bone fragment, one lead plug, one iron button | | | |
| 44IW0255 | 19th century 20th century | Trash scatter | Two whiteware body sherds | One tableware glass fragment, one coal fragment, one bottle glass fragment, one dark green bottle glass fragment | 0.125 acres | None listed | The site is located on a knoll approximately 20 feet AMSL. |
| 44IW0309 | 20th century | Artifact scatter | One whiteware sherd, | One amber bottle glass fragment, four clear bottle glass fragments, two aqua bottle glass fragments, two aqua window glass fragments, seven 1-inch-long roofing nails, four concrete fragments, three white tile fragments | 0.200 acres | None listed | The site is located in a flat area approximately 22 AMSL. |

| Site Number | Site Chronology | Site Type | Historic Ceramic Artifacts | Other Historic Artifacts | Site Size | Soil Type | Additional Site Information |
|---|---|---|---|---|---|---|---|
| 44IW0310 | 20th Century | Artifact scatter | Two whiteware sherds | Six clear bottle glass fragments, two aqua window glass fragments | 0.030 acres | None listed | The site is located in a flat area approximately 21 feet AMSL. |

## RESULTS

The field survey provides specific information concerning the location, nature, and distribution of archaeological resources within the project area. Based on VDHR guidelines, Circa~ uses two designations to group archaeological resources: isolated finds and sites. An isolated find is defined as when a limited number of artifacts are recovered from the ground surface or shovel testing. This event may be either a casual or a single-episode discard such as a projectile point or a bottle break or a small collection of artifacts related to various periods, such as a projectile point from the Woodland period and a 20th-century bottle fragment. An archaeological site is defined as a grouping of artifacts that date to specific periods and reveal the location of human activity and land use. Appendix A contains the inventory of artifacts recovered.

### Architectural Resources

During the Phase I survey, Circa~ identified no new architectural resources within the project area. However, one late 20th-century radio station was identified within the project area.

#### *Late 20th Century Radio Station*

One late 20th-century radio station was identified within the project area boundaries (Plates 1 - 7). This complex includes one prefabricated building, various concrete-block structures, and four radio towers situated in the center of the project area. As noted above, no structures were identified on the historical USGS maps in this area. The building style is consistent with a late 20th-century construction date, most likely in the late 1970s to early 1980s. The building appears to be a prefabricated building clad in vinyl siding and resting on a poured-concrete slab-on-grade foundation. Because this complex was constructed in the late 20th century, it was not formally surveyed, and no VDHR site number was requested.

### Archaeological Resources

Circa~ laid out a grid of 100 shovel tests during the Phase I survey (Figure 27). The shovel test grid was offset along Channell Way, the power line easement, and the buried lines between the towers and radio station to avoid impacts to underground utilities and the gravel road. Of the 100 shovel tests within the grid, 18 were skipped for ponded areas and stockpiled concrete pipes (Plates 8 - 14). The project area consists of very flat terrain with mapped Myatt soil. This soil is a very-deep, poorly-drained, moderately-slowly-permeable soil with a very slow to slow surface runoff. The historic 1919 USGS map illustrates the eastern portion of the project area is forested, with the western portion cleared. By 1952, the USGS map shows the tree cover removed to create fields for cultivation.

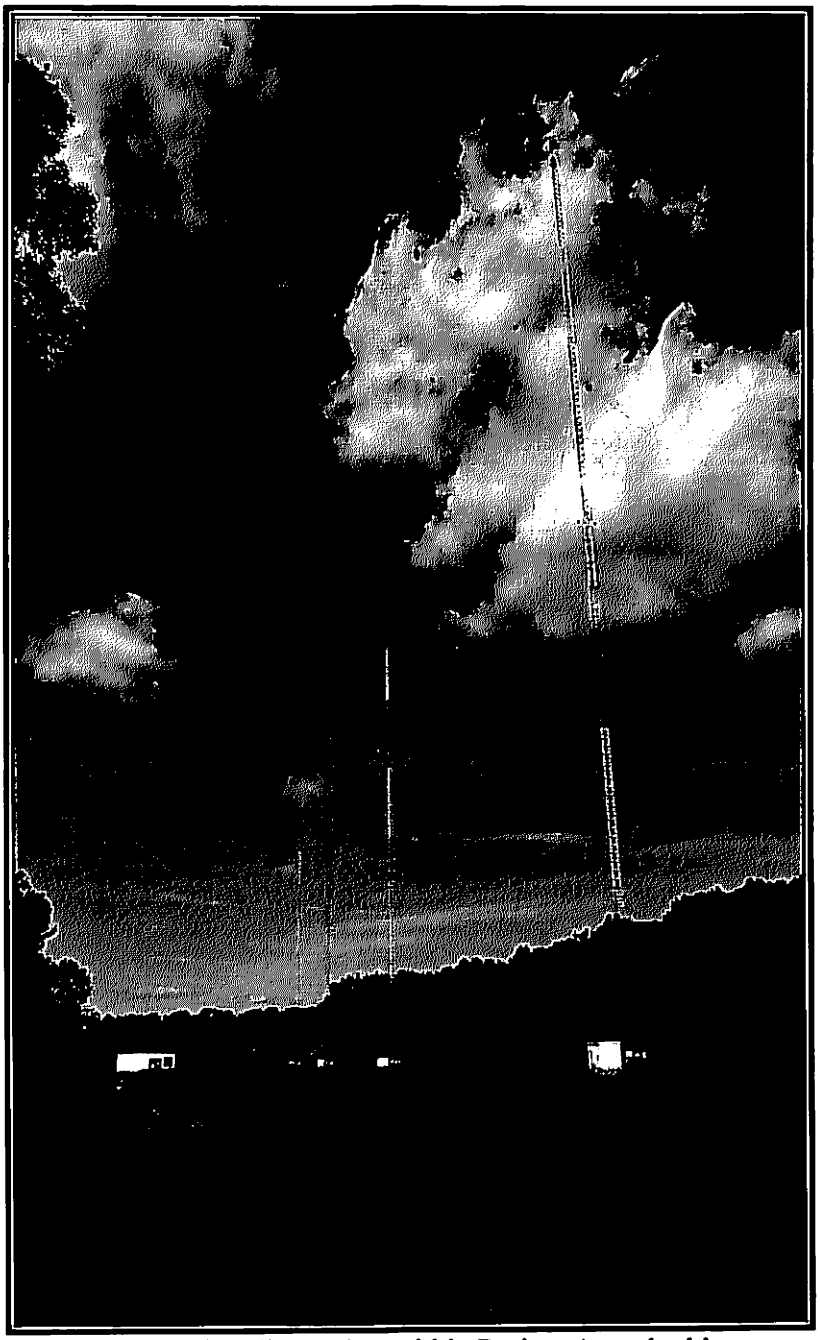

Plate 1. View of Radio Station within Project Area, looking west.

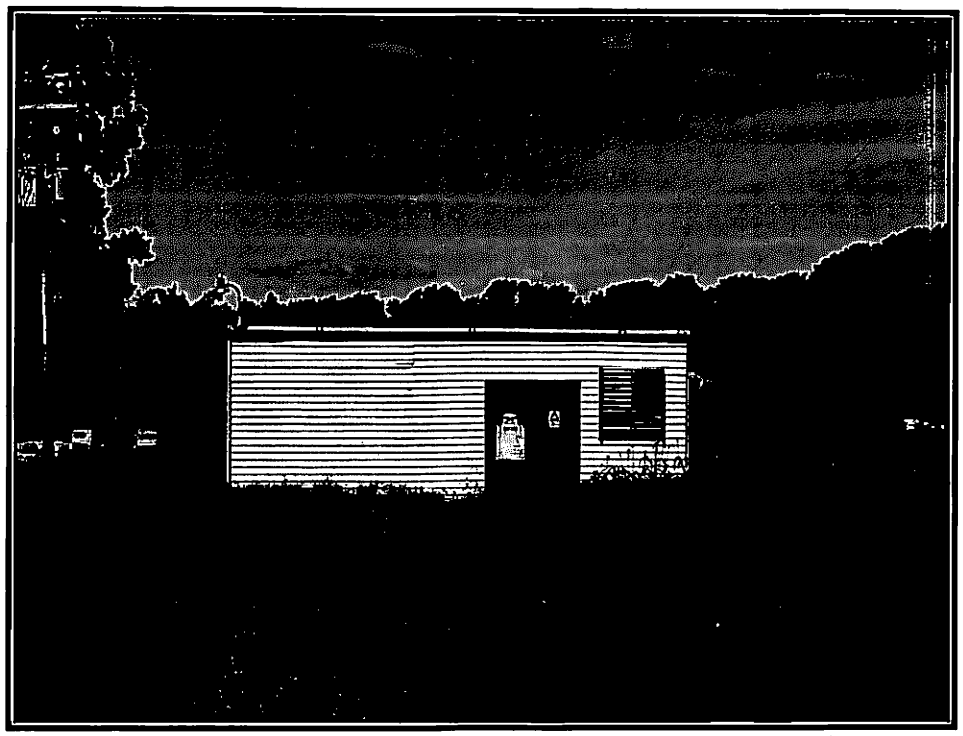

Plate 2. View of Radio Station building within Project Area, looking west.

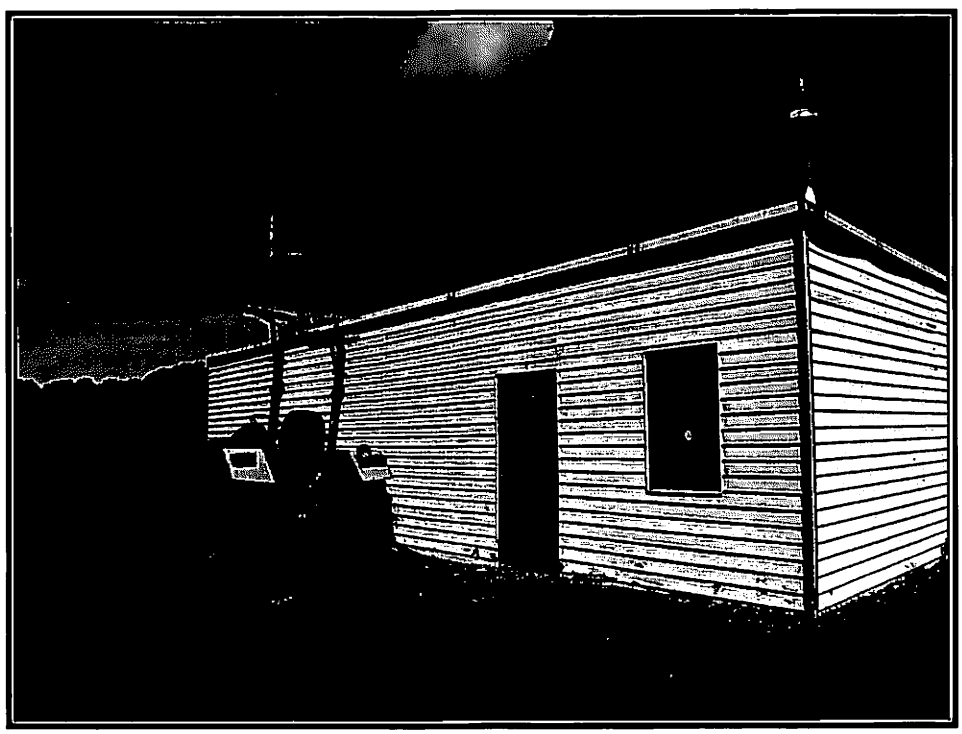

Plate 3. View of Radio Station building within Project Area, looking northeast.

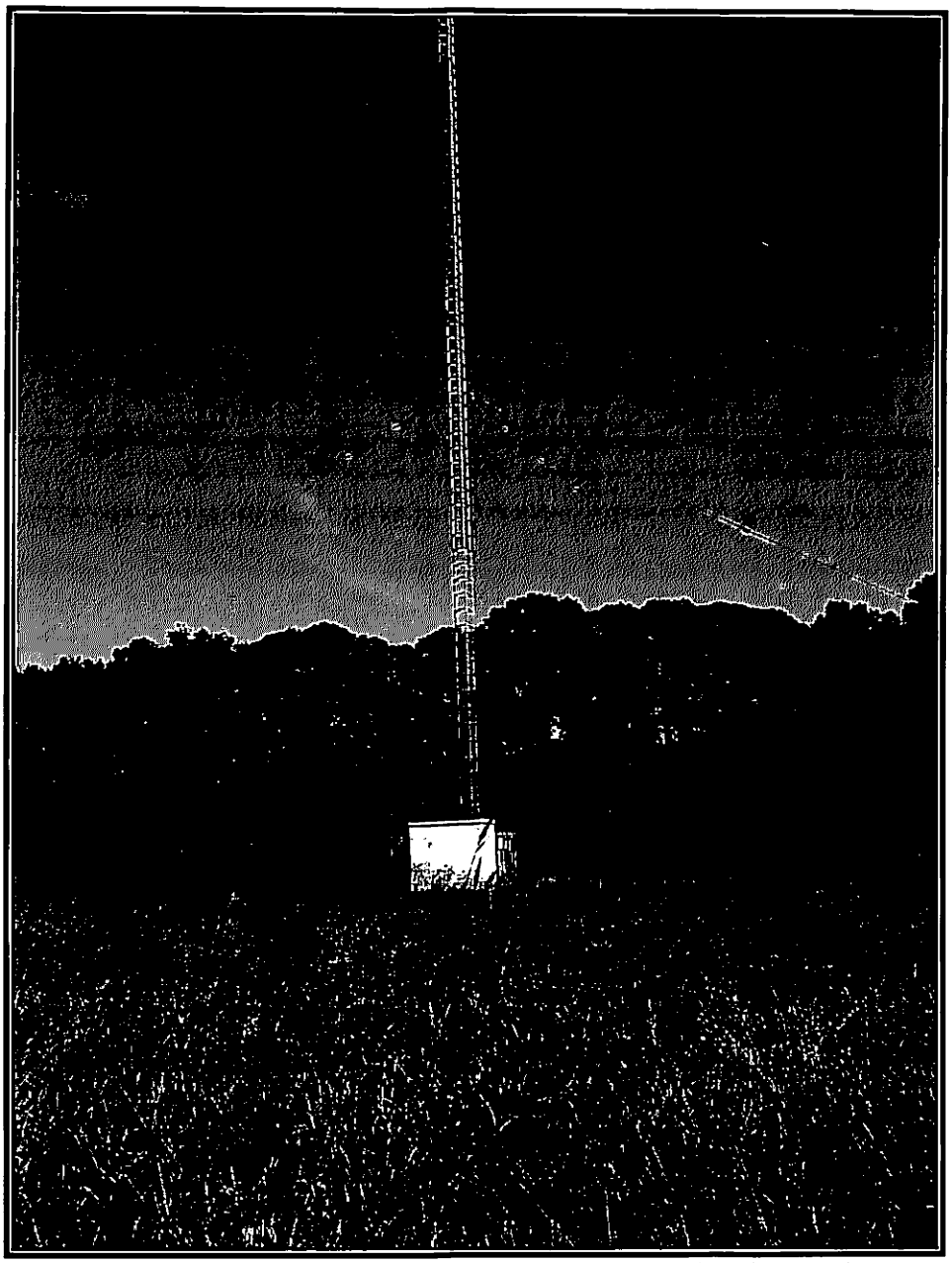

Plate 4. View of Radio tower within Project Area, looking north.

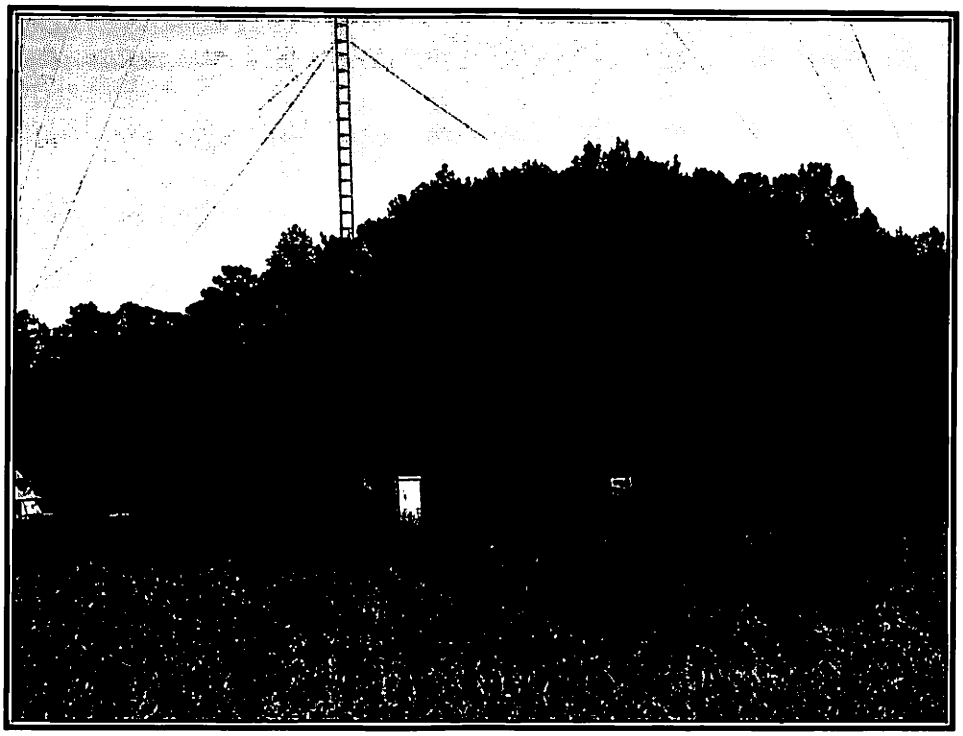

Plate 5. View of Radio tower within Project Area, looking east.

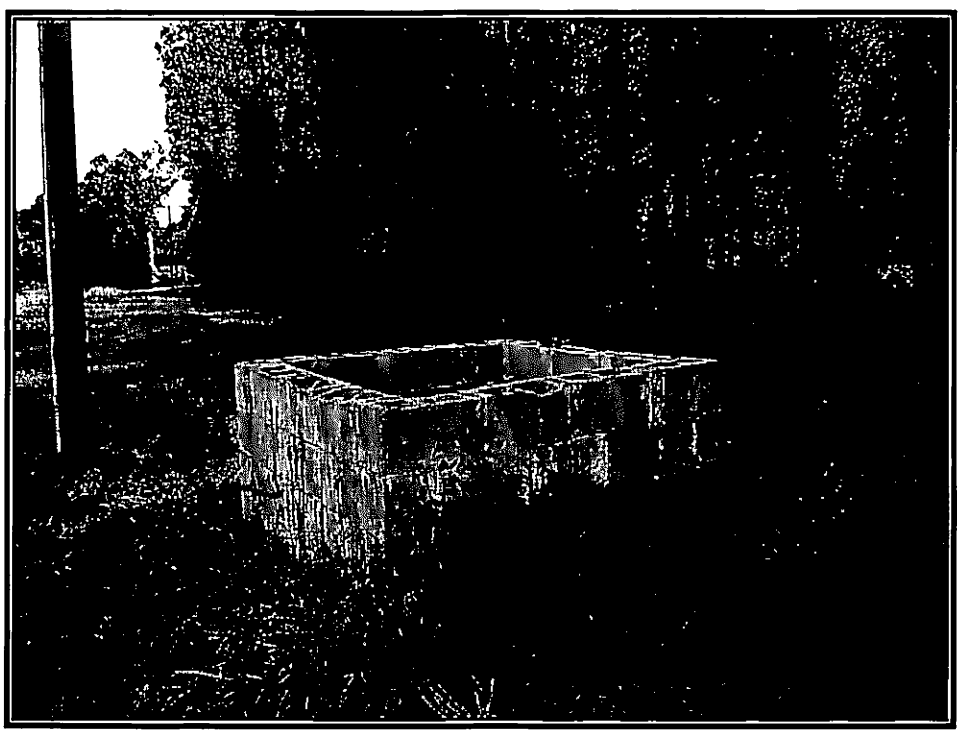

Plate 6. View of concrete-block structure within Project Area, looking northwest.

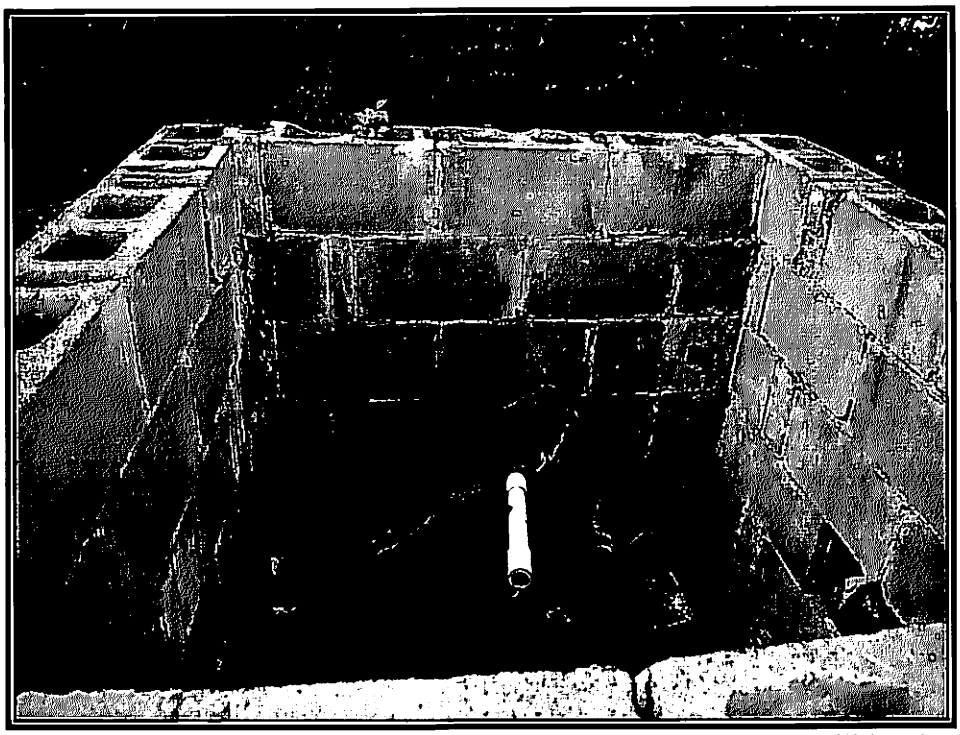

Plate 7. View of the interior of the concrete structure showing capped utilities, looking south.

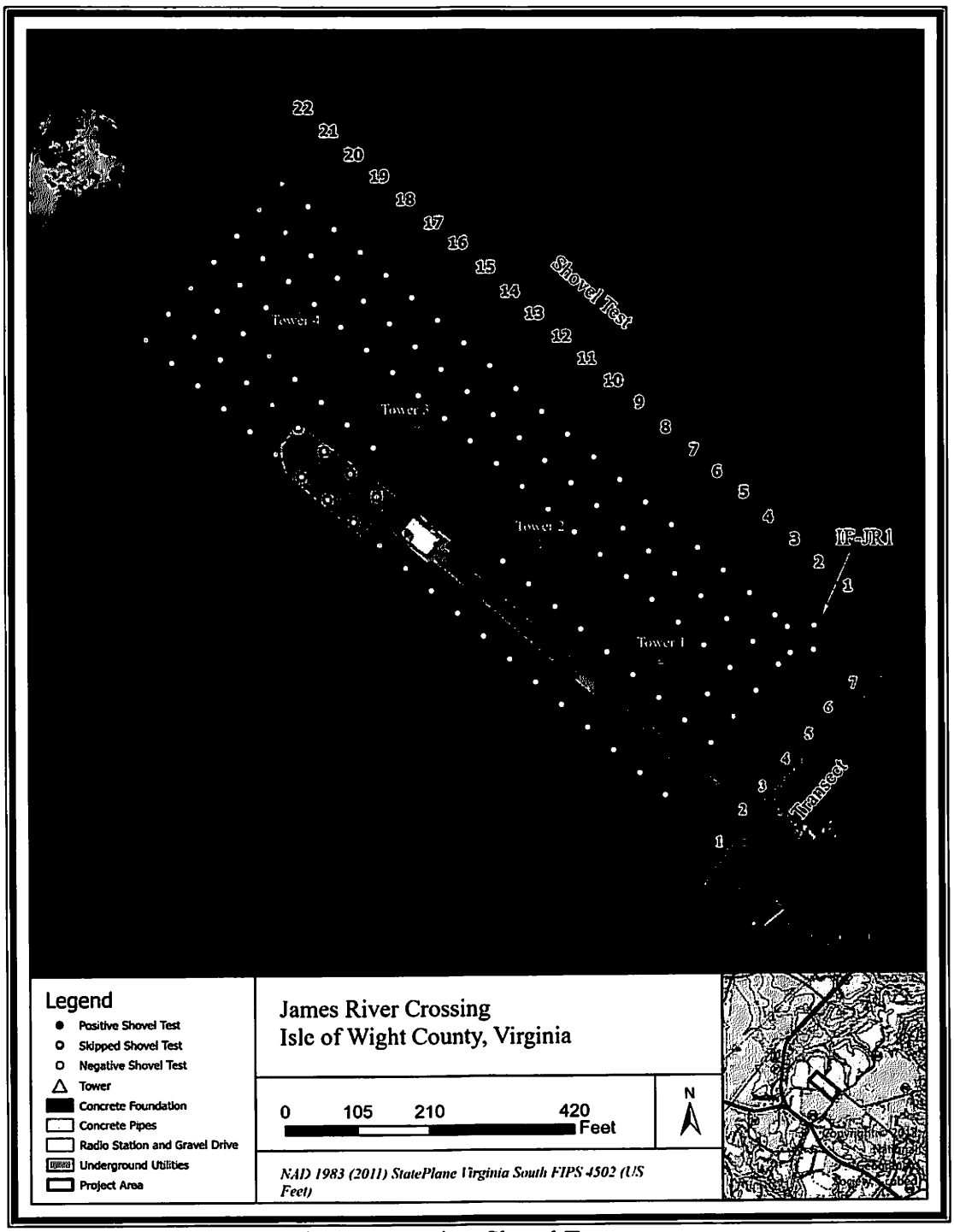


Figure 27. Project Shovel Test map.

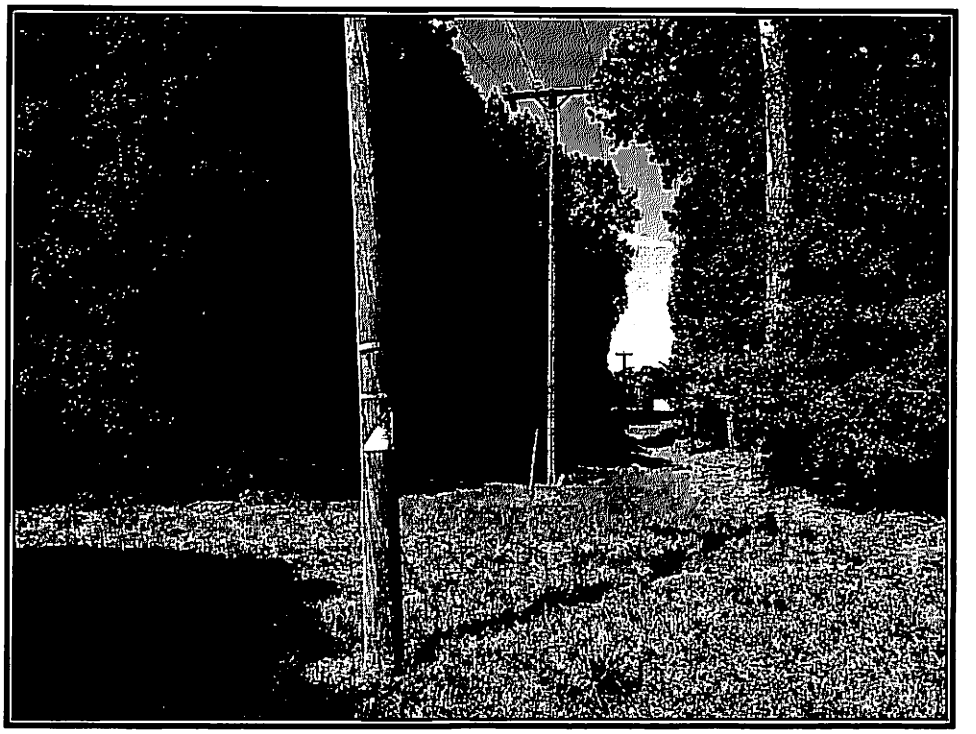

Plate 8. View of the utility corridor along the southern side of the Project Area 15 feet south of Shovel Test 1-1, looking west.

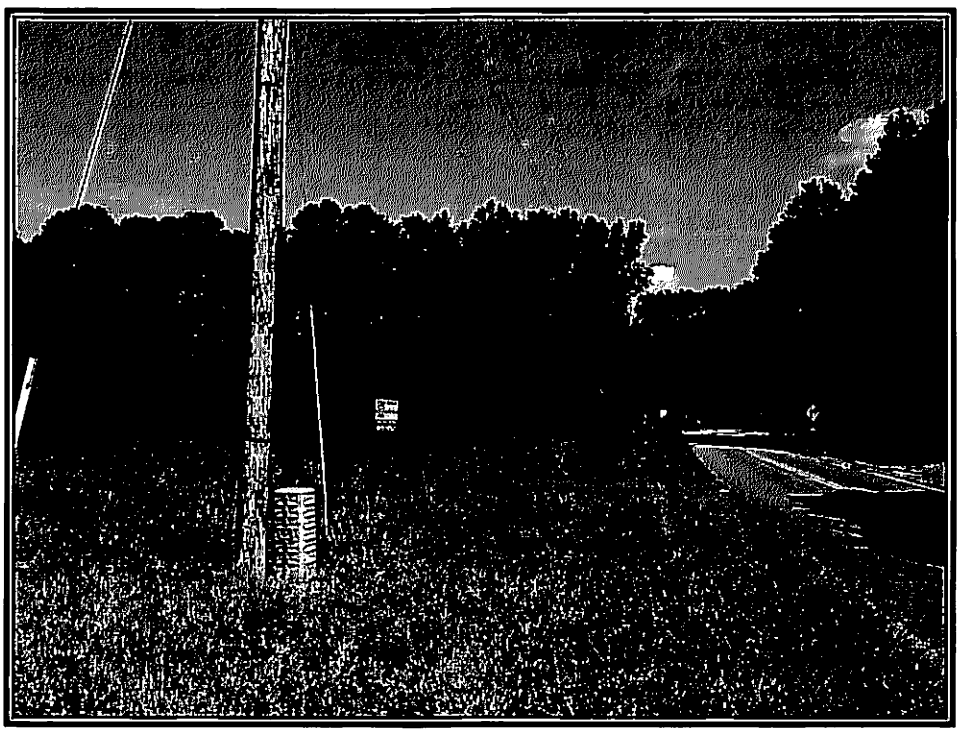

Plate 9. View of utilities along the eastern edge of the Project Area 20 feet east of Shovel Test 1-2, looking north.

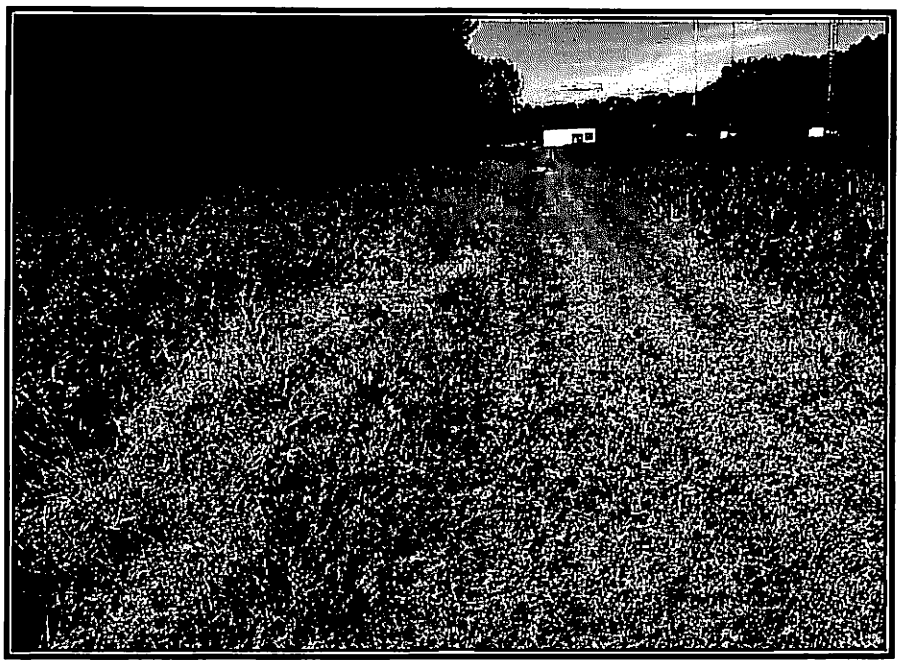

Plate 10. View of the gravel drive within the Project Area 15 feet south of Shovel Test 1-3, looking west.

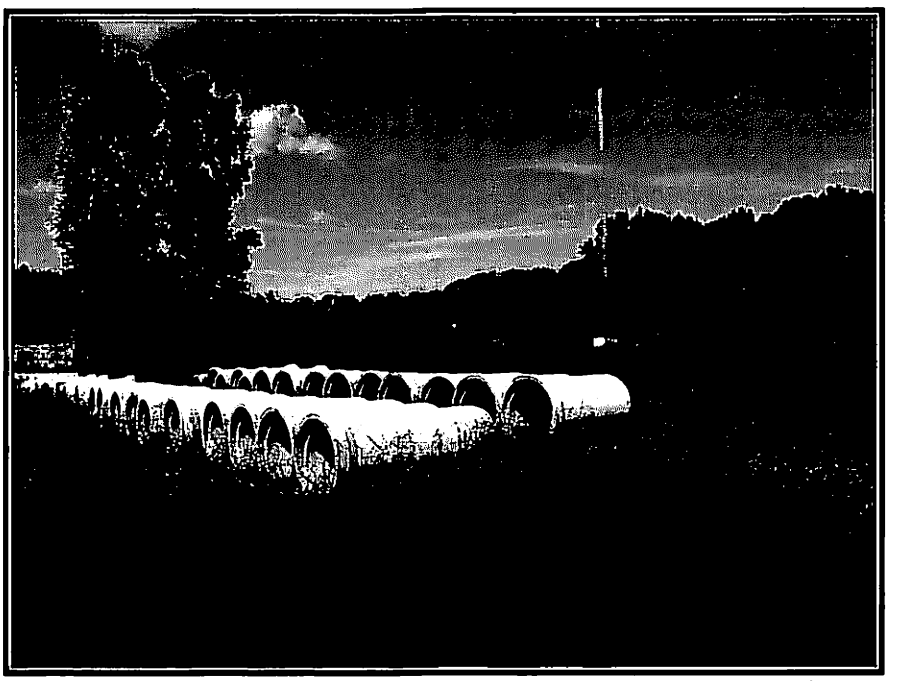

Plate 11. View of the concrete pipe storage area at Shovel Test 1-12, looking northwest.

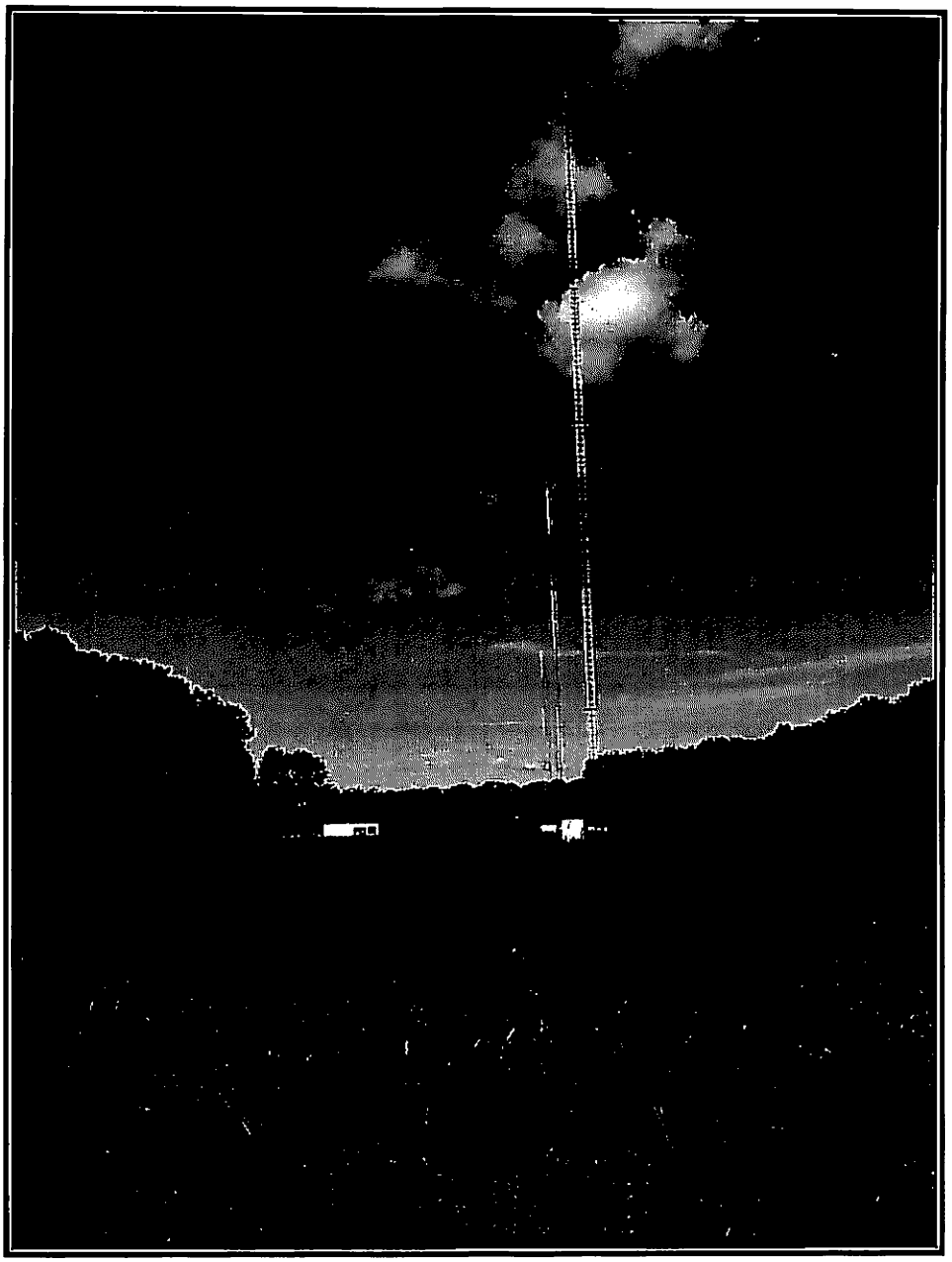

Plate 12. View of the Project Area at Shovel Test 5-1, looking west.

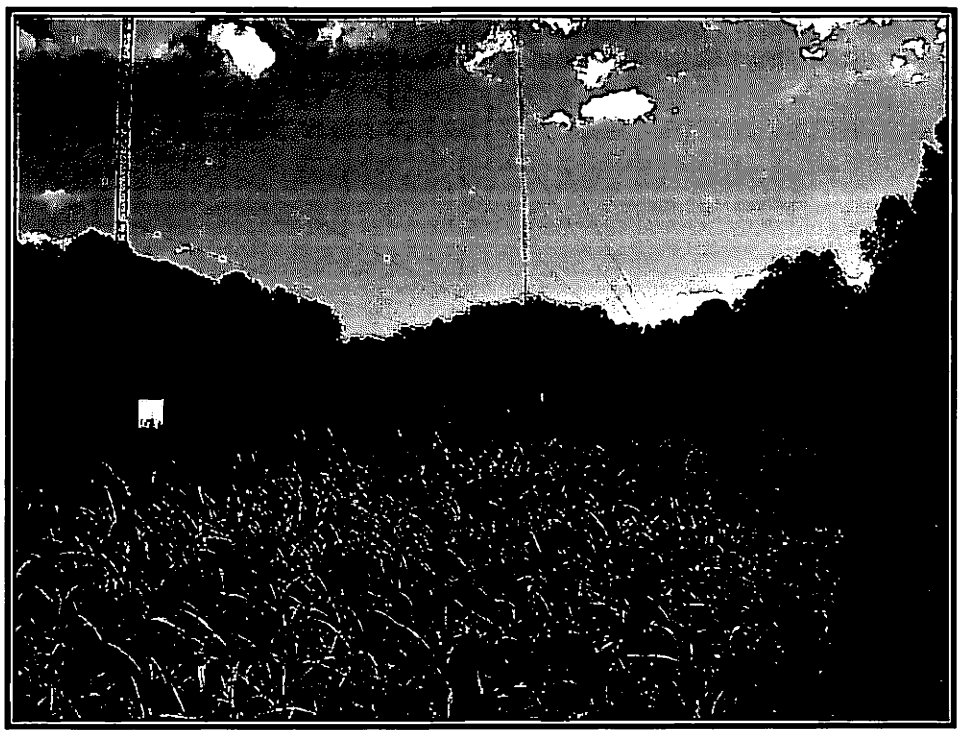

Plate 13. View of the Project Area at Shovel Test 3-14, looking east.

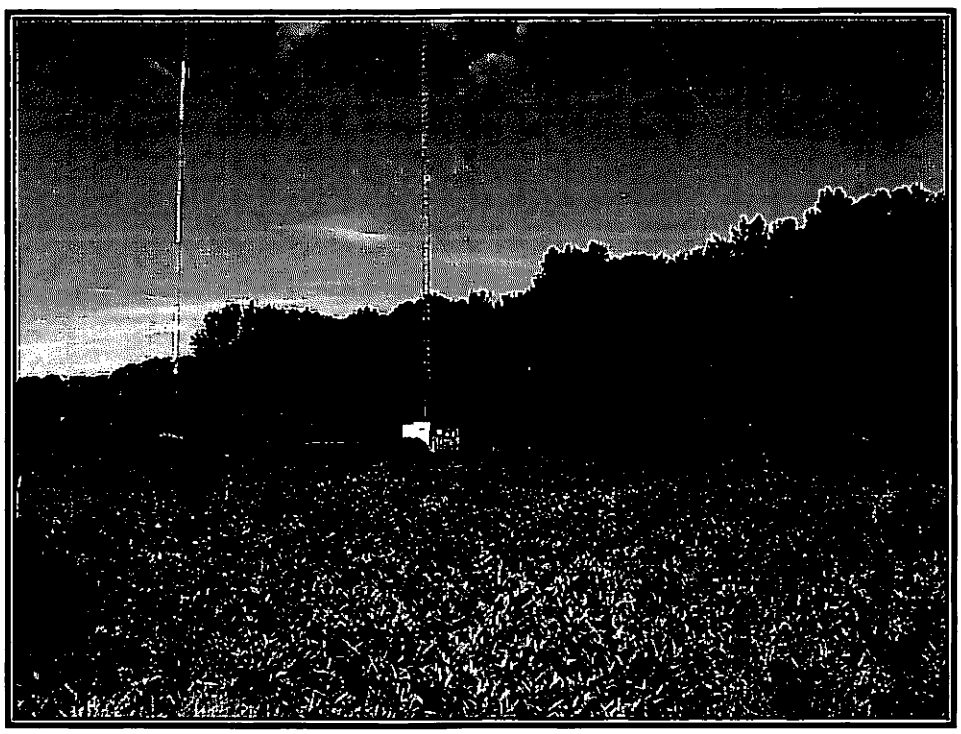

Plate 14. View of the Project Area at Shovel Test 3-2, looking northwest.

Shovel tests excavated revealed one soil stratum above a sterile subsoil (Figure 28). Stratum A, 0.74 to 0.93 feet thick, consisted of a grayish-brown (2.5Y 3/2) loamy, sandy clay under a thick root mat. This stratum may be a relic plowzone. Stratum B consisted of a sterile brownish-red (10YR 2/4) silty clay subsoil. Shovel tests excavated around the structures, towers, gravel drive, and the utility easements reveal a deflated Stratum A, probably from the leveling of the landform during construction. The disturbed stratum consisted of a deflated stratum over a sterile subsoil. Stratum A, 0.22 to 0.31 feet thick, consisted of a grayish-brown (2.5Y 3/2) silty clay. Stratum B consisted of a brownish-red (10YR 2/4) silty clay subsoil. The shovel testing recorded one isolated find in the northeastern corner of the project area near Chanell Way.

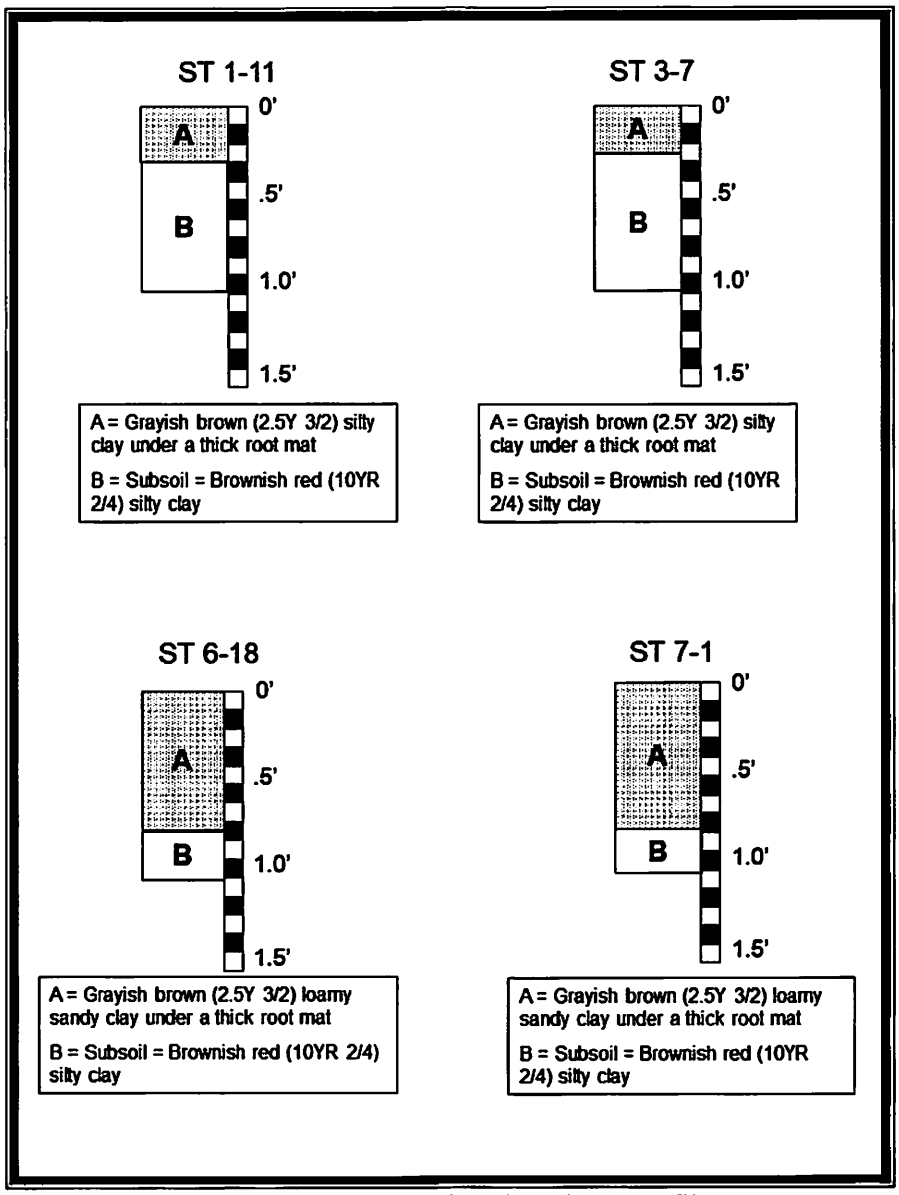


Figure 28. Representative shovel test profiles.

*IF-JR1*

One isolated find was recovered from Shovel Test 7-1 near the northeastern section of the project area, roughly 35 feet west of Channell Way (Plate 15). The find consisted of one amber beer bottle glass fragment. The fragment is from a container that dates circa post-1950. Four shovel tests were excavated at 25-foot radials to the east, west, north, and south of the find; all were negative. One soil stratum was excavated before reaching sterile subsoil (see Figure 28). Stratum A ranged from 0.70 to 0.85 feet thick and consisted of a grayish-brown (2.5Y 3/2) loamy, sandy clay under a thick root mat. This stratum may be a relic plowzone. Stratum B consisted of a sterile brownish-red (10YR 2/4) silty clay subsoil. No further work is recommended for this isolated find.

Plate 15. View of IF-JR1 within the Project Area at Shovel Test 7-1, looking west.

## CONCLUSIONS AND RECOMMENDATIONS

The Phase I shovel testing recorded one historic isolated find and one circa late 20th-century radio station with associated infrastructure within the project area. No further work is recommended for the one isolated find, as it is not eligible for listing on the National Register of Historic Places. Because the radio station was constructed circa late 20th century, most likely in the late 1970s to early 1980s, it was not formally surveyed at this time, and no VDHR site number was requested.

Circa~ recommends that the proposed project will not affect any archaeological or architectural sites listed on or potentially eligible for listing on the National Register of Historic Places. Therefore, no further work is recommended.

Table 5. Summary of identified resources and recommendations

| Site | Type | National Register Eligibility | Recommendation | Effect |
|---|---|---|---|---|
| IF-JR1 | Historic, mid to late 20th century | No | No further work | None |

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# APPENDIX A
# ARTIFACT INVENTORY

*ARTIFACT INVENTORY*

**Site: Isolated Finds** **Phase I**

**Recorder: C. Tyrer** **October 18, 2021**

| Provenience | Quantity | Description |
|---|---|---|
| ST 7-1<br>IF-JR1 | 1 | Bottle glass body fragment, amber |

**APPENDIX B**
**STAFF RESUMES**

CAROL D. TYRER, RPA
PRESIDENT/PROJECT MANAGER/PRINCIPAL INVESTIGATOR/LABORATORY DIRECTOR
CIRCA~ CULTURAL RESOURCE MANAGEMENT, LLC
Williamsburg, Virginia Office

Education:

University of Tennessee, Chattanooga, 1984, BA, Sociology and Anthropology: Anthropology
University of Tennessee, Chattanooga, 1984, BA English and American Language and Literature: Technical Writing
University of Tennessee, Chattanooga, 1987, English: Technical Writing Graduate classes
University of Denver, 2012, MLS. Global Affairs: World History and Culture
Liberty University: Ph.D., American History, (ongoing) est. 2023

October 2019 to present: Register of Professional Archaeologists (RPA) #18078

Professional Experience:

2012-present: President/Project Manager/Principal Investigator/Laboratory Director, Circa~ Cultural Resource Management, Inc., Williamsburg, Virginia.
2005-2012: President/Project Manager/Laboratory Director, Circa~ Cultural Resource Management, Inc., Williamsburg, Virginia.
2002-2005: Partner/Chief Financial Officer/Operations Manager/Project Manager/Marketing Director/Laboratory Director, James River Institute for Archaeology, Inc. (JRIA), Williamsburg, Virginia.
1995-2002: Operations Manager/Project Manager/ Marketing Director/Archaeological Laboratory Director, Cultural Resources, Inc. (CRI), Williamsburg, Virginia.
1991-1995: Project Manager/Marketing Director/ Archaeological Laboratory Director, Espey, Huston & Associates, Inc. (EH&A), Williamsburg, Virginia.
1990-1991: Consultant, Colonial Williamsburg Foundation.
1988-1991: Project Manager/Archaeological Laboratory Director, Mid-Atlantic Archaeological Research & Associates (MAAR), Williamsburg, Virginia.
1990 Field Crew, College of William and Mary Archaeological Project Center, Williamsburg, Virginia.
1985-1986: Assistant Curator, Riley County Historical Museum, Manhattan, Kansas.
1985: Assistant Field Supervisor, Environmental Systems, Inc., Kansas City, Kansas.
1985: Field Supervisor/Field Crew, Fort Riley, Kansas, University of Wichita, Kansas.
1983-1984: Field Crew, St. Simon's Island, Georgia, University of Tennessee
1982-1984: Lab Technician, University of Tennessee
1977-1982: Field and Lab Technician (summers), TVA, Chattanooga, Tennessee

Non-Profit Experience:

1996 to present: Co-president, Friends of the National Park Service Historic Green Spring Park, Williamsburg, Virginia
2010 to present: Vice-president Watermen's Museum, Yorktown, Virginia

Fields of Experience:

Ms. Tyrer has over 42 years of professional experience in the field of archaeology and the management of archaeological and museum collections. Her current responsibilities at Circa~ include managerial and technical tasks associated with archaeological assessments and Phase I, II, and III excavations, consultation with and representation of clients before state and national review agencies, writing and editing technical reports, preparing and managing project budgets, and developing and implementing archaeological research designs, site predictability models, and sensitivity areas. She has been the principal author of over 400 technical reports and historical studies (all accepted by the regulatory agencies), and worked closely with the Virginia Department of Historic Resources (VDHR) and other official agencies to fulfill the requirements of local, state, and federal regulations related to both archaeological and architectural resources.

As Laboratory Director, Ms. Tyrer has identified, catalogued, and analyzed artifacts from sites in Tennessee, North Carolina, South Carolina, Kentucky, West Virginia, Maryland, Florida, Pennsylvania, Georgia, Kansas, and Virginia. She has performed these analyses on prehistoric sites of all periods (Paleoindian to Late Woodland) and on 17th, 18th, 19th, and 20th century historic sites. She is familiar with the state and federal artifact curation standards and she uses these guidelines when processing artifacts for curation. She has prepared field soil samples for flotation of faunal remains and for carbon-14 dating and has experience in the conservation of metals. She also identifies and analyzes artifacts recovered from excavations and prepares distribution maps, vessel counts, and detailed discussions on artifact types for reports.

Ms. Tyrer's specialty is the identification and analysis of ceramics. She completed specialized computer cataloguing of the extensive ceramic study collection at The Colonial Williamsburg Foundation in Williamsburg, Virginia. Ms. Tyrer has also worked in a county historical museum identifying, labeling, curating, and appraising artifacts and museum specimens, and preparing exhibits. In addition, Ms. Tyrer has re-cataloged and analyzed the approximately 100,000-artifact collection from George Washington's Boyhood Home using the Automated National Catalog System (ANCS) developed by the National Park Service.

Ms. Tyrer has considerable experience in historic and prehistoric archaeological resources. She has personally designed and completed investigations for dozens of projects ranging from a large-scale study archaeological and historical resources to detailed investigations of numerous individual historic and prehistoric sites throughout the east

coast. Ms. Tyrer's technical capabilities include detailed archival and literary research at the local, state, and national levels; site documentation and analysis; evaluation of properties for National Register and State Landmark significance; and technical report writing. As with other senior staff, she will also be responsible for the formulation of research designs, preparation of project budgets, selection and guidance of field crews, and the preparation of technical reports.

Ms. Tyrer also has extensive experience with assessment, survey, evaluation, and mitigation of historic and prehistoric resources. She has developed sampling designs for site locations models and settlement patterns for prehistoric and historic sites for tracts of land ranging from a few acres to thousands of acres. These sampling designs are based on previous and present land use, environmental characteristics, and topographic features. Other responsibilities include the dissemination of archaeological information to the public through various media and exhibits, educational site brochures, and site visits.

Selected Publications/Technical Reports:

*Archaeological Data Recovery Investigation at Sulley Plantation - Dairy Annex, Chantilly, Virginia* (with Harding Polk).

*Phase II Archaeological Investigations of Nine Previously Identified Sites (44FX13, 4FX672, 44FX683, 44FX1095, 44FX1327, 44FX1328, 44FX1329, 44FX1621, and 44FX1622) Ft. Belvoir, Virginia* (with Jerry Traver and Harding Polk).

*Archaeological Data Recovery at 44IW88 A Multicomponent Historic Late Seventeenth Century House Site and Prehistoric Campsite of the Archaic and Woodland Periods, Isle of Wight County, Virginia* (with Jerry Traver).

*Phase IA Cultural Resource Survey Pittsylvania Commonwealth Plant Pittsylvania County, Virginia* (with Jerry Traver).

*Phase I Cultural Resource Survey Portsmouth Naval Hospital Portsmouth, Virginia* (with Jerry Traver).

*Phase IA Cultural Resource Survey for the Proposed King and Queen County Landfill at Piedmont, King and Queen County, Virginia* (with Jerry Traver).

*Phase I Investigation of Various Development Sites and Training Areas, Vol. II, Ft. Belvoir, Virginia* (with Harding Polk and Jerry Traver).

*A Plan for Preservation and Interpretation of the Fairfax Ruins and Grave Site at Fort Belvoir, Virginia* (with Harding Polk).

*Phase IA Cultural Resource Overview for the Proposed U.S. Route 58 Corridor Study Bristol and Salem Districts (Study Areas 1, 2, & 3) Virginia* (with Jerry Traver).

*Phase I Cultural Resource Survey of the Proposed John Rolfe Parkway, Richmond, Virginia* (with Jerry Traver).

*Phase I Cultural Resource Survey Nottoway Waterline Southampton County, Virginia* (with Jerry Traver).

1991 *A Study of The Architecture, The History, and The Archaeology of George Washington's Ferry Farm Stafford County, Virginia.* EH&A Document No. 9110340 (with Alain C. Outlaw, Martha W. McCartney, and Carl R. Lounsbury).

1991 *Archaeological Investigations of Mechanicsville to Kingsmill Virginia Natural Gas Lateral Pipeline.* EH&A Document No. 9110352 (with Alain C. Outlaw and Martha W. McCartney).

*1992 Terrestrial and Underwater Cultural Resources Investigations for the Wastewater Treatment Upgrade at Camp Lejeune, North Carolina.* EH&A Document No. 9310157 (with Alain C. Outlaw and Robert L Gearhart II).

*1992 A Cultural Resource Survey of the St. Julian's Creek Annex Norfolk Naval Shipyard Portsmouth, Virginia.* EH&A Document No. 9110565 (with Alain C. Outlaw, Eugene Foster, and Martha W. McCartney).

*1992 Phase I Archaeological Investigations of Spratt Recycling, Inc., Property, (Schwab Tract), Swans Corner, Carolina County, Virginia.* EH&A Document No. 9210040 (with Alain C. Outlaw and Martha W. McCartney).

1992 *Archaeological Investigations at Green Spring, James City County, Virginia.* EH&A Document No. 9110494 (with Alain C. Outlaw and Martha W. McCartney).

*Cataloging of Archaeological Collections at George Washington Birthplace National Monument, Westmoreland County, Virginia.* Bimonthly reports on file with National Park Service, George Washington Birthplace, Virginia, 1993 - 1994.

1993 *Cultural Resources Investigations for the Sanitary Landfill at Camp Lejeune, North Carolina.* Department of the Navy Atlantic Division, Norfolk, Virginia. EH&A Project No. 14093 (with Alain C. Outlaw).

1993 *Phase II Archaeological Investigations at 44JC669 and 44JC684, Green Spring, James City County, Virginia.* EH&A Document No. T9310318 (with Alain C. Outlaw and Martha W. McCartney).

1994 *Phase I Cultural Resources Investigations Near Owl Trap, Gloucester County, Virginia.* EH&A Document No. T9310342 (with Martha W. McCartney and Alain C. Outlaw).

1994 *Archaeological Investigations at Williamsburg Landing, Inc., James City County, Virginia.* EH&A Document No. CR94025.

1994 *Phase I Cultural Resources Survey for the Proposed Alternate Route 58 Project, Lee County, Virginia.* EH&A Document No. CR94020.

1994 *Phase I Cultural Resources Investigations for the Route 58 Widening, Grayson County, Virginia.* EH&A Document No. CR94018.

*1995 A Phase IA Archival Study of the Warhill Tract, James City County, Virginia.*

1995 *Phase I Cultural Resources Investigations at Five Permit Areas at Druid Hills, James City County, Virginia.*

1995 *Phase I Survey of the Proposed Runway Expansion for the Richmond International Airport, Henrico County, Virginia.*

1995 *Phase IA Archival Background at the Proposed James City County District Park, James City County, Virginia.*

1995 *Phase II Archaeological Excavations at 44CF373, 44CF379, 44CF382, and 44CF513 at River's Bend, Chesterfield County, Virginia* (with Martha W. McCartney).

1996 *Phase I Cultural Resources Investigations at the 10.5-Acre Williamsburg Landing Tract, James City County, Virginia.*

1996 *Phase IA Cultural Resources Study of the 200-Acre Portion of the Warhill Tract, James City County, Virginia.*

1996 *Archaeological Investigations of the Potomac Creek Site (44ST2), Stafford County, Virginia.*

1996 *Phase I Archaeological Investigations at Sixty-Nine Permit Areas and One Mitigation Area at the South Riding Development, Loudoun County, Virginia* (with Martha W. McCartney).

1996 *Phase IA Archaeological Assessment at the 19 Proposed BMP Locations*, Stafford County, Virginia.

1996 *Phase I and Phase II Archaeological Investigations for Five Permit Areas at the White Oak Semi-Conductor Tract*, Henrico County, Virginia (with Martha W. McCartney).

1996 *Cultural Resources Assessment at the 477-Acre Walnut Farms Tract*, Stafford County, Virginia (with Martha W. McCartney).

*1996 Phase I Cultural Resources Investigations for 75-Acre Permit Area at the Cypress Creek Tract, Isle of Wight County, Virginia* (with Alain C. Outlaw and Martha W. McCartney) Cultural Resources, Inc. Submitted to Langley and McDonald, P. C., Williamsburg, Virginia.

1996 *Phase I Archaeological Investigations for a Proposed Landfill at the Shoosmith Brothers Tract, Chesterfield County, Virginia* (with Martha W. McCartney).

1997 *Phase I Archaeological Investigations for the Proposed Virginia Power Utility Corridor, Henrico County, Virginia* (with Martha W. McCartney).

1997 *Phase I and Phase II Archaeological Investigations for Five Permit Areas at the White Oak Semiconductor Tract, Henrico County, Virginia* (co-author, Alain C. Outlaw and Martha McCartney) Cultural Resources, Inc. Submitted to Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

1997 *Phase I and Phase II Archaeological Investigations for the Proposed Memorial Drive Extension, Henrico County, Virginia* (co-author, Alain C. Outlaw and Martha McCartney) Cultural Resources, Inc. Submitted to J. K. Timmons, Richmond, Virginia.

1997 *Phase II Evaluations at Site 44LD535 at the South Riding Development, Loudoun County, Virginia* (with Martha W. McCartney).

1997 *A Cultural Resources Management Plan for Fort A.P. Hill, Caroline County, Virginia* (with Alain C. Outlaw, Martha W. McCartney, and Baird Smith).

1997 *Phase I Cultural Resources Investigation of Approximately 240 Acres and a 32-Acre Permit Area at the Proposed James City County District Park, James City County, Virginia.*

1997 *Phase I Cultural Resources Investigation of the Proposed Woodbury Tract, James City County, Virginia.*

1997 *Phase I Cultural Resources Investigations of Four Permit Areas at the Proposed Warhill Development Tract, James City County, Virginia* Cultural Resources, Inc. Submitted to Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

1997 *Phase I Cultural Resources Investigations of Three Permit Areas at the Proposed Terry Peterson Development Tract, James City County, Virginia* Cultural Resources, Inc. Submitted to Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

1997 *Phase I Cultural Resources Investigations of the Proposed Lake Powell Forest Tract, James City County, Virginia.*

1997 *Phase II Archaeological Evaluations at Sites 44CF538 and 44CF543 on the Shoosmith Brothers Tract, Chesterfield County, Virginia.*

1997 *Phase II and Phase III Archaeological Investigations at Site 44JC93 Green Spring Plantation, James City County, Virginia* (with Martha W. McCartney).

1997 *Archaeological Assessment of the Fort Fisher Tract, Dinwiddie County, Virginia* (with Martha W. McCartney).

1997 *Phase I Survey of Indian River Road from: Lynnhaven Parkway to: Elbow Road (U000-134-146, PE-101) and Elbow Road From: Indian River Road to: 0.80 KM (0.5 MI) West of Princess Anne Road (U000-134-147, PE-101), City of Virginia Beach, Virginia, DRAFT* (with Martha W. McCartney).

1997 *Phase II Excavations at Site 44DW103, the Fort Fisher Tract, Dinwiddie County, Virginia* (with Martha W. McCartney).

1997 *Plan for the Archaeological Excavation of Historic Burials at Site 33JC966, Lake Powell Forest Tract, James City County, Virginia.*

1997 *Phase II Evaluation at Site 44GO290, Goochland County, Virginia* (co-authored with Martha McCartney) Cultural Resources, Inc. Submitted to Richard Sharp, Richmond, Virginia.

1997 *Archaeological Assessment of the Goodrich River Tract, Chesterfield County, Virginia* (co-authored with Martha McCartney) Cultural Resources, Inc. Submitted to The Goodrich River Trust Tract, Chester, Virginia.

1997 *Archaeological Assessment of the Approximately 595 Acre Meadowville Technology Park Tract, Chesterfield County, Virginia* (co-authored with Martha McCartney) Cultural Resources, Inc. Submitted to Timmons Consulting Engineers, Richmond, Virginia.

1997 Plan *for The Archaeological Excavation of Historic Burials at Site 44JC966 Lake Powell Forest Tract, James City County, Virginia.* Cultural Resources Inc. Submitted to Horton and Dodd, P.C., Chesapeake, Virginia.

1997 *Phase I and Phase II Archaeological Investigations at the Approximately 798-Acre Phase IV, V, and VI Tracts at the South Riding Development, Loudoun County, Virginia, DRAFT* (with James G. Harrison III and Martha W. McCartney).

1998 *Phase I Cultural Resources Investigations of Approximately 93 Acres at the Proposed Fenwick Hills Tract, James City County, Virginia* Cultural Resources, Inc. Submitted to BGA Richneck, L. L. C., Newport News, Virginia.

1998 *Phase II Excavations at Sites 44DW103, 44DW286, and 44DW287 at the Proposed Chaparral Steel Tract, Dinwiddie County, Virginia* (with Martha W. McCartney).

1998 *Archaeological Assessment of Judicial Boulevard and West Neck Parkway City of Virginia Beach, Virginia* (co-author, with Martha McCartney). Cultural Resources, Inc. Submitted to Langley and McDonald, P.C., Virginia Beach, Virginia.

1998 *Phase I Cultural Resources Investigations 6.57 +/- Acre Capitol Landing Road Tract, City of Williamsburg, Virginia* Cultural Resources, Inc. Submitted to Consolidated Realty Management Corporation, Williamsburg, Virginia.

1998 *An Archaeological Assessment of Two Tracts Proposed for the Ford's Colony Development in James City County, Virginia* (contributing author, with Douglas C. McLearen, and Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Realtec, Inc., Williamsburg, Virginia.

1998 *Phase I Archaeological Survey of the Goodrich River Tract, Chesterfield County, Virginia* (with Douglas C. McLearen and Martha W. McCartney).

1998 *Cultural Resources Survey for the Industrial Access Road, Dinwiddie County, Virginia* (with Martha W. McCartney).

1998 *Phase II Significance Evaluation of Site 44HE696, in the Elko Tract, Henrico County, Virginia* (contributing author with Douglas C. McLearen, and Matthew R. Laird, Ph.D.) Cultural Resources Inc. Submitted to County of Henrico, Department of Public Works, Richmond, Virginia.

1998 *Archaeological Assessment of the Filtrona Tract, Chesterfield County, Virginia* (with Matthew R. Laird, Ph.D.)

1998 *Phase I Archaeological Survey of the 196-Acre Green Spring Plantation Site, James City County, Virginia* (with the James River Institute for Archaeology).

1999 *Phase II Boundary Determination at Site 44JC679 Green Springs Plantation Development, James City County, Virginia* (with Martha W. McCartney).

1999 *Phase I Archaeological Survey on One Permit Area at the Proposed Powhatan Development Tract, James City County, Virginia* (with Matthew R. Laird, PhD.) Cultural Resources, Inc. Submitted to Langley and McDonald, P.C., Williamsburg, Virginia.

1999 *Phase I Archaeological Survey of Two Permit Areas at the Proposed Powhatan Development Tract, James City County, Virginia* (with Matthew R. Laird, Ph.D., and Douglas C. McLearen) Cultural Resources, Inc. Submitted to Langley and McDonald. P. C., Williamsburg, Virginia.

1999 *Phase I Archaeological Survey of Approximately 200 Acres at the Greenmount Property, James City County, Virginia* (with Matthew R. Laird, PhD., Douglas C. McLearen, and R. Taft Kiser).

1999 *Phase I Survey of Two Tracts Proposed for the Ford's Colony Development in James City County, Virginia* (with Matthew R. Laird, Ph.D., and Douglas C. McLearen) Cultural Resources, Inc. Submitted to Realtec, Inc., Williamsburg, Virginia.

1998 Phase *I Archaeological Survey of the 196-Acre Green Spring Plantation Site, James City County, Virginia.* Cultural Resources, Inc. Submitted to the National Park Service, Yorktown, Virginia.

1998 Progress *Report Osteological Analysis of Human Remains at Site 44GL394 Gloucester County, Virginia.* Cultural Resources, Inc. Submitted to Waste Management, Gloucester, Virginia.

1999 *Phase I Survey at Two Permit Areas at Williamsburg Crossing, James City County, Virginia* Cultural Resources, Inc. Submitted to Langley and McDonald, P.C., Williamsburg, Virginia.

1999 *Phase I Archaeological Survey of Site 44IW96, Eagle Harbor Tract, Isle of Wight County, Virginia* (contributing author, with Douglas C. McLearen, and Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

1999 Revised *Data Recovery Plan for Mitigation of Adverse Effects to Interrelated Sites 44GL394, 44GL395, and 44GL399 At the Middle Peninsula Landfill and Recycling Facility Gloucester County, Virginia.* Cultural Resources, Inc. Prepared for Waste Management, Gloucester, Virginia.

1999 *Phase I Archaeological Survey of the Greenmount Property, James City County, Virginia* (contributing author, with Douglas McLearen, and Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Brookstone Ventures, LLC, Williamsburg, Virginia.

1999 *Phase I and II Archaeological Investigations of the Liguria Tract, 44JC1018, James City County, Virginia* (with Matthew R. Laird, PhD., and Douglas C. McLearen) Cultural Resources, Inc. Submitted to AES Consulting Engineers, Williamsburg, Virginia.

1999 *Phase I Archaeological Survey of Approximately 200 Acres at the Greenmount Property, James City County, Virginia* (with Taft Kiser, Matthew R. Laird, Ph.D., and Douglas McLearen) Cultural Resources, Inc. Submitted to C. A. Barrs, Contractor, Inc., Yorktown, Virginia.

1999 *Phase II Excavations at Sites 44DW103, 44DW286, 44DW287, and 44DW292 at the Chaparral Steel Tract, Dinwiddie County, Virginia* (with Martha W. McCartney).

1999 *Phase II Boundary Determination at Site 44JC679 Green Spring Plantation Development, James City County, Virginia* (co-author, with Martha McCartney) Cultural Resources, Inc. Submitted to Lewis Waltrip, Williamsburg, Virginia.

1999 *Archaeological Testing of Sites 44IW184, 44IW185, and 44IW20, Isle of Wight County, Virginia* (with Douglas C. McLearen) Cultural Resources, Inc. Submitted to Coastal Design & Construction, Inc., Gloucester, Virginia.

1999 *Phase I Archaeological Survey of the Enon Pump Station Site, Chesterfield County, Virginia* (with Martha W. McCartney and contributions by Anthony W. Smith and David M. Givens).

1999 *An Archaeological Assessment of the Brooks Tract, Hanover County, Virginia* (with Douglas C. McLearen, David H. Dutton, and Matthew R. Laird, PhD.).

1999 *Phase I Archaeological Survey of Selected Areas of the Eagle Harbor Tract South of Route 17, Isle of Wight County, Virginia* (contributing author, with Douglas C. McLearen, and Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Williamsburg Environmental Group, Williamsburg, Virginia.

1999 *Phase II Boundary Determinations for Sites 44JC719, 44JC1009, 44JC1011, 44JC1012, and 44JC1014, James City County, Virginia* (with Douglas C. McLearen, and R. Taft Kiser) Cultural Resources, Inc. Submitted to Carl A. Barrs, Yorktown, Virginia.

1999 *Data Recovery Plan for Site 44JC1006 on the Greenmount Property, James City County, Virginia* Cultural Resources, Inc. Submitted to Malcolm Pirnie, Inc., Newport News, Virginia.

1999 *Phase I Archaeological Survey of the 196-Acre Green Spring Plantation Site, James City County, Virginia* (with Matthew R. Laird, Ph.D.).

1999 *Phase II Archaeological Significance Evaluation of 44NK189, 44NK199, and 44NK201 Associated with Potential Wetlands Mitigation Areas on Capital Region Airport Commission Property in New Kent County, Virginia* (with Douglas C. McLearen).

1999 *Phase I Survey at Two Areas at the Prime Retail Outlet, James City County, Virginia.*

1999 *Phase I Archaeological Survey of Wetlands Mitigation and Permit Areas Along Tomahawk Creek and Little Tomahawk Creek in Chesterfield County, Virginia* (co-authored with Douglas C. McLearen and Matthew R., Ph.D.). Cultural Resources, Inc. Submitted to Watermill Properties, LLC, Williamsburg, Virginia.

2000 *Phase II Testing at Archaeological Sites 44JC686 and 44JC687 at the Proposed Patriot's Colony Tract, James City County, Virginia* (with Douglas C. McLearen).

2000 *Phase I Archaeological Survey of a 52-Acre Tract Slated for Industrial Development at the Bear Island Property in Prince George County, Virginia* (with Douglas

C. McLearen, Anthony W. Smith, David M. Givens, and Matthew R. Laird, PhD.).

2000 *Data Recovery Plan, Archaeological Site 44JC1004 Ford's Colony, James City County, Virginia* Cultural Resources, Inc. Submitted to Realtec, Inc., Williamsburg, Virginia.

2000 *Intensive Testing at Archaeological Sites 44JC686 and 44JC687 at the Proposed Patriots Colony Tract, James City County, Virginia* (co-authored with Douglas C. McLearen) Cultural Resources, Inc. Submitted to The Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

2000 *Phase I Archaeological Survey of the Proposed Meadowville Parkway, Chesterfield County, Virginia* (with Douglas C. McLearen, Martha W. McCartney, and David M. Givens).

2000 *Phase I Archaeological Identification Survey of Beaverdam Creek Pumping Station Force Main Improvements in Henrico County, Virginia* (with Douglas C. McLearen, Matthew R. Laird, PhD., and R. Taft Kiser).

2000 *Phase II Significance Evaluation of Site 44HE706 in the Elko Tract, Henrico County, Virginia* (senior author, with Matthew R. Laird, PhD., Donald G. Jones, PhD., R. Taft Kiser, and David M. Givens).

2000 *Phase I Archaeological Survey: Proposed BMP Pond, Wetland Mitigation Site, Construction Staging Area, and 1300 foot Section of Road Alignment Associated with the Proposed Meadowville Parkway, Chesterfield County, Virginia,* (contributing author, with Douglas C. McLearen (senior author), Martha W. McCartney, and David M. Givens).

2000 *Phase I Archaeological Survey of Permit Areas Along a Portion of the Proposed Watermill Parkway in Chesterfield County, Virginia* (contributing author, with Douglas C. McLearen (senior author), Matthew R. Laird, Ph.D., and R. Taft Kiser).

2000 *Phase I Archaeological Identification Survey of Beaverdam Creek Pumping Station Force Main Improvements in Henrico County, Virginia* (contributing author, with Douglas C. McLearen (senior author), R. Taft Kiser, and Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Michael Baker, Jr., Inc., Richmond, Virginia.

2000 *Phase I Archaeological Survey of the Malvern Hill Wetland Mitigation Area, Henrico County, Virginia* (contributing author, with Douglas C. McLearen, Matthew R. Laird, Ph.D., and David M. Givens) Cultural Resources, Inc. Submitted by H. H. Hunt, Glen Allen, Virginia.

2001 *Phase II Evaluation at Site 44JC371 Ford's Colony Development in James City County, Virginia* (co-authored with Matthew R. Laird). Cultural Resources, Inc. Submitted to Realtec, Inc., Williamsburg, Virginia.

2001 *Phase I Cultural Resources Survey Zion Crossroads Tract, Louisa County, Virginia* (co-authored with Matthew R. Laird, and David M. Givens) Cultural Resources, Inc. Submitted to Carter Burgess, Fort Worth, Texas.

2001 *Phase II Evaluation at Site 44JC371 Ford's Colony Development in James City County, Virginia* (co-authored with Matthew R. Laird, Ph.D.) Cultural Resources, Inc. Submitted to Realtec, Inc., Williamsburg, Virginia.

2001 *Phase I Archaeological Survey of the Proposed 600 Foot Bike Trail Extension, James City County, Virginia* Cultural Resources, Inc. Submitted to James City County Development Management Office, Williamsburg, Virginia.

2001 *Phase I Archaeological Survey, Court Square, Albemarle County, Virginia* (contributing author, with Matthew R. Laird, Ph.D., and Clifton A. Huston). Cultural Resources, Inc. Submitted to PMA Planners and Architects, Newport News, Virginia.

2001 *Phase I Cultural Resources Survey, John Rolfe Parkway, Henrico County, Virginia* (contributing author with David H. Dutton, and David M. Givens) Cultural Resources Inc. Submitted to The Williamsburg Environmental Group, Inc., Williamsburg, Virginia.

2001 *Phase I Cultural Resources Survey, Garcia Tract, Loudoun County, Virginia* Cultural Resources Inc. Submitted to Barclay Ridge, L.L.C., Vienna, Virginia.

2002 *Phase I Archaeological Survey of the Proposed 8-Acre Williamsburg Apartments Property, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Dr. David G. Walker, Williamsburg, Virginia.

2002 *Phase II Archaeological Investigation of Sites 44JC1085, 44JC1087, 44JC1088, and 44JC1089 at the Stonehouse Development, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Stonehouse Development Company, Inc., Williamsburg, Virginia.

2002 *Phase I Archaeological Survey of Four Selected Portions of the Proposed Belleharbour Development, City of Suffolk, Virginia (*co-authored with Garrett R. Fesler and Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Kimley-Horn & Associates, Inc., Virginia Beach, Virginia.

2002 *Phase I and II Archaeological Survey and Evaluation and Phase I and II Architectural Survey and Evaluation of the Aston (Eley) House and Lot Located in the City of Suffolk, Virginia* (co-authored with Garrett R. Fesler). James River Institute for Archaeology, Inc. Submitted to Tri-City Developers, LLC, Suffolk, Virginia.

2002 *Phase I Cultural Resources Survey of a Proposed 68-Acre Mining Area, Sussex County, Virginia* (co-authored

with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Iluka Resources, Inc., Stony Creek, Virginia.

2002 *Phase I Archaeological Survey of 250 Acres at Fort Pickett, Nottoway County, Virginia.* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Malcolm Pirnie, Inc., Newport News, Virginia.

2002 *Phase III Data Recovery at Site 44YO1015, Located at Armed Forces Experimental Training Activity, Camp Peary in York County, Virginia.* James River Institute for Archaeology, Inc. (co-authored with Garrett R. Fesler and Matthew R. Laird). Submitted to AFETA Camp Peary, Williamsburg, Virginia.

2002 *Phase I Survey of Approximately 1.5 Acres, Centex Development*, James City County, Virginia. James River Institute for Archaeology, Inc. (co-authored with Matthew R. Laird). Submitted to Kerr Environmental Corporation, Virginia Beach, Virginia.

2002 *Phase I Archaeological Survey of the Proposed Richmond Waterline Replacement Project, Richmond, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Greely & Hanson, Inc., Richmond, Virginia.

2002 *Phase I Archaeological Survey of Site 44YO264, York County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Landmark Design Group, Inc., Williamsburg, Virginia.

2002 *Phase II Evaluation of Site 44JC674, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Jamestown Management, LLC, Williamsburg, Virginia.

2002 *Phase I Archaeological Survey of 26 Acres at Fort Pickett, Nottoway County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Malcolm Pirnie, Inc., Newport News, Virginia.

2003 *Phase I Archaeological Survey of the Interior and Immediate Exterior of the Reproduction James Fort Located at Jamestown Settlement, James City County, Virginia* (co-authored with Garrett R. Fesler and Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to The Jamestown-Yorktown Foundation, Williamsburg, Virginia.

2003 *Phase I Archaeological Survey of a Proposed 620' Interpretive Pathway Located at Jamestown Settlement, James City County, Virginia* (co-authored with Garrett R. Fesler and Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Jamestown-Yorktown Foundation, Williamsburg, Virginia.

2003 *Phase I Archaeological Survey of a Proposed 3,700-Foot Desalinization Pipeline Corridor, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to James City County, James City County, Virginia.

2003 *Phase I Archaeological Survey of Approximately 250 Acres at the Greenmount Property, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Greenmount Associates, LLC, Newport News, Virginia.

2003 *Phase I Archaeological Survey of Approximately 14 Acres at the Hankins Tract, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to RMC Allied Readymix, Inc., Atlanta, Georgia.

2003 *Phase I Cultural Resources Survey of the Proposed Virginia State University Student Housing Project Area, Chesterfield County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to VHB, Inc., Williamsburg, Virginia.

2003 *Phase I Archaeological Survey of Permit Areas at the Proposed Watermill Development in Chesterfield County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Centex Homes, Richmond, Virginia.

2003 *Phase I Cultural Resources Survey of a 22.5-Acre Tract (Tax Map 49, Parcel 15), Stafford County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Caly Builders, Inc., Stafford, Virginia.

2003 *Phase I Archaeological Survey of Seven Testing Areas Associated with the Goochland/Henrico Regional Force Main Project, Goochland and Henrico Counties, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Timmons Group, Richmond, Virginia.

2003 *Archaeological Testing at Red Hill, Charlotte County, Virginia* (co-authored with Nicholas M. Luccketti). James River Institute for Archaeology, Inc. Submitted to Patrick Henry National Memorial, Brookneal, Virginia.

2003 *Phase IA Historical and Archaeological Assessment of Approximately 50 Acres Located in the City of Chesapeake, Virginia* (co-authored with Garrett R. Fesler). James River Institute for Archaeology, Inc. Submitted to HDR Engineering, Inc., Richmond, Virginia.

2003 *Phase II Evaluations of Sites 054-0988, 44LD767, and 44LD757, Loudoun County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to John Laing Homes, LLC, Vienna, Virginia.

2003 *Phase I Archaeological Survey of Approximately 16 Acres at the Proposed Rippon Boulevard Elementary School Project, Prince William County, Virginia.* James

River Institute for Archaeology, Inc. Submitted to HGS, Manassas, Virginia.

2003 *Phase I Cultural Resources Survey of Approximately 10 Acres of the Project "Value" Property, Rockingham County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to H and M Architects/Engineers, Inc., Jackson, Tennessee.

2003 *Phase I Archaeological Survey of 450 Acres at Fort Pickett, Nottoway County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Malcolm Pirnie, Inc., Newport News, Virginia.

2003 *Archaeological Excavations at Site 44ST269, Stafford County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Leeland Station, LLC, Rockville, Maryland.

2003 *Data Recovery Plan for Site 44JC1012 on the Greenmount Property, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Greenmount Associates, LLC, Newport News, Virginia.

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2003 *Phase I Archaeological Survey of Approximately 22 Acres, Henrico County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Michael Baker, LLC, Richmond, Virginia.

2003 *Phase I Archaeological Survey of the Proposed Meadowville Technology Park Industrial Access Road Realignment, Chesterfield County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Timmons Group, Richmond, Virginia.

2003 *Phase II Evaluations of Sites 44JC276, 44JC278, 44JC279, and 44JC425, James City County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Stonehouse Development Company, Inc., Williamsburg, Virginia.

2003 *Phase I Archaeological Survey of Approximately 6,430 Linear Feet of the Proposed Riverstone Gravity Sewer Interceptor Corridor, Halifax County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Industrial Development Authority of Halifax County, Virginia, South Boston, Virginia.

2003 *Phase I Archaeological Survey of Approximately 180 Acres, Prince William County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to D.R. Horton, Inc., Fairfax, Virginia.

2004 *Phase I Archaeological Survey of Approximately Two Acres, Yorktown, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to C. A. Barrs, Yorktown, Virginia.

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2004 *Phase I Archaeological Survey of 8.2 Acres for the Proposed Birmingham Green Assisted Living Facility, Manassas, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to DSC Advisory Services, LLC, Chesapeake, Virginia.

2004 *Phase I Cultural Resources Survey of Four Permit Areas at the Edgewater, Section 3, Development, Chesterfield County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Timmons Group, Richmond, Virginia.

2004 *Phase II Archaeological Evaluation of Sites 44SX259, 44SX270, and 44SX328, Sussex County, Virginia* (co-authored with Matthew R. Laird). James River Institute for Archaeology, Inc. Submitted to Iluka Resources, Inc., Stony Creek, Virginia.

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2004 *Phase I Survey of Rippon Lodge.* James River Institute for Archaeology, Inc. Submitted to D.R. Horton, Fairfax, Virginia.

2005 *Phase II Evaluations of 22 Sites at the GreenMount Tract.* James River Institute for Archaeology, Inc.

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2005 *Phase I Survey of the Sherman Property.* James River Institute for Archaeology, Inc. Submitted to Michael Brown, Williamsburg, Virginia.

*2006 Phase I Archaeological Survey at Quality Way, Southpoint Industrial Park, Prince George County, Virginia* (co-authored with Nancy Phaup and Martha McCartney. Circa~. Submitted to Southpoint Industrial Park, Prince George County, Virginia.

*2006 Phase I Archaeological Survey at Warburton Tract, James City County, Virginia* (co-authored with Nancy Phaup and Martha McCartney. Circa~. Submitted to Ford's Colony, Williamsburg, Virginia.

*2006 Phase I Excavations for the James City County Trail, Warhill Sports Complex, James City County, Virginia* (co-authored with Nancy Phaup and Martha McCartney. Circa~. Submitted to James City County, Virginia.

*2006 Phase I Survey of the Approximately 10-acre BI Chemical Plant, Prince George County, Virginia* (co-authored with Nancy Phaup and Martha McCartney. Circa~. Submitted to Malcolm-Pirnie, Newport News, Virginia.

*2006 Phase I Survey of the Former Hood Property, Henrico County, Virginia* (co-authored with Nancy Phaup and Martha McCartney). Circa~. Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2006 Phase I Survey of the Henrico County East Middle School Access Road, Henrico County, Virginia.* (co-authored with Nancy Phaup and Martha McCartney. Circa~. Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2006 Phase I Survey of the Access Road for Matoaca Park, Chesterfield County, Virginia* (co-authored with Nancy Phaup and Martha McCartney). Circa~. Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2006 Phase I Survey of the Realignment of Water Country Way, York County, Virginia* (co-authored with Nancy Phaup and Martha McCartney). Circa~. Submitted to Busch Properties, Inc., Williamsburg, Virginia.

*2007 Cemetery Boundary Delineation of Site 089-5193 and 089-5202 Wilbourn property Stafford County Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to the Anderson Company, LLC. Manassas, Virginia.

*2007 Current Condition Assessment Brewers Neck Boulevard Isle of Wight County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Current Condition Assessment Caeli Farm Loudon County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Current Condition Assessment Greensville Megasite Greensville County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Current Condition Assessment Gresham Property City of Richmond, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Current Condition Assessment McCale Property York County, Virginia* ((co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Vanasse Hangen Brustlin, Williamsburg, Virginia.

*2007 Current Condition Assessment O'Connor Tract Loudon County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Current Condition Assessment Chester Site Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Vanasse Hangen Brustlin, Williamsburg, Virginia.

*2007 Hancock Village Management Summary, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of 120 Acres at Jolly Pond Road James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to James City County, Virginia.

*2007 Phase I Archaeological Survey for Approximately 6 Acres Stonehouse Development James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey for Approximately 140 Acres at the Proposed Rose Hill Tract, York County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to York County, Virginia.

*2007 Phase I Archaeological Survey of Albemarle River Subdivision Lots 16-21, Chesapeake, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of Approximately 415 Acres of the Turner Tract, Southampton County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of Approximately One Acre at the Grove Christian Center Property James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Grove Christian Center, James City County, Virginia.

*2007 Phase I Archaeological Survey of DSCR Road Alignment Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of the Proposed Lakeridge Parkway Extension Section 2 Hanover County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of the Park Valley Church Property Prince William County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of Three Trails Meadowood Special Recreation Management Area, Fairfax*

*County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Archaeological Survey of the Wilbourn Property Stafford County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to the Anderson Company, LLC, Manassas Virginia.

*2007 Phase I Architectural Reconnaissance Survey of a 350-Acre Tract Associated with the Proposed Three Flags Development, Culpeper, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Angler Environmental.

*2007 Phase I Cultural Resources Survey of Golf Course Areas Holes 13-18 and Development Areas F and G at Magnolia Green, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Phase I Cultural Resources Survey for Mill Creek Drive, Southampton County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Phase I Cultural Resources Survey of Road Right-of-Way Magnolia Green Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Phase I Cultural Resources Survey of the Georgia-Pacific Site Property Town of South Boston, Vicinity, Halifax County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Cultural Resources Survey of the Lower Opossum Creek Wastewater Improvements, Hanover County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2007 Phase I Location Survey of Features Associated with Site 020-5350 Midlothian District of the Richmond Coal Basin: The Henry Jones Tract Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Phase II Archaeological Survey of Sites 44JC1173 and 44JC1174 James City County School Site at Jolly Pond, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to AES, Inc.., Williamsburg, Virginia.

*2007 Phase II Archaeological Survey of Site 44CF0596 Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~). Submitted to Timmons Group, Inc., Chesterfield, Virginia.

*2007 Villages of Gloucester Management Summary, Gloucester, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

2007 *Management Summary Totopotomoy Creek Wastewater Improvements, Hanover County, Virginia* (co-authored with Dawn Frost, Circa~).

2007 *Phase I Architectural Survey of the Tenaska Tract (Buschman Farm) Buckingham County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

2007 *Phase II Evaluation of Site 44BK0331 Buckingham County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

2007 *Phase I Cultural Resources Survey of the 14-Acre Walnut Tree Farm Prince William County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

2007 *Phase I Architectural Survey of Littlefields, Westmoreland County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment Dinwiddie Commerce Park, Dinwiddie County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment at Magnolia Green, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Architectural Survey of Timberneck and Catlett Island, Gloucester County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Evaluation of Site 44JC845, Moss Creek Development, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Archaeological Excavations of 44JC77, The Stonehouse Site, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Archaeological Evaluation for Site 44JC427, Stonehouse Tract, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Evaluation of Site 44JC837/047-0046, Stonehouse Tract, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment, Thibault Tract, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Archaeological Survey of a Proposed Utility Line for the School Sites at Jolly Pond Road, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment, Allegheny Master Plan, Allegheny County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment, Crosspointe Centre, Prince George County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Historical Assessment for Indian Creek Dredging Project, City of Hampton, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase IA Cultural Resources Survey, St. Olaf's Church, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment, Proposed Industrial Access Road Corridor, Crosspointe Centre, Prince George County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Archaeological Survey of 42 Acres at Magnolia Green, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of the Smith River Sports Complex Access Road, Henry County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Current Conditions Assessment Roma and Sharpe Tracts, Henry County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Archaeological Evaluation for Site 44JC412 Stonehouse Tract, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Proposed Partial Data Recovery Plan for Site 44JC845 at Moss Creek Development, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Architectural Survey of the Greensville Megasite, Greensville County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Proposed Partial Data Recovery Plan for Site 44CF684 at Magnolia Green, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Archaeological Survey of Timberneck at Catlett Island, Gloucester County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Additional Phase III Archaeological Evaluations at Site 44JC1113 The Colonies, James City County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Management Summary Beaufont Spring, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of Permit Areas Within the Bottoms Bridge Tract, New Kent County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of the Stoup Property, Isle of Wight County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of Christ United Methodist Church Property, Fairfax County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Archaeological Evaluation of Sites 44CF0697, 44CF0700, and 44CF0701 at Magnolia Green, Chesterfield County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Archaeological Survey of Littlefields, Westmoreland County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Evaluation of Site 44BK0329, Buckingham County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of Middle Peninsula Environmental Bank, Gloucester County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of Fluvanna High School Site, Fluvanna County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Cultural Resources Survey of proposed Science and Technology Building Tract on the Richard Bland College Campus, Dinwiddie County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase IA Cultural Resources Survey of Wildwood Estates Property, Loudon County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase II Archaeological Survey of Five Sites and a Cemetery Delineation, Turner Tract, Southampton County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2008 Phase I Archaeological Survey of the Chicken Coop Trail, Meadowood Special Recreation Management Area, Fairfax County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of Terrascape Design and Build Company Inc., at 16127 John Marshall Highway, Prince William County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Current Condition Assessment, Towers Tract, Goochland County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Current Condition Assessment, Wilderness North Tract, Orange County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase II Archaeological Evaluation of 44GL0450 at Middle Peninsula Environmental Bank, Gloucester County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of Faith Church Property, Henrico County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Current Condition Assessment of the 8.8-Acre Bull Property Tract, Isle of Wight County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Architectural Survey of the Roma Tract, Henry County, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Architectural Survey of Seven Housing Areas, Norfolk Redevelopment and Housing Authority, City of Norfolk, Virginia* (co-authored with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Current Condition Assessment Deep Creek and Jones and Gilligan Creeks Craney Island Expansion Project Mitigation Sites, City of Chesapeake, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Archaeological Excavations at the Roma Tract Payne Cemetery Site 044-5184 Henry County, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Cemetery Delineation at Catlett Island Gloucester, County, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

2009 *Phase II Archaeological Evaluation of Site 44NN60, Newport News, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of the College Triangle Retail Property, City of Williamsburg, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of Airport Gateway Land Bay A, Prince William County, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of Proposed Utility Replacement Corridor on the Richard Bland College Campus, Dinwiddie and Prince George Counties, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of Coleman Crossing, Gloucester Counties, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Current Conditions Assessment Rotterdam Property Craney Island Expansion Project Mitigation Sites, City of Chesapeake, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase II Architectural Survey of Master Craftsmen Jewelry Building College Triangle Retail Property, City of Williamsburg, Virginia* (with Dawn Frost, Circa~).

*2009 Cultural Resources Survey of 755 Scotland Street City of Williamsburg, Virginia* (with Aaron Levinthal. Amy Humphries, and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of Approximately 30 Acres Liberty Landing Property, New Kent County, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of the Cape Henry Inn Tract Fort Story, City of Virginia Beach, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Management Summary, 3410 Goodwin Neck Road, York County, Virginia* (with Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of Quaker Steak and Lube Property, Prince William County, Virginia* (with Dawn Frost, Circa~).

*2009 Phase II Archaeological Survey of Sites 44YO1074 and 44YO1075 Hampton Roads Sanitation District York River Treatment Plant Expansion, York County, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Archaeological Excavations at the Greenhow Cemetery Site 089-5202, Stafford County, Virginia* (with Aaron Levinthal, Amy Humphries, and Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of the Sharpe Tract, Henry County, Virginia* (with Amy Humphries and Dawn Frost, Circa~).

*2009 Phase I Cultural resources Survey of Colonial Heights Baptist Church Property, Chesterfield County, Virginia* (with Amy Humphries and Dawn Frost, Circa~).

*2009 Phase I Archaeological Survey of Approximately One Acre at the Grove Christian Center Property, James City County, Virginia* (with Amy Humphries and Dawn Frost, Circa~).

*2009 Phase II Architectural Survey of the Watkins House, Henry County, Virginia* (with Dawn Frost, Circa~).

*2009 Phase I Cultural Resources Survey of the South Norfolk Jordan Bridge Project, Chesapeake and Portsmouth, Virginia* (with Aaron Levinthal and Dawn Frost, Circa~).

*2009 Phase II Architectural Survey Atlantic Wood Industries, Inc. Property, VDHR Site #124-5132, City of Portsmouth, Virginia* (with Dawn Frost, Circa~).

*2010 Current Conditions Assessment Windsor Road Property, Orange County, Virginia* (with Dawn Frost, Circa~).

*2010 Henricus State Park Riverbank Stabilization Project Management Summary, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Archaeological Survey of the 10-Acre Williamsburg James City County Schools Operations Center Expansion, James City County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Archaeological Survey of 10 Trails Meadowood Special Recreation Management Area, Fairfax County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Deep Creek Ball Park Property, City of Chesapeake, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Current Conditions Assessment of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of BiCounty Way Property, New Kent County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Mount Zion Baptist Church, Price William County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Stafford Commerce Center, Stafford County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Meherrin River Regional Jail Site, Brunswick County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Commonwealth Crossing Business Centre Water and Sewer Lines, Henry County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Wynwood Property Management Summary, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2010 Winterfield Commercial Park Viewshed Analysis, Powhatan County, Virginia* (with Dawn Frost, Circa~).

*2010 College Triangle Retail Project – The College of William and Mary Management Summary, City of Williamsburg, Virginia* (with Dawn Frost, Circa~).

*2010 Darby Road Parcels Management Summary, York County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of Bryan's Landing Subdivision, City of Chesapeake, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Greenhaven at Murray Drive Drainage Easement Acquisition from U.S. Navy, City of Chesapeake, Virginia* (with Dawn Frost Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost Circa~).

*2010 Lee Hall Reservoir Management Summary, City of Newport News, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Amy Humphries and Dawn Frost Circa~).

*2010 Phase IA Cultural Resources Assessment, Forest Heights and Neighbors Drive, James City County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Nansemond River Estates property, City of Suffolk, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Disturbance Assessment West Creek Medical Center, Goochland County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Lowes Tract and Extension of Russell Branch Parkway, Loudoun County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Foxfield Tract, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Brasfield Commons Tract, City of Petersburg, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Courthouse at Marketplace Property, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Sports Quest Tract Phase I, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of West Creek Medical Center Shared Entrance Road Right-of-Way and Utility Right-of-Ways, Goochland County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Current Conditions Assessment of Stonebridge Property, Chesterfield County, Virginia* (with Dawn Frost Circa~).

*2011 Treatment Plan for Site 44GO0370 West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Management Summary 3190 Riverside Drive, Henry County, Virginia* (with Dawn Frost Circa~).

*2011 Current Conditions Assessment of Haymarket Tract, Prince William County, Virginia* (with Dawn Frost Circa~).

*2011 Current Conditions Assessment of J. Sergeant Reynolds Community College Tract, Henrico County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of George Mason University Life Sciences Building Parking Lot, Prince William County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of George Mason University Housing and Retail Building, Prince William County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Current Conditions Assessment of the Stafford County High School Property, Stafford County, Virginia* (with Dawn Frost, Circa~).

*2011 Current Conditions Assessment of the Mecklenburg Jail Site, Mecklenburg County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of the Marine Animal Care Facility Tract, City of Virginia Beach, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Management Summary Dominion Virginia Power, Remington Site, Fauquier County, Virginia* (with Dawn Frost, Circa~).

*2011 Management Summary Dominion Virginia Power, Brunswick Site, County, Brunswick Virginia* (with Dawn Frost, Circa~).

*2011 Management Summary Dominion Virginia Power, Chesterfield Site, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2011 Partial Phase III Archaeological Data Recovery of Site 44CF0684 at Magnolia Green, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Phase II Archaeological Evaluations and Boundary Determination of Site 44GO0370 at West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of Varina Stream Mitigation Bank, Henrico County, Virginia* (with Dawn Frost, Circa~).

*2011 Addendum to Current Conditions Assessment, Dinwiddie Commerce Park, Dinwiddie County, Virginia* (with Dawn Frost, Circa~).

*2011 Proposed Data Recovery Plan for Site 44CF0594 at the DeSear Farmstead Site, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of Dominion Virginia Power Brunswick Site, Brunswick County, Virginia* (with Dawn Frost, Circa~).

*2011 Current Conditions Assessment of the Stafford County Elementary School Property, Stafford County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Washington Ridge, York County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Petersburg, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk and Western Railroad Project Area, City of Chesapeake, Virginia* (with Dawn Frost, Circa~).

*2012 Addendum to Phase I Archaeological Survey of the Proposed Meadowville Parkway, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, Dominion Virginia Power Chesterfield Tract Utility Corridor, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, Village of Holland Water Supply, City of Suffolk, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Chesapeake, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Atlee Road Extended, Hanover County, Virginia* (with Dawn Frost, Circa~).

Middle Woodland, circa 500 B.C. - A.D. 900, and the one that is probably most applicable to the project area environs. Others elaborated on the scheme based on both artifact styles and, of perhaps more significance, perceived settlement shifts.

The appearance of ceramics in the archaeological record generally defined the Early Woodland subperiod, bracketed herein at circa 1,200 B.C. - 500 B.C. The earliest Woodland ceramic wares, Marcey Creek plain, and variants are rectangular or oval and resemble the preceding Late Archaic soapstone vessels. In the Tidewater James River area, these ceramics are rare and appear to be, in part, contemporaneous with similar flat-bottom vessels tempered with grog, sand, and, in some cases, shell. Variously tempered beaker-shaped vessels and those with more conventional sub-conical shapes follow these forms.

The complexity of and emphasis on ceremonial aspects, especially those concerned with the burial of the dead, are also characteristic of the Early Woodland subperiod across a broad region of the east. This emphasis is not seen in Virginia until about 500 B.C. when stone and earth burial cairns and cairn clusters occur in the western part of Virginia. However, despite the mention of such mounds in both oral tradition and older publications, most researchers generally accept that this phenomenon did not extend into the Coastal Plain.

Gardner's model indicates that, in the overall project area vicinity, large and intensively occupied sites interpreted as sedentary (as opposed to seasonal) large group base camps are located in the estuarine zone/shoreline with smaller, short-term support camps located in the estuarine zone and throughout the freshwater tributary network. During this time, shell middens appeared, indicating shellfish were an important part of the subsistence focus (Gardner 1982). The succeeding Middle Woodland subperiod sees the most intensive use of these resources, and middens are generally larger and more abundant.

The appearance of net-marked and corded pottery that is sand-tempered, sand- and crushed-rock-tempered, and gravel-tempered marked the Middle Woodland subperiod in this area, defined herein between circa 500 B.C. and A.D. 900. These types generally span the subperiod circa 500 B.C. to A.D. 300 and are slightly overlapped in time by, and replaced with, the shell-tempered Mockley ware from slightly before circa A.D. 200 to about A.D. 900 throughout outer Tidewater Virginia.

By the Late Woodland subperiod (circa A.D. 900 - 1600), agriculture had assumed a role of major importance in the Native American subsistence system. The adoption of agriculture represents a major change in the Native American subsistence economy and settlement patterns. Expanses of arable land became a dominant settlement factor, and sites were located on fertile floodplain soils or, in many cases, on higher terraces or ridges adjacent to them. During this subperiod, shell middens were still used, but the large habitation sites are not necessarily correlated with them. Early to Middle Woodland shell middens are often re-used but mainly as short-term foray sites (Gardner 1982).

By the time of initial European exploration, most Native American groups in the Coastal Plain, from the James drainage to the Northern Neck, shared a common culture. They were subsumed within an emerging paramount chiefdom under the domain of one paramount chief, Powhatan. Some groups were direct components of the chiefdom, while others, usually those most distant, were allied in some manner with the paramount group (Rountree 1989).

Diagnostic artifacts of the Late Woodland subperiod include several triangular projectile point styles that originated during the latter part of the Middle Woodland subperiod. These styles decreased in size through time and eventually culminated in the small, often serrated triangles typically found on the most recent Late Woodland and early contact period villages. Late Woodland subperiod ceramics in the Isle of Wight County area include shell-tempered Townsend and Roanoke Simple Stamped types, along with plain-surfaced, shell-tempered variants. By European contact, the most common pottery type in the vicinity appears to have been Roanoke Simple Stamped and plain variants.

Settlements dating to this time consist of both villages and small hamlets. Some villages were highly nucleated, while others were internally dispersed over a wide area. Some were entirely fortified by circular or oval palisades, while others contained a fortified core area and outlying houses, indicating a rise in intergroup conflict. The more dispersed villages and hamlets were scattered over a wide area, indicating internally fluid settlement within a loosely defined town or village territory.

Drawings and journals of early European explorers describing Indian villages indicate that houses were constructed of an oval, rectangular, or circular framework of flexible green sapling poles set in the ground, lashed together, and covered with thatch or bark mats. Burial sites of the period were situated in individual pits or ossuaries. Such historical accounts are consistent with data obtained from archaeological excavations of Late Woodland to early historic village sites (Hodges and Hodges 1994).

With the development of a more sedentary settlement-subsistence system culminating in the Late Woodland subperiod, permanent habitation sites gradually replaced base camp habitation sites more characteristic of those of the previous foragers and hunter-gatherers. Various supporting camps and activity areas were established in the day-to-day procurement of food and other resources (i.e., short-term hunting and foraging camps, quarries, butchering locations, and re-tooling locations). Locations used partially or largely for ceremonial purposes were also present, usually associated with habitation sites.

The large base camps, hamlets, and villages are typically located on bluffs, terraces, or high floodplains adjacent to rivers or major tributaries. Small seasonal camps and non-seasonally based satellite camps supporting nearby sedentary villages and hamlets are located along smaller streams in the interior. Limited concentrations and sparse scatters of lithics and ceramics typically characterize these campsites. As indicated earlier, shellfish-gathering sites and shell middens suggest ephemeral re-use of the earlier middens.

***Historic Context***

*Settlement to Society (1607-1750)*

In 1619, 100 English colonists settled near the mouth of a creek on the south side of the James River. This settlement was the beginning of Isle of Wight County. However, Captain John Smith visited the present-day Isle of Wight County as early as 1608. Smith, who was hoping to find food for the staving settlers at Jamestown, had contact with the Worrosquoyacke Indians who occupied a village in the present-day Isle of Wight County. Smith revisited the tribe in 1611, and he noted the presence of the Indians on his 1610 map of Virginia (Figure 9).

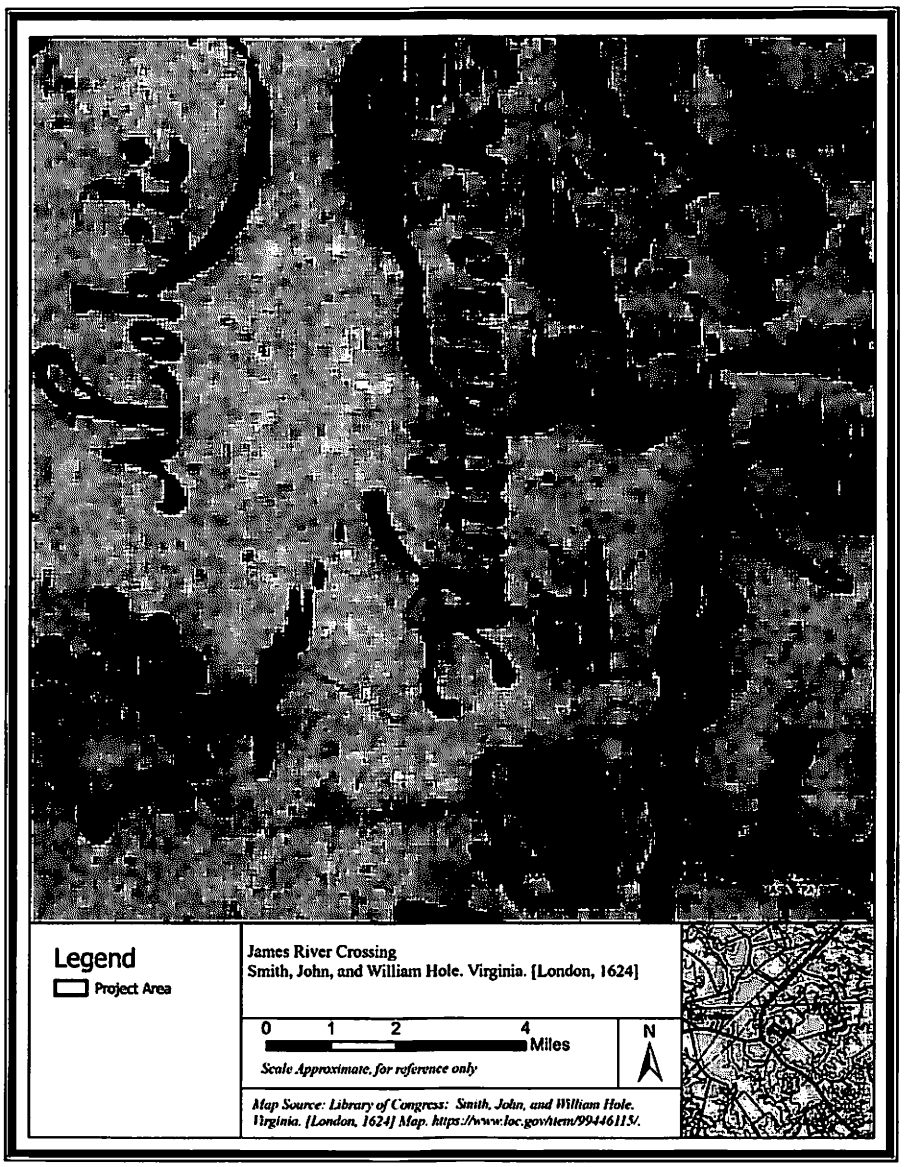


Figure 9. Detail of *Virginia discovered and discribed* by Captayn John Smith, 1610.

The first English settlers in what is now Isle of Wight County included Captain Christopher Lawne, Sir Richard Worsley, Nathaniel Basse, and John Hobson, who helped establish a settlement on the south shore of the James River at Lawne's Creek, near the current boundary between Isle of Wight and Surry counties. Lawne's plantation was known as Warrosquoyacke, after the local Indian group. Edward Bennett followed Lawne's settlement when he acquired a patent along the Pagan River in 1621. Nathaniel Basse also followed, settling at "Basse's Choice." The following year, in 1622, the Powhatan uprising destroyed these Southside settlements resulting in the loss of 53 colonists. Later in the year, Sir George Yeardley led a punitive expedition against the Warrosquoyackes and Nansemonds, which helped open the James River's southern shore to increasing settlement.

The lands near the mouth of Chuckatuck Creek and the Nansemond River were first patented in the 1630s and 1640s. Between 1639 and 1645, Tristram Norsworthy (Nosworthy) patented nearly 1,000 acres of land around and including Ragged Island (Nugent 1992). A native of Devon, England, Norsworthy was a prominent local figure in Isle of Wight's early years, serving as burgess for Nansemond County in 1641. His eldest son, Colonel George Norsworthy, served as the local captain of militia and sheriff. Among the first English arrivals to this area, the Norsworthys remained a prominent Isle of Wight family into the 20th century (Boddie 1973).

When Virginia's first counties were created in 1634, the current project area was encompassed by Warrosquoyacke County. Warrosquoyacke was divided in 1647 between Isle of Wight to the west and Upper and Lower Norfolk counties to the east. The project area was considered part of Upper Norfolk County by this time. Residents of Ragged Island and Terrascoe Neck, which included those lands between Chuckatuck Creek and the James River, won their petition to be included in Isle of Wight County in 1656 and 1674, the House of Burgesses formally established the boundary (King 1993).

A 1673 map of Virginia drafted by Augustine Herrmann clearly shows the extent of English expansion by that date. The map shows settlements clustered along many of the County's interior creeks and streams, including the lands along Chuckatuck Creek and around Ragged Island (Figure 10).

*Colony to Nation (1750-1789)*

During the 18th century, small towns developed within Isle of Wight County. The town of Smithfield was incorporated in 1752, just one year after Joshua Fry and Peter Jefferson created their map of Virginia (Figure 11). Fry and Jefferson noted development occurring but no development within the project area.

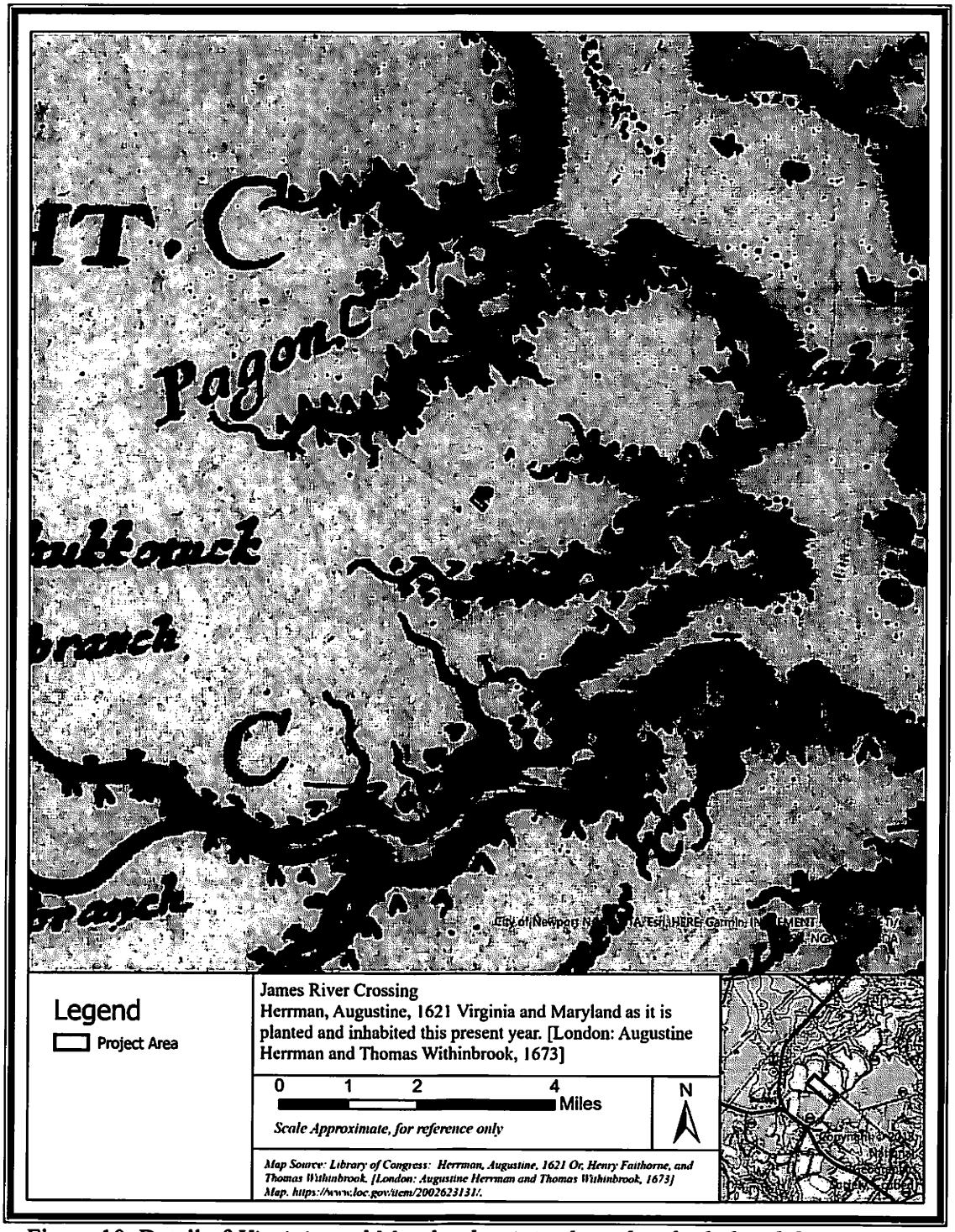


Figure 10. Detail of *Virginia and Maryland as it is planted and inhabited this present year 1670* surveyed and exactly drawne by the only labour & endeavour of Augustin Herrman bohemiensis.

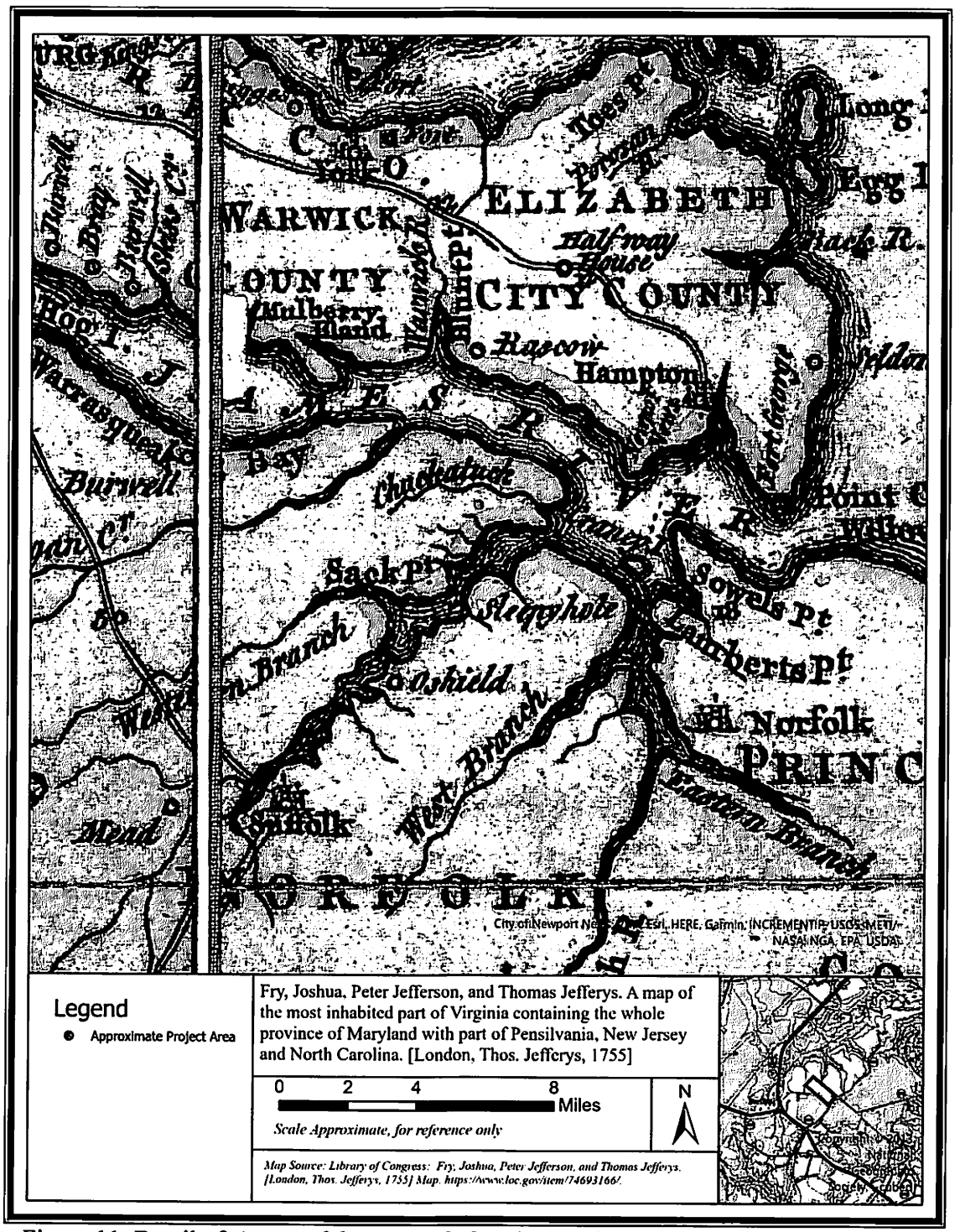


Figure 11. Detail of *A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania, New Jersey and North Carolina.* Drawn by Joshua Fry & Peter Jefferson in 1751.

Isle of Wight's economy in the second half of the 18th century centered around tobacco cultivation, even though the Southside's sandy soils were never particularly conducive to growing the crop. However, by the latter years of the 18th century, Isle of Wight's farmers were beginning to diversify their crops and explore alternative products. Touring the Smithfield area in 1783, German visitor Johann David Schoeff commented that:

> *...the coast is nearer here, one has passed the tobacco country proper, the plant not thriving on the poorer sandy soil of the region, but tobacco is brought hither from more distant parts; on the other hand, the extensive pine forests supply a different sort of produce, namely tar, pitch and turpentine, which with salted hog meat are the most important articles for export of this place* (King 1993).

As with most other parts of Virginia, Isle of Wight's citizens were divided in their loyalties as the revolution grew imminent in the 1770s. Many English and Scots immigrants resided in Isle of Wight, and when they left the County, their property reverted to the Government, who typically sold the land to their more "patriotic" neighbors. Several local men joined the Princess Anne District Battalion in 1775 and fought at Kempsville and Portsmouth. Later in the war, Isle of Wight men served in the 7th, 8th, and 9th companies of the 4th Virginia Regiment of Foot. No major battles were fought in Isle of Wight during the Revolutionary War. However, British Lieutenant Colonel Banastre Tarleton led a raid against the Isle of Wight courthouse in Smithfield in 1781. Tarleton succeeded in damaging the building, though the court records had recently been removed and hidden (King 1993).

*Early National Period (1789-1830) and Antebellum Period (1830-1860)*
During the end of the 18th century and the beginning of the 19th century, Isle of Wight transitioned from a predominantly tobacco economy to one characterized by diversified farming and the exploitation of the County's timber resources. Now, the most important local products included wheat, corn, oats, Irish potatoes, sweet potatoes, peas, beans, hogs, and forest products. By the 1830s, Isle of Wight farmers grew enough cotton to support two local factories (King 1993). Development in Isle of Wight County is evident on an 1825 map of Virginia created by Herman Boye (Figure 12). His map shows the beginning of a road network, although no development is shown within the project area.

From 1830 to 1860, the population of Isle of Wight County remained virtually constant at around 5,000 inhabitants. Slavery was not as important to the County's social and economic makeup as in other Tidewater counties in the antebellum period, and Isle of Wight County was home to a significant number of free slaves before emancipation. By 1860, 1,370 free blacks were residing in the County; together, they held 2,965 acres of land, a modest average of 44.25 acres per adult male (King 1993). A map of the area created in 1855 shows that the County was developing around a complex road network and railroad lines, although no development is evident in the project area (Figure 13).

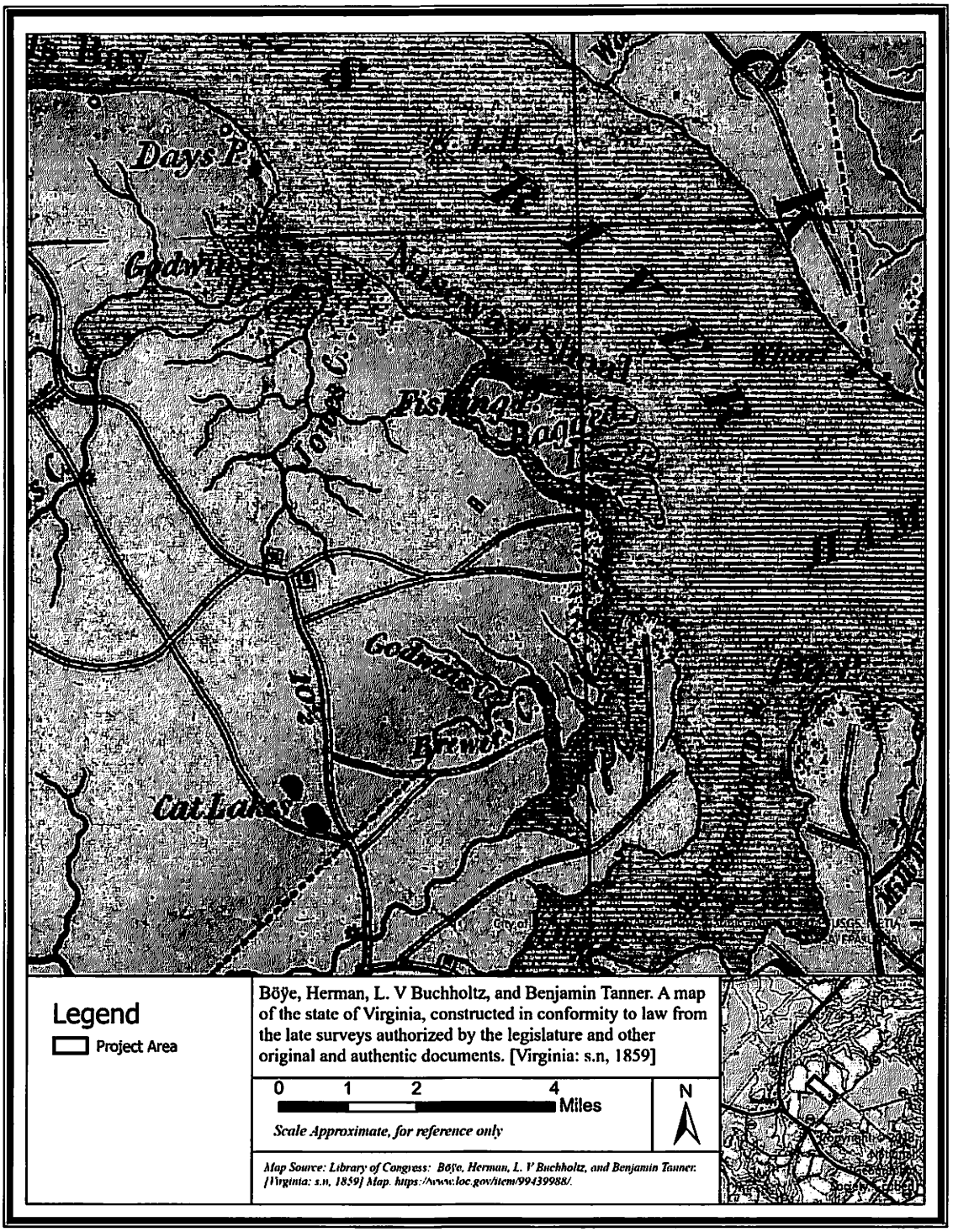


Figure 12. Detail of *A map of the state of Virginia, constructed in conformity to law from the late surveys authorized by the legislature and other original and authentic documents* by Herman Boye, 1825.

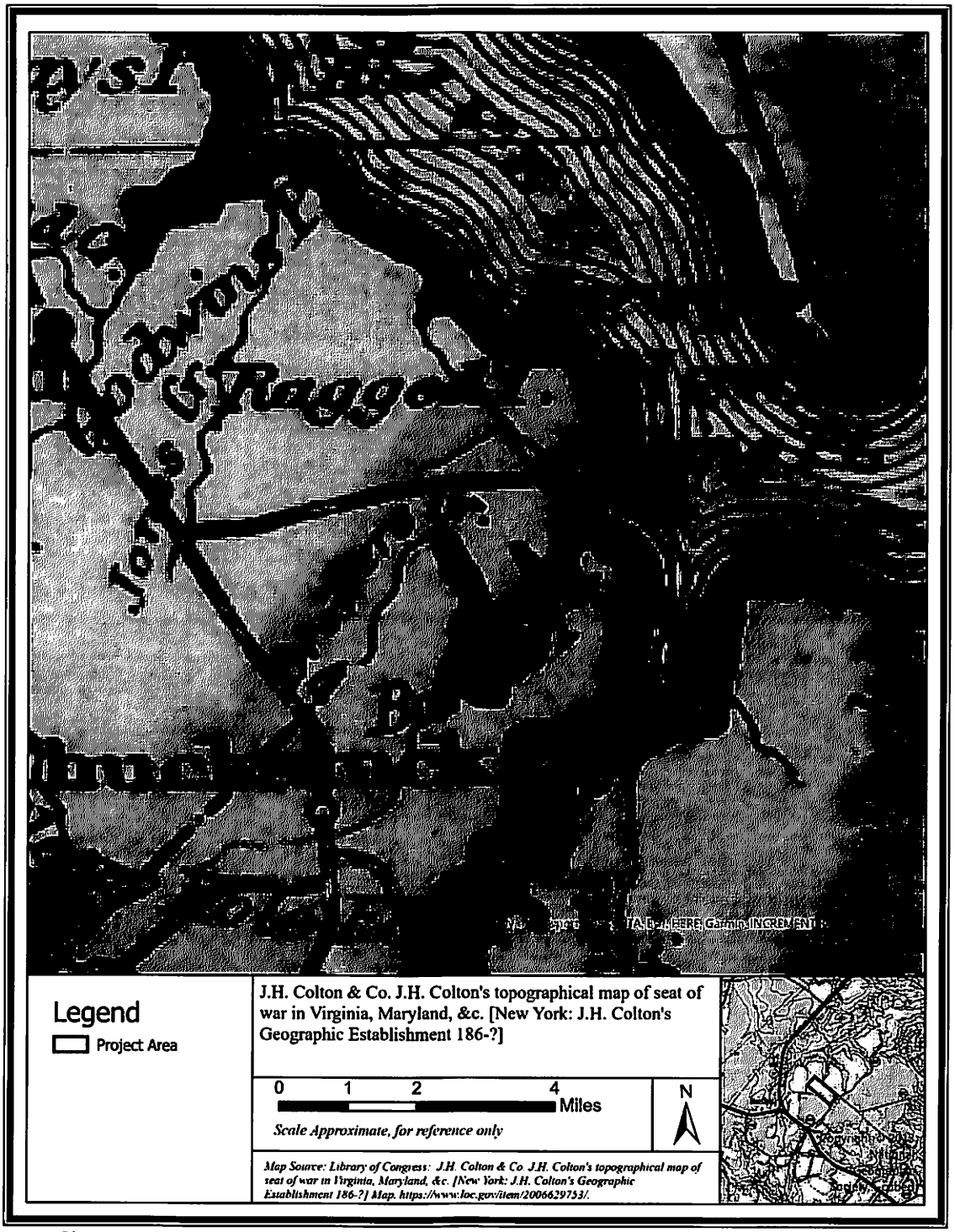


Figure 13. Detail of *J.H. Colton's topographical map of seat of war in Virginia, Maryland*, J.H. Colton's Geographical Establishment, New York. 1855.

Isle of Wight County's economy had never been heavily oriented toward slave labor, and many of its citizens questioned the wisdom of fighting a sectional conflict to protect what they perceived to be the interests of large slave owners. However, when war was finally declared, many Isle of Wight men willingly took up arms to defend the Confederacy. Some men joined the Surry Light Artillery Company, and others the Isle of Wight Grays, which became Company D of the 16th Virginia Infantry Regiment (King 1993).

*Civil War (1861-1865)*

When Federal Major General Benjamin Butler seized Newport News in May 1861, Confederate General Robert E. Lee quickly realized the threat posed to Suffolk, an important junction of the Southside railroad lines connecting the port of Norfolk with Petersburg and Richmond. Immediately, Lee ordered local commander Brigadier General Benjamin Huger to strengthen the region's defenses and erect or expand several fortifications along the Nansemond River and the south side of the James River in Isle of Wight County. On May 14, 1862, several Federal gunboats came up the James River and fired on Fort Boykin, an important Southside fortification located on Burwell's Bay, several miles west of Smithfield. Overwhelmed by the longer range of the Union guns, the Confederate defenders of Fort Boykin abandoned the defenses, destroying their guns and the fort's buildings in the process. After this engagement, Huger withdrew his forces from the Southside forts, and the battery near Ragged Island was likely abandoned by late May 1862 (King 1993). Maps of the area drawn during this time show development around the project area with no development directly within the project area (Figure 14 – 17).

During the war, Isle of Wight County saw few direct military engagements, the most significant Battle of Smithfield of January 31 - February 1, 1864, where Confederate defenders repulsed a minor Union assault against the town. Federal cavalry raids harried Isle of Wight's citizens who lived in a sort of no-man's-land, which frequently resulted in the appropriation of supplies and the destruction of property. An 1864 resolution of the County's justices succinctly outlined the hardships faced by Isle of Wight citizens during the war years:

> *Whereas on account of the exposed condition of the county, being beyond the lines of the Confederate Army and subject to frequent and destructive raids of the enemy and the difficult and embarrassed communication with other sections of the state, our people, in a great measure, are dependent upon their own resources for an adequate supply of the necessities of life. And whereas, on account of the loss of almost our entire slave population, and the loss of a number of our free labor, and the conscription of white men between the ages of eighteen and forty-five to recruit the ranks of our armies, there is a great scarcity of productive labor, and whereas any further extension of conscription within the limits of this county will but result in the paralyzing of production and great suffering and hardships upon those who will be left at home . . . all other business is suspended in the county and, our people with scarcely an exception, are engaged in the cultivation of the soil* (King 1993).

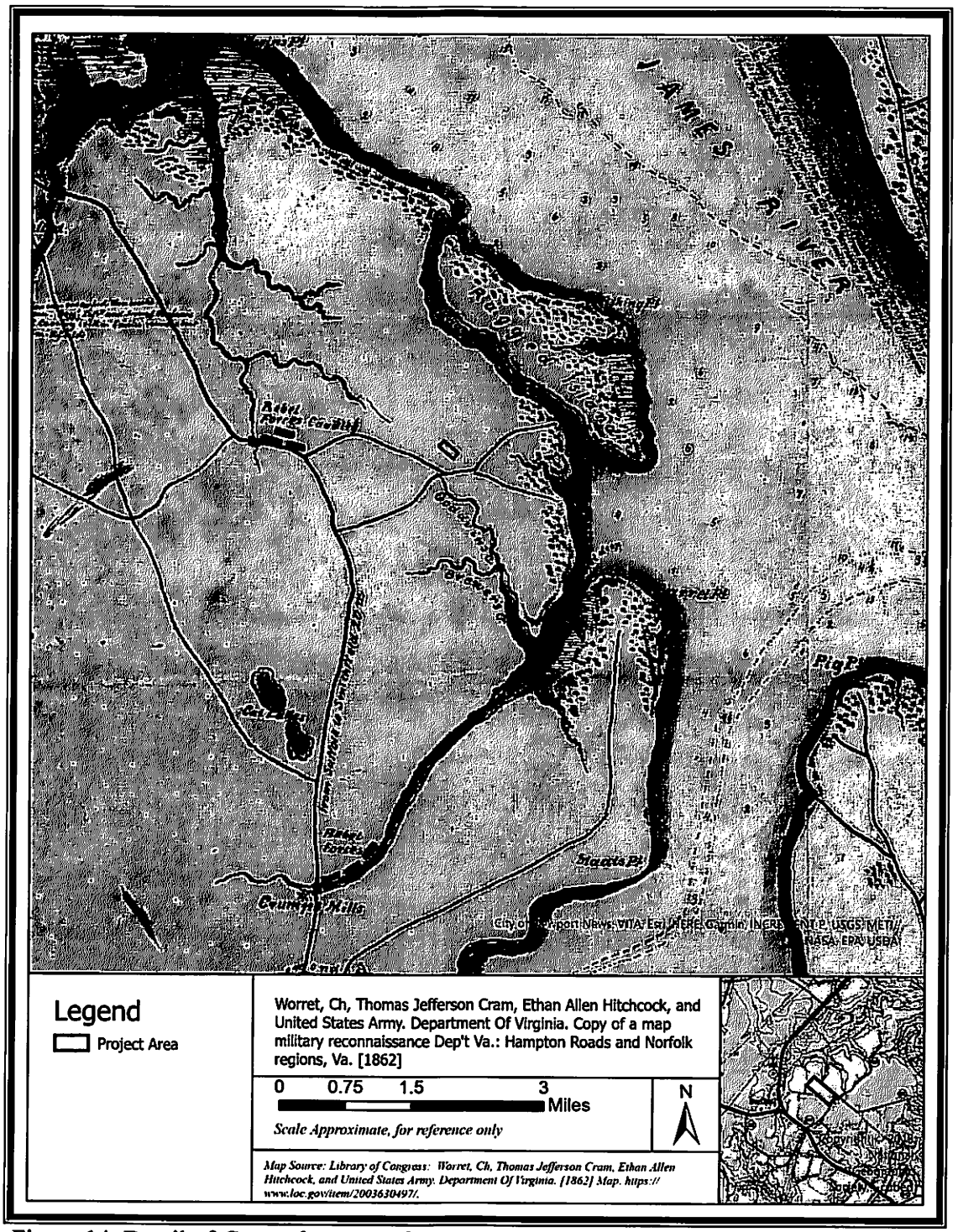


Figure 14. Detail of *Copy of a map military reconnaissance Dep't Va.: [Hampton Roads and Norfolk regions, Va.]* drawn and compiled under the direction of Col. T.J. Cram, Chief Top'l Enge'r Dep. Va.; by Sergt. Ch. Worret. 1862.

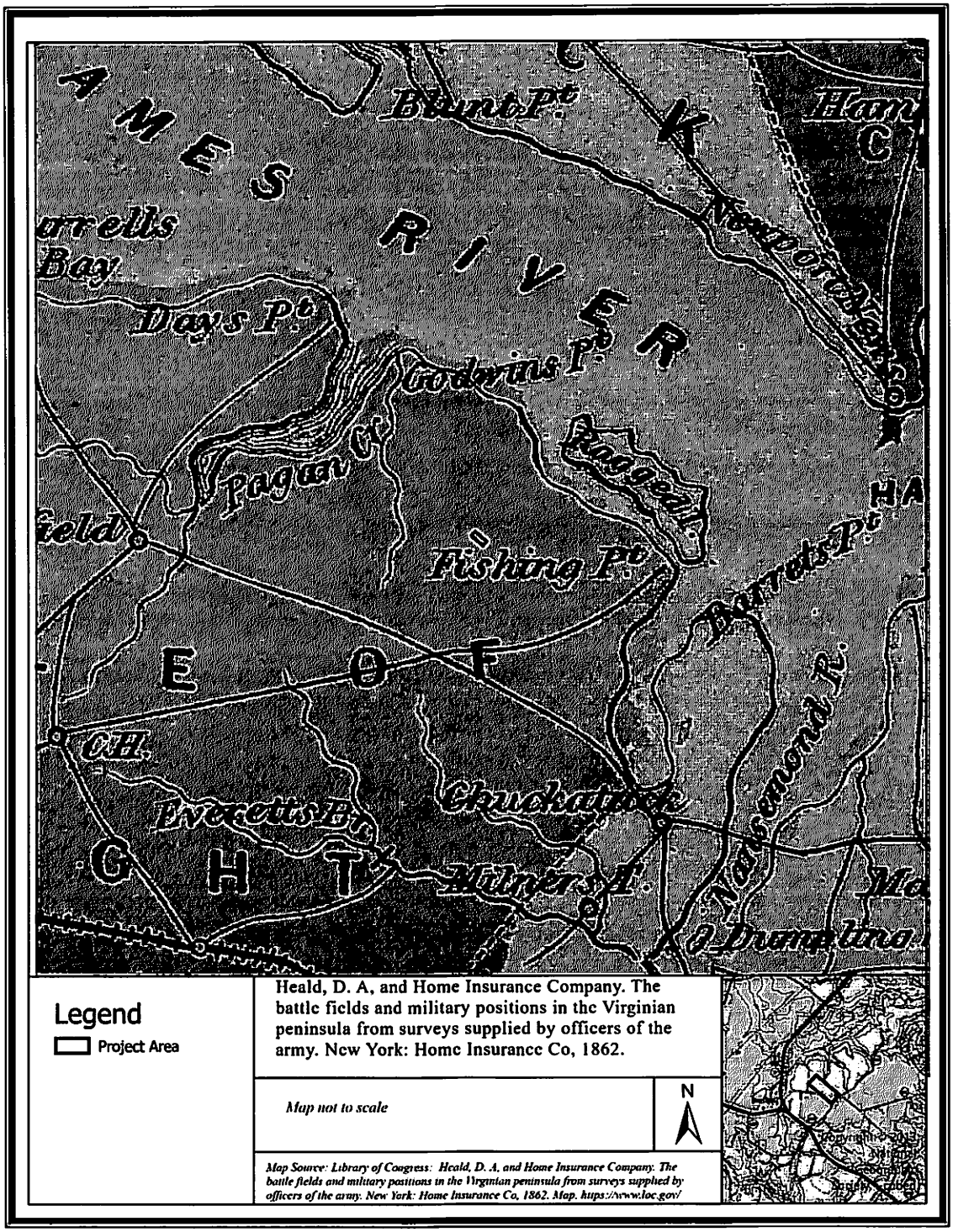


Figure 15. Detail of *The battle fields and military positions in the Virginian peninsula: from surveys supplied by officers of the army*. 1862.

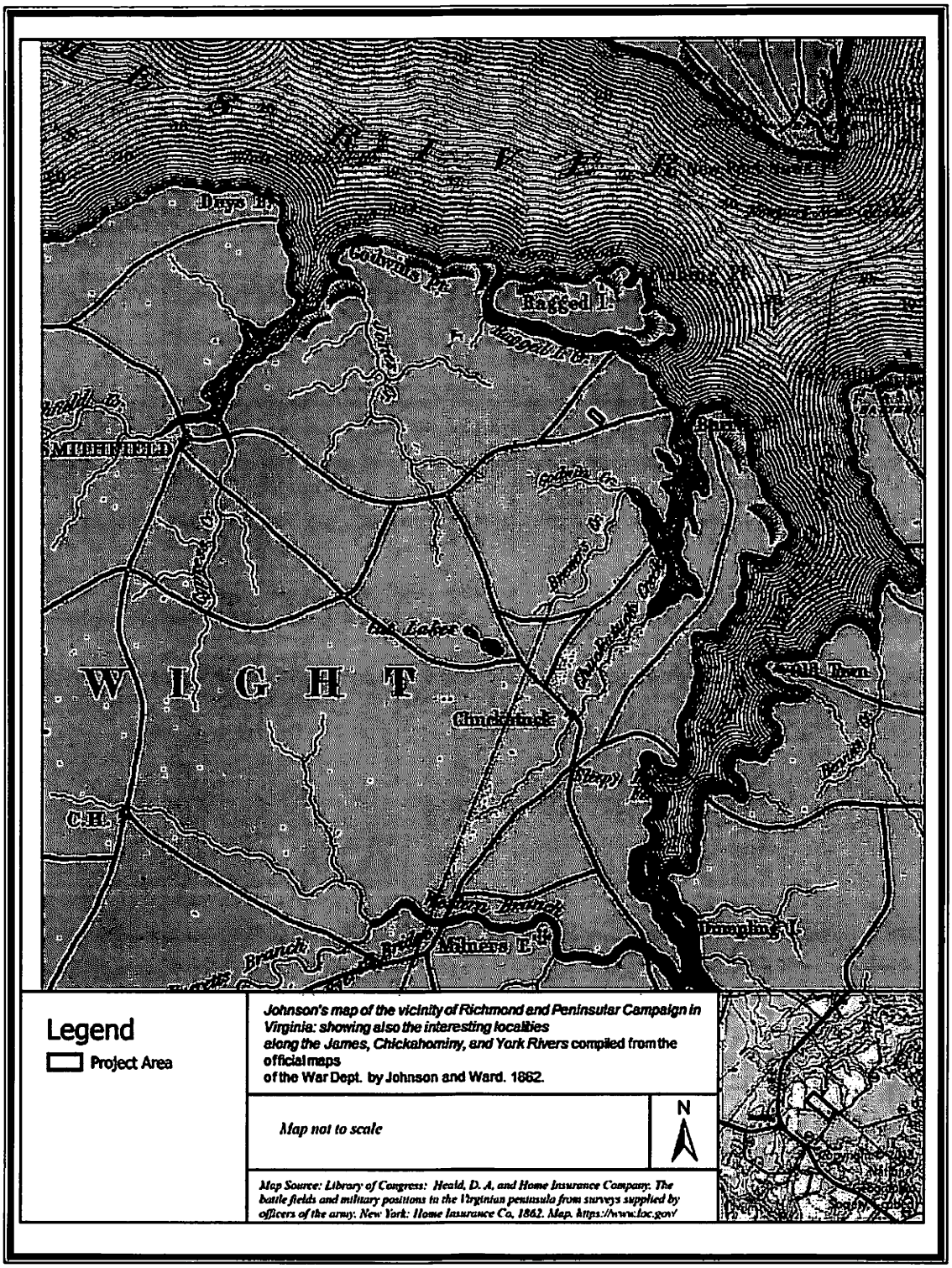


Figure 16. Detail of *Johnson's map of the vicinity of Richmond and Peninsular Campaign in Virginia: showing also the interesting localities along the James, Chickahominy, and York Rivers* compiled from the official maps of the War Dept. by Johnson and Ward. 1862.

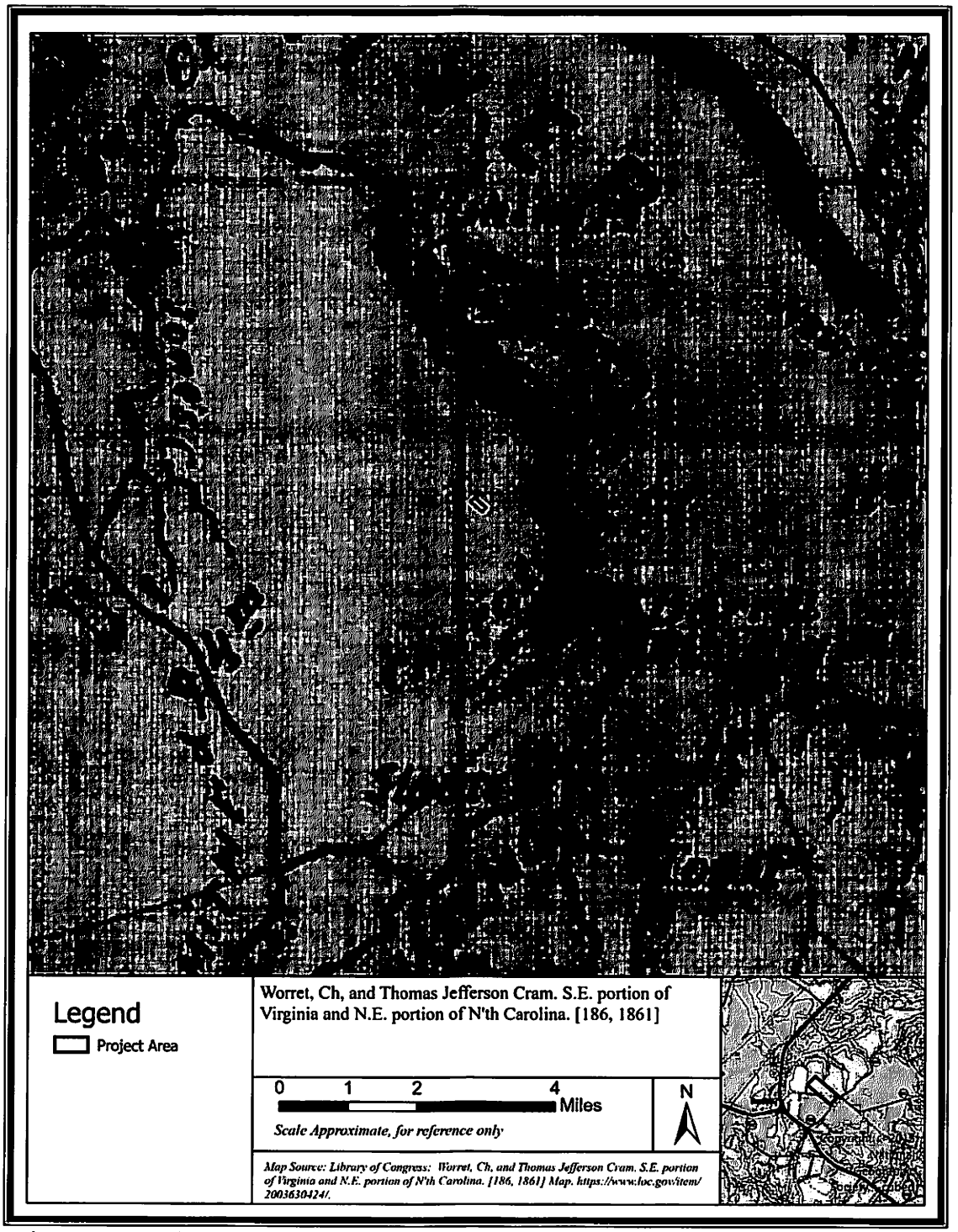


Figure 17. Detail of *S.E. portion of Virginia and N.E. portion of N'th Carolina* drawn b. Serg't Ch. Worret; & compiled under the direction of Col. T.J. Cram, Chief Top'l Eng'r Dep't Va 1860s.

*Reconstruction and Growth (1865-1917)*
Four years of civil war had a devastating effect on the land and people of Virginia, and Isle of Wight County was no exception, though it certainly suffered less than other parts of the Commonwealth. The wake of the conflict left the County poorer with a lack of draft animals, and the poor condition of long-neglected fields hampered agricultural life. Most former slave owners also found it challenging to come to terms with emancipation, both emotionally and financially. The County's population also dropped considerably in the immediate postwar years. In 1860, Isle of Wight's residents numbered nearly 10,000; by 1870, the population had dropped by almost 20%, to 8,320. After the war, both black and white residents left Isle of Wight in large numbers, many seeking work in nearby cities. Physically, economically, socially, and politically, the landscape of the County had been irrevocably altered in a short period (King 1993).

Agricultural changes in Isle of Wight County, including the remarkable growth of peanut and soybean production, spurred population growth toward the end of the 19th century. By 1890, the County's population had well exceeded its pre-war levels. In the early 20th century, Isle of Wight farmers profited from an expanding truck-farming market, supplying the growing cities of Newport News and Norfolk with a variety of fresh fruits and vegetables. The meat packing industry also grew considerably during this period, introducing the famed "Smithfield ham" to a national market.

*World War I to World War II (1917-1945)*
The beginning of the 20th century saw frequent and rapid change in Isle of Wight County. For example, electricity became available to most rural residents after 1939, when the Community Electric Cooperative installed power lines. However, perhaps the most significant local development witnessed during this period was the construction of the James River Bridge, officially opened by President Calvin Coolidge on November 17, 1928. Virtually overnight, the bridge ended Isle of Wight's relative isolation from Hampton Roads' growing urban centers. County businessman and booster Albert Sidney Johnson were instrumental in getting the main north-south U. S. highway, Route 17, routed through Isle of Wight via the James River Bridge and across the new Crittenden and Nansemond River bridges to Portsmouth and Norfolk. Initially, the bridge tolls were high enough to discourage daily commuting to the Peninsula. However, ready access to the region's cities still proved a significant stimulus to the local economy, despite the onset of the Depression (King 1993). Maps of the area drawn during the first half of the 20th century show these local developments, including some development within the project area (Figure 18 and 19).

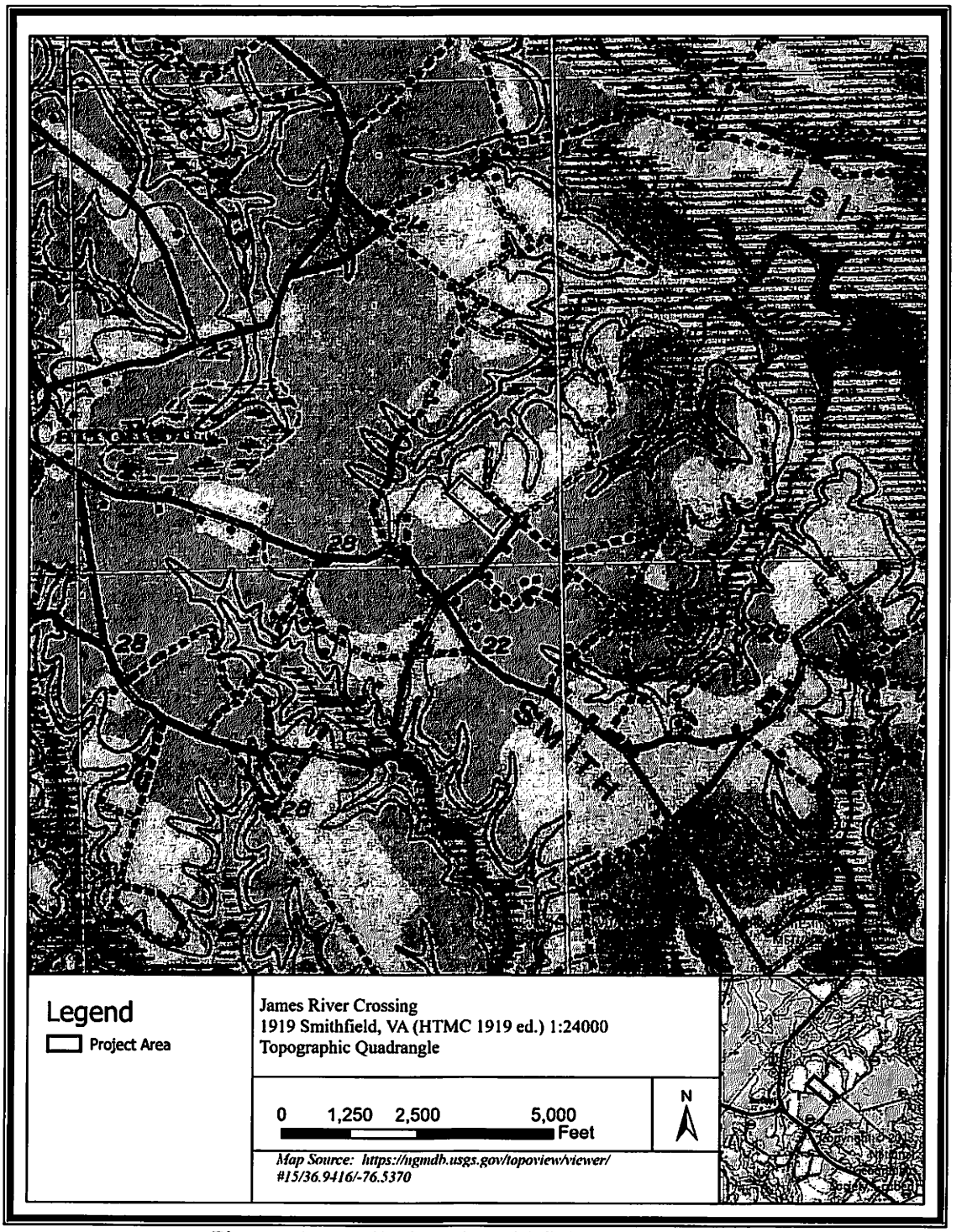


Figure 18. Detail of 1919 Smithfield USGS quad.

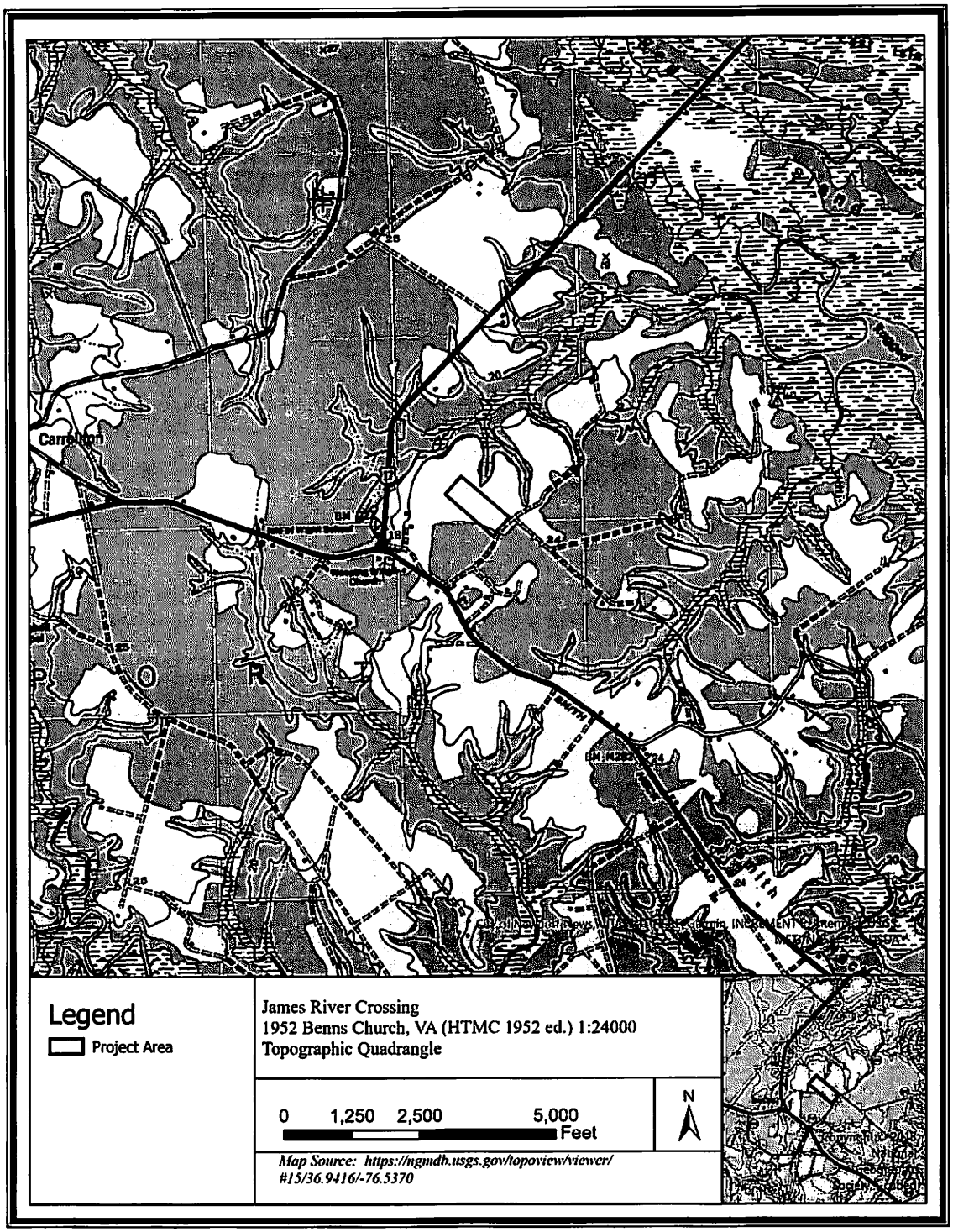


Figure 19. Detail of 1952 Benns Church USGS quad.

*The New Dominion (1945 to present)*

Isle of Wight grew at an unprecedented rate after World War II, and today the County has over 28,500 residents, more than double the population at the turn of the 20th century. In 1975, Virginia took over the James River Bridge and removed the tolls; as a result, Isle of Wight County quickly developed into a bedroom community of Newport News, with residential developments springing up along the Route 17 corridor. Despite this increasing residential growth, most Isle of Wight County remains predominantly rural in character (King 1993). Maps of the area drawn during this period show development continuing within the project area throughout the 20th century (Figures 20 and 21).

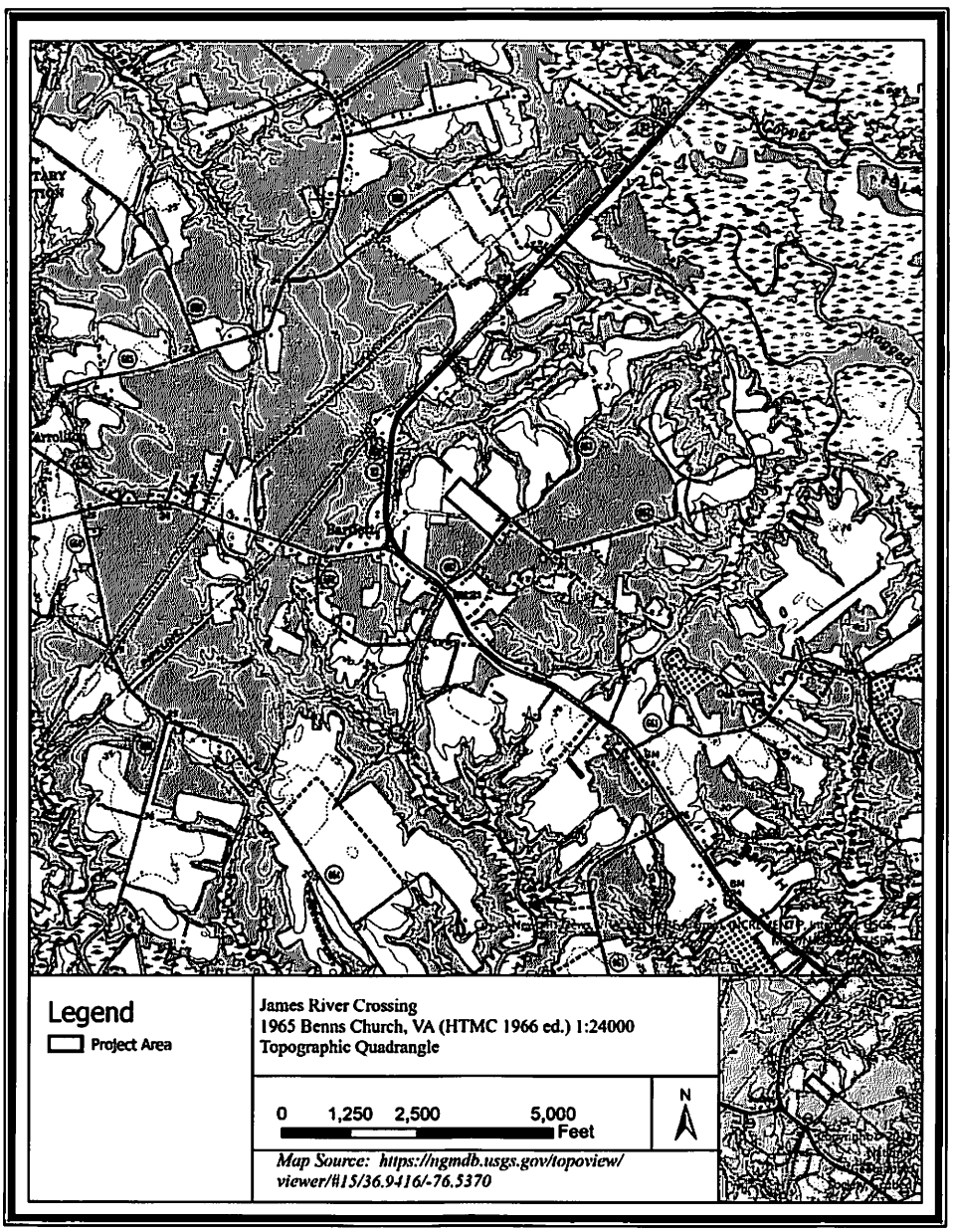


Figure 20. Detail of 1965 Benns Church USGS quad.

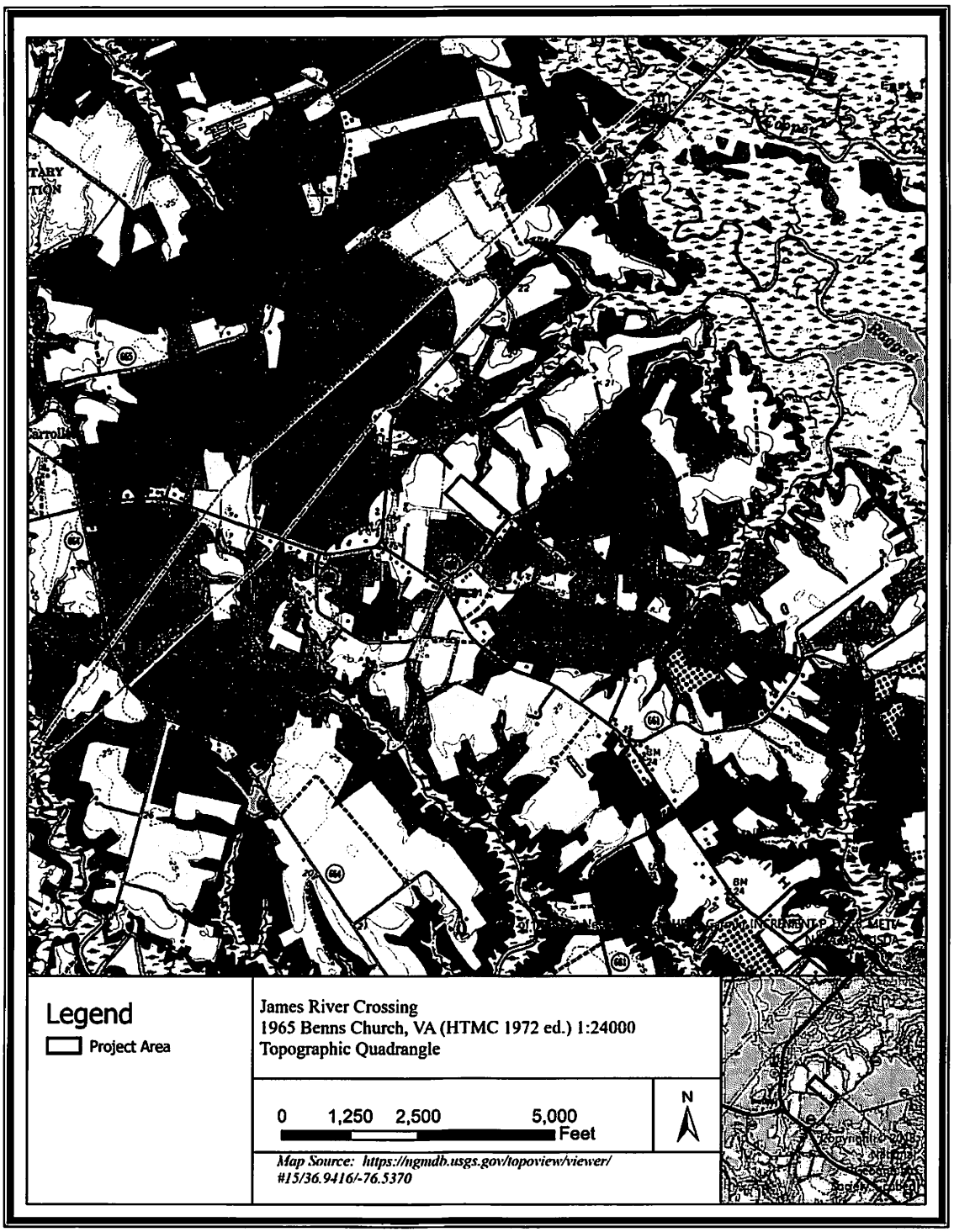


Figure 21. Detail of 1972 Benns Church USGS quad.

## PREVIOUSLY-RECORDED CULTURAL RESOURCES

Circa~ performed an archival search for the James River Crossing project area using the VDHR online V-CRIS system on September 30, 2021. This research was completed to determine if historic resources exist within the project area boundaries. The search identified 22 archaeological resources and four architectural resources within a one-mile radius of the project area boundaries. Table 2 lists all the resources within one mile of the project area boundaries. Figures 22 and 23 show the approximate project area boundaries (yellow-shaded area) and resources within proximity. Of the resources identified, no archaeological resources and no architectural resources were identified within the project area.

According to the VDHR V-CRIS search, at least six Phase I surveys have been completed within one mile of the project area (Figure 24). To the northeast of the project area, Cultural Resources, Inc. (CRI) conducted two Phase I surveys: *A Phase I Archaeological Survey of Eagle Harbor Tract 4A, Isle of Wight County, Virginia,* in 2004 and *A Phase I Cultural Resources Survey of Approximately 10.12 acres for the Proposed Eagle Harbor Development Area, Isle of Wight County, Virginia* in 2009. To the northwest of the project area, the College of William and Mary Center for Archaeological Research (WMCAR) conducted a *Final Management Summary Archaeological Survey, Nike Park Road (Route 669) Extension, Isle of Wight County, Virginia,* in 2018. To the south of the project area, Circa~ conducted a *Phase I Cultural Resources Survey of Archers Mead Tract, Isle of Wight County, Virginia,* in 2019. Mid-Atlantic Archaeological Research (MAAR) Associates, Inc, conducted a *Phase I Cultural Resource Survey for the Proposed Smithfield Interceptor in Isle of Wight County, Virginia.* Finally, to the west of the project area, the Virginia State Library conducted an *Archaeological Reconnaissance of Routes 258/32 and 10/32, Isle of Wight County* in 1976. In addition, VDHR holds no easement within one mile of the project area.

Table 2. Resources Within a One-Mile Radius of Project Area Boundaries.

| VDHR Survey Number | Date of Resource | Description of Resource | Survey Information | Recommendation |
|---|---|---|---|---|
| *Archaeological Sites* | | | | |
| 44IW0096 | Woodland | Trash scatter | Phase I survey 9/83 | None made |
| 44IW0190 | 18th century | Grave/burial | Phase III survey 10/01 | None made |
| 44IW0193 | 19th century 20th century | Trash scatter | Phase I survey 5/03 | VDHR determined not eligible 8/04 |
| 44IW0194 | 18th century 19th century | Dwelling | Phase I survey 12/02 | VDHR determined not eligible 8/04 |
| 44IW0216 | Native American | Camp | Phase I survey 3/99 | None made |
| 44IW0217 | 19th century 20th century | Camp | Phase I survey 3/99 | None made |
| 44IW0218 | 19th century 20th century | Camp | Phase I survey 3/99 | None made |
| 44IW0219 | 17th century | Camp | Phase I survey 3/99 | None made |
| 44IW0220 | Native American Historic | Camp | Phase I survey 3/99 | None made |
| 44IW0221 | Woodland | Camp | Phase I survey 3/99 | None made |

*2010 Current Conditions Assessment Windsor Road Property, Orange County, Virginia* (with Dawn Frost, Circa~).

*2010 Henricus State Park Riverbank Stabilization Project Management Summary, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Archaeological Survey of the 10-Acre Williamsburg James City County Schools Operations Center Expansion, James City County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Archaeological Survey of 10 Trails Meadowood Special Recreation Management Area, Fairfax County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Deep Creek Ball Park Property, City of Chesapeake, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Current Conditions Assessment of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of BiCounty Way Property, New Kent County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Mount Zion Baptist Church, Price William County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Stafford Commerce Center, Stafford County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Meherrin River Regional Jail Site, Brunswick County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Commonwealth Crossing Business Centre Water and Sewer Lines, Henry County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Wynwood Property Management Summary, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2010 Winterfield Commercial Park Viewshed Analysis, Powhatan County, Virginia* (with Dawn Frost, Circa~).

*2010 College Triangle Retail Project – The College of William and Mary Management Summary, City of Williamsburg, Virginia* (with Dawn Frost, Circa~).

*2010 Darby Road Parcels Management Summary, York County, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of Bryan's Landing Subdivision, City of Chesapeake, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Greenhaven at Murray Drive Drainage Easement Acquisition from U.S. Navy, City of Chesapeake, Virginia* (with Dawn Frost Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost Circa~).

*2010 Lee Hall Reservoir Management Summary, City of Newport News, Virginia* (with Dawn Frost, Circa~).

*2010 Phase I Cultural Resources Survey of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Amy Humphries and Dawn Frost Circa~).

*2010 Phase IA Cultural Resources Assessment, Forest Heights and Neighbors Drive, James City County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Nansemond River Estates property, City of Suffolk, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Disturbance Assessment West Creek Medical Center, Goochland County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Lowes Tract and Extension of Russell Branch Parkway, Loudoun County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of Foxfield Tract, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Brasfield Commons Tract, City of Petersburg, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Courthouse at Marketplace Property, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of Sports Quest Tract Phase I, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of West Creek Medical Center Shared Entrance Road Right-of-Way and Utility Right-of-Ways, Goochland County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Current Conditions Assessment of Stonebridge Property, Chesterfield County, Virginia* (with Dawn Frost Circa~).

*2011 Treatment Plan for Site 44GO0370 West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Management Summary 3190 Riverside Drive, Henry County, Virginia* (with Dawn Frost Circa~).

*2011 Current Conditions Assessment of Haymarket Tract, Prince William County, Virginia* (with Dawn Frost Circa~).

*2011 Current Conditions Assessment of J. Sergeant Reynolds Community College Tract, Henrico County, Virginia* (with Dawn Frost Circa~).

*2011 Phase I Cultural Resources Survey of George Mason University Life Sciences Building Parking Lot, Prince William County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Phase I Cultural Resources Survey of George Mason University Housing and Retail Building, Prince William County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost and Amy Humphries Circa~).

*2011 Current Conditions Assessment of the Stafford County High School Property, Stafford County, Virginia* (with Dawn Frost, Circa~).

*2011 Current Conditions Assessment of the Mecklenburg Jail Site, Mecklenburg County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of the Marine Animal Care Facility Tract, City of Virginia Beach, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Management Summary Dominion Virginia Power, Remington Site, Fauquier County, Virginia* (with Dawn Frost, Circa~).

*2011 Management Summary Dominion Virginia Power, Brunswick Site, County, Brunswick Virginia* (with Dawn Frost, Circa~).

*2011 Management Summary Dominion Virginia Power, Chesterfield Site, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2011 Partial Phase III Archaeological Data Recovery of Site 44CF0684 at Magnolia Green, Chesterfield County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Phase II Archaeological Evaluations and Boundary Determination of Site 44GO0370 at West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of Varina Stream Mitigation Bank, Henrico County, Virginia* (with Dawn Frost, Circa~).

*2011 Addendum to Current Conditions Assessment, Dinwiddie Commerce Park, Dinwiddie County, Virginia* (with Dawn Frost, Circa~).

*2011 Proposed Data Recovery Plan for Site 44CF0594 at the DeSear Farmstead Site, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Cultural Resources Survey of Dominion Virginia Power Brunswick Site, Brunswick County, Virginia* (with Dawn Frost, Circa~).

*2011 Current Conditions Assessment of the Stafford County Elementary School Property, Stafford County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Washington Ridge, York County, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Petersburg, Virginia* (with Dawn Frost, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk and Western Railroad Project Area, City of Chesapeake, Virginia* (with Dawn Frost, Circa~).

*2012 Addendum to Phase I Archaeological Survey of the Proposed Meadowville Parkway, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, Dominion Virginia Power Chesterfield Tract Utility Corridor, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, Village of Holland Water Supply, City of Suffolk, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Chesapeake, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Atlee Road Extended, Hanover County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase III Archaeological Excavations at Site 44JC1018, the Liguria Tract, James City County, Virginia* (with Dawn Frost and Amy Humphries, Circa~).

*2012 Management Summary, The Midlothian Mines within the Midlothian District of the Richmond Coal Basin, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, For Site 44GO0370 West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Frost, Circa~).

*2012 Management Summary, Roanoke Cement Company, Botetourt County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of the Stafford County Chinchester Park Property, Stafford County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment Virginia State University Gateway II Residence Hall Student Housing Project, City of Petersburg, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Swift Island Property, Buckingham County, Virginia* (with Dawn Frost, Circa~).

*2012 Orchard Bridge Commercial Tract Management Summary, Prince William County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase II Archaeological Excavations at Sites 44CF0592 and 44CF0593, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of East Point Estates Tract, Currituck County, North Carolina* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of the Upper Susquehanna River Mitigation Bank, Potter County, Pennsylvania* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Roanoke Cement Company Quarry Expansion and Stream Compensation Sites, Botetourt County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Willis Farm Tract, City of Suffolk, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Orchard Bridge Tract, Prince William County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment of Dual Rail Tract, Dinwiddie County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of the Deer Run Golf Course, City of Newport News, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Capital One Meadowville Data Center Property, Chesterfield County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment of the Brambleton-Layng Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment of the Peebles Tract, Sussex County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of the Capital Bike Trail Realignment, Turkey Creek, Dominion Line, and Kimages Creek Project Areas, Charles City County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Greensville Megasite, Greensville County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Cornelius I Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Cornelius II Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Guth Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Mack Smith Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Phase I Cultural Resources Survey of Compton Berry Tract, Fairfax County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment of the Brambleton-Hallinan Property, Loudoun County, Virginia* (with Dawn Frost, Circa~).

*2012 Current Conditions Assessment, Philip Morris Site, City of Richmond, Virginia* (with Dawn Muir-Frost, Circa~).

*2012 Management Summary, Brunswick County Site, Brunswick County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Busch Property Tract, York County, Virginia* (with Dawn Muir-Frost, Circa~).

2013 *Management Summary Specht Mitigation Site, Potter and Tioga Counties, Pennsylvania (with Dawn Muir-Frost, Circa~).*

*2013 Addendum to Phase I Cultural Resources Survey of the Capital Bike Trail Realignments Curles Neck Road, Shirley Carter Property, and Shirley Plantation Entrance Realignments, Charles City and Henrico Counties, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Burbage Drive Extended, City of Suffolk, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Virginia Natural Gas Pipeline Corridor, Hanover County to City of Newport News, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of 7250 Idylwood Road, Fairfax County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Lee Hall Dam Improvement Project, City of Newport News, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Colonial Heritage Deer Lake Tract, James City County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Oakenwold Tract, Stafford County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase III Archaeological Evaluations at Site 44GO0370, West Creek Emergency Center Tract, Goochland County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Cussawego Creek Mitigation Bank, Crawford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Longpoint Tract, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, PRM Project, Marshall County, West Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, 330 Charles Street, City of Newport News, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Conneauttee Creek Mitigation Bank, Crawford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, North Branch Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Tenmile Creek Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~)

*2013 Management Summary, Pike Run Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~)

*2013 Management Summary, Wilson Property, James City County, Virginia* (with Dawn Muir-Frost, Circa~)

*2013 Management Summary, Laurel Hill Creek Mitigation Bank, Somerset County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Cross Creek Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Addendum to Phase I Cultural Resources Survey of the Varina Phase of the Virginia Capital Bike Trail Henrico and Charles City Counties, Virginia, A Cultural Resources Survey of the Northern Alignment of the Varina Phase of the Virginia Capital Bike Trail, Henrico and Charles City Counties, Virginia, and A Cultural Resources Survey of the New Market Heights Phase of the Virginia Capital Bike Trail, Henrico and Charles City Counties, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Current Conditions Assessment, House 1414 Ohio Street, City of Chesapeake, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of 5636 Guinea Road, Fairfax County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Longpoint Tract, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Simpson Road Tract, Dinwiddie County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, White Marsh Property, Surry County, Virginia* (with Dawn Muir-Frost, Circa~)

*2013 A Supplemental Cultural Resources Survey of the New Market Heights Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Architectural Survey of CSXT Bridge over Appomattox River, City of Hopewell, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase II Archaeological Excavations of Site 44JC1319 at Colonial Heritage Deer Lake Tract, James City County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Addendum to Phase I Archaeological Survey of the Proposed Meadowville Parkway Wetland Bridge Crossing, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Oakenwold Tract, Stafford County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Burgesses Quarter, York County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Archaeological Excavations at the Moore Family Cemetery, Site 134-0057, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of North Branch Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Conneauttee Creek Mitigation Bank, Crawford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, Rappahannock Cliffs, Essex County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of Seely Creek Mitigation Bank, Bradford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2013 Proposed Data Recovery Plan for Site 44LD0679 at the Brambleton Tract, Loudoun County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Proposed Data Recovery Plan for Site 44LD0680 at the Brambleton Tract, Loudoun County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of the Buck Property, Loudoun County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase III Archaeological Evaluations at Site 44CF0594 and Phase II Evaluation of Site 44CF0595, The DeSear Farmstead Site, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 A Supplemental Cultural Resources Survey of the Varina Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Management Summary, 4153 Dam Neck Road, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Archaeological Excavations at the Stonebridge Site Cemetery, Site 44CF0769/020-5574, Chesterfield County Virginia* (with Dawn Muir-Frost, Circa~).

*2013 Phase I Cultural Resources Survey of the Appomattox River Greenway Trail, City of Colonial Heights, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Partial Phase III Archaeological Evaluation at Site 44JC0845, Moss Creek Development, James City County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Pleasure House Point Property, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Fisher Cove, City of Chesapeake, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Virginia Natural Gas Zinc-Ribbon Installation Project Management Summary, Cities of Newport News, Hampton, Portsmouth, and Norfolk, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Hartle Tract, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Archaeological Survey of Site 44YO0337, Battlefield Bluffs Property, York County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, New Holland Water Transmission Main, City of Suffolk, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Current Conditions Assessment, Project Twister – Keck Site, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Archaeological Excavations of Site 44HE0673, Redskins Training Facility, City of Richmond, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase III Archaeological Excavations at Site 44PW1832, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of the Compton Road Tract, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Standing Structures Architectural Summary, Battlefield Bluffs tract, York County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Archaeological Investigations at Point of Rocks Park, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Project Twister-Keck Site, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Current Condition Assessment, Sussex Megasite, Sussex County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Holloway Tract, Henrico County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Speakes Subdivision, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Architectural Survey of City Garage, City of Petersburg, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Addendum to Phase I Cultural Resources Survey of Brambleton Cornelius I Property, Loudoun County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Current Conditions Assessment, Building 17, the Canteen, Hampton Veterans Affairs Medical Center, City of Hampton, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Mitigation Summary, South Norfolk Historic District, City of Chesapeake, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Hazelwood Tract, James City County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Addendum to Cayden Ridge Phase I Archaeological Investigations, Prince William County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Addendum to A Cultural Resources Survey of the Varina Park Phase of the Virginia Capital Bike Trail, Henrico County, Virginia* (with Dawn Muir-Frost, Circa~)

*2014 Phase I Cultural Resources Survey of Baptist Run Mitigation Site, York County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Busch Property, York County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Cross Creek Mitigation Site, Washington County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Princess Anne Road, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Additional Site and Survey Information Conneauttee Creek Mitigation Site, Crawford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Furnace Estates Subdivision, Stafford County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Elbow Road Property, City of Chesapeake, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Kingsland Green Subdivision, Henrico County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Supplemental Archaeological Testing of Proposed Drainage Pipe Installation Within Site 44HE1163, Varina Park Phase, Virginia Capital Trail, Henrico County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Pleasure House Point Property, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Kirby Tract Within the Greenmount Industrial Park, James City County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of New River Valley Commerce Park, Pulaski County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Lynchburg Expressway, City of Lynchburg, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Patrick Henry Connector Drive, City of Newport News, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Phase I Cultural Resources Survey of Widewater State Park Property, Stafford County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Addendum to Phase I Cultural Resources Survey of Kingsland Green Subdivision, Henrico County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Management Summary, Project Cavalier, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2014 Data Recovery Plan for Site 44CF0701 at Magnolia Green, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Treatment Plan for Mosley Cemetery Site 44NC0920/058-5128, Mecklenburg County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Architectural Survey of Mason Street Parking Deck, City of Harrisonburg, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Line VM-131 Pipe Replacement, City of Chesapeake, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Line VM-129 Pipe Relocation Southampton County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase II Architectural Survey of the Sandbridge Texaco Station, City of Virginia Beach, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Supplemental Cultural Resources Survey, Access Road Alignment of the Varina Park Phase, Virginia Capital Trail* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of the Smith Island Martin National Wildlife Refuge, Hurricane Sandy Resiliency Project #31, Fog Point Living Shoreline Restoration, Somerset County, Maryland* (with Dawn Muir-Frost, Circa~).

*2015 Phase II Survey of Midlothian Mines Within the Midlothian District of the Richmond Coal Basin, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Jessup Road, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Current Conditions Assessment Dominion Virginia Power Remington Site, Fauquier County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Virginia Truck Tract, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Current Conditions Assessment, Meadowville Technology Park Project Niagra, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Current Conditions Assessment, Granville Estates, Stafford County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Management Summary, Hibred Easement, Lancaster County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2015 Management Summary, Campbell-Briar Creek Mitigation Site, Columbia County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2015 Management Summary, Chippewa and Saddle Easement, Bradford County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2015 Management Summary, Brewster Lake Potential Mitigation Site, Susquehanna County, Pennsylvania* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of the Sliding Hill Road Widening Project, Hanover County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of 55 Acres at Meadowville, Project Niagra Site, Chesterfield County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Management Summary, Monterey Cemetery, Highland County, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of the Promenade at John Tyler Property, James City County, Virginia (*with dawn Muir-Frost, Circa~).

*2015 Phase II Architectural Survey of Buildings 6, 107, and 124, Hampton Veterans Affairs Medical Center, City of Hampton, Virginia* (with Dawn Muir-Frost, Circa~).

*2015 Phase III Archaeological Excavations at the Turner Tract Cemetery, Site 44SN0286, Southampton County, Virginia* (with Dawn Muir-Frost, Circa~).

2015 *Phase I Cultural Resources Survey of Courthouse Manor Property, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Management Summary, Dinwiddie Airport, Dinwiddie County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Phase I Archaeological Survey of LeGordon Drive Sidewalk Improvements, Chesterfield County, Virginia* (with dawn M. Muir-Frost, Circa~).

2015 *Phase I Cultural Resources Survey of Matoaca and Hickory Road Intersection Improvement Project, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Management Summary Robinson Fork 2 Mitigation Site, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2015 *Management Summary Chesapeake Holdings Property, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2015 *Management Summary Back Bay National Wildlife Refuge Visitors Center and Horn Point Shoreline Restoration Areas, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Phase I Cultural Resources Survey of Lines VM-114, VM-115, and VM-116 Columbia Gas Pipeline, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Phase II Architectural Survey of 5636 Guinea Road, Fairfax County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Tucker's Cove Tract, Currituck County, North Carolina* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Riverview at the Preserve, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Management Summary, Henry County School Site, Henry County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Robinson Fork Mitigation Site, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

*2015 Management Summary, Norwood Site, Greensville County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Buck Run Restoration Site Project, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Virginia Dominion Power, Remington Site, Fauquier County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase II Evaluation of Site 44ST1205 at Courthouse Manor Property, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*205 Phase I Cultural Resources Survey of Fieldstone Property, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Sandbridge Road Phase VIIA Improvements, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Starrucca Creek Mitigation Site Project, Susquehanna and Wayne Counties, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey Back Bay National Wildlife Refuge Alternative Transportation Study Sigma Trail Corridor, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2015 *Phase I Cultural Resources Survey of the 33-Acre EAH Tract, York County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Archaeological Excavations at the Mosley Cemetery Site 44MC0920/058-5128, Mecklenburg County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of the 52-Acre Bush Hill Property, Loudoun County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2015 Phase I Cultural Resources Survey of Beaverdam Creek Dam Rehabilitation Project, Loudoun County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2016 Phase II Archaeological Excavations of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary Route 460 Utility Corridor, City of Suffolk, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary Firestone Property, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Rhodes Point Erosion Control Project, Somerset County, Maryland* (with Dawn M. Muir-Frost, Circa~).

2016 *Proposed Data Recovery Plan of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Bethlehem Road Property, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Archaeological Survey of the Bamboo Removal Site at Colonial National Historical Park, York County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Archaeological Survey of Shore Drive Property, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Eastview Farm Bank Site, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Williamsburg Indoor Sports Complex Indoor Pool Facility, James City County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Norwood Site, City of Emporia, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Independence Boulevard Project, York County and the City of Newport News, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Lackawaxen Creek Restoration project, Wayne County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Architectural Survey of Firestone Property, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Firestone Property, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Legacy of Poquoson Tract, City of Poquoson, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary Gilman and Walker Properties, New Kent County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Addendum to Phase I Cultural Resources Survey of Buck Run Restoration Site Property, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Architectural Survey of 389 Mountain View Road, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Management Summary Sempeles Tract, Frederick County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Oakenwold Tract, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Management Summary Swaterra Creek, Schuylkill County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~)

2016 *Management Summary Graystone Property, Frederick County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Architectural Survey of Providence Subdivision – Section 4, Hanover County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of Wet Wood Property, New Kent County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Architectural Survey of the Sappony Property, Sussex County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Addendum to Phase I Archaeological Survey of Approximately 113 Acres of the Former Hood Property, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Minecraft Property, Dinwiddie County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Two Road Crossings, Moore Point Property, City of Suffolk, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Archaeological Survey of Sappony Property, Sussex County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Architectural Survey of Gilman and Walker Property, New Kent County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Archaeological Survey of Gilman and Walker Property, New Kent County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Franklin Property, Southampton County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Management Summery, Ashwood Property, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of Tritach Tract, Spotsylvania County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Virginia Dominion Power Remington Site, Fauquier County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Management Summary, The Briel Property, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of Scott II Property, Powhatan County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase II Archaeological Excavations of Sites 44HE1041, 44HE1042, and 44HE1043 at the Former Hood Property, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of Granville Property, Stafford County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of Mussetter Road, Frederick County, Maryland* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of the Calumet Property, Frederick County, Maryland* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Archaeological Survey of Meadow Lawn Farm, Rockbridge County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2016 *Phase I Cultural Resources Survey of 23108 Evergreen Mills Road Property, Loudoun County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Belcher Tract, Louisa County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Harrowgate Road Sidewalk Construction Project, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Addendum to Phase I Cultural Resources Survey of Virginia Dominion Power Remington Site, Fauquier County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Robious Road Sanitary Sewer Relocation, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Michael Drive Roadway Extension, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Twain Property, Surry County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Lancaster Solar Farm, Lancaster County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Management Summary, Dinwiddie Solar Farm, Dinwiddie County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase II Archaeological Excavations of Site 44NK0292 at the Walker Tract, New Kent County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Bryans Cove Property, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of South Creek Restoration Site, Bradford County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of the Mid County Park and Estate Homes Property, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Cultural Resources Survey of Swatara Creek Restoration Site, Schuylkill County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2016 *Phase I Archaeological Survey of Eyre Hall Property, Northampton County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2017 *Phase I Cultural Resources Survey of Nansemond River Golf Course Property, City of Suffolk, Virginia* (with Dawn M. Muir-Frost, Circa~)

2017 *Phase I Cultural Resources Survey of Sampson Creek Property, City of Chesapeake County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Crystal Hill Property, Halifax County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Deb Allen Property, Halifax County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Proposed Mezzo Apartment Homes Property, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of the Bailey Tract, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Occoquan Project, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Brandy Station Property, Culpeper County, Virginia* (with Dawn M. Muir-Frost, Circa~).

*2017 Addendum to Phase I Cultural Resources Survey of Robinson Fork Mitigation Site, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~).

2017 *Addendum to Phase I Cultural Resources Survey of South Creek Restoration Site, Bradford County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Hollyfield North Tract, King William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Stevensburg Property, Culpeper, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Gardy Mill Property, Westmoreland County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey Scot Center Relocation, City of Newport News, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Spring Grove Tract, Surry County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2017 *Phase I Architectural Survey of the Belcher Tract, Louisa County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary and Archaeological Probability Analysis, Mount Jackson Property, Shenandoah County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Newtown Road, Hampton Roads Sanitation Department Utility Right-of-Way, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Western Section of Newtown Road, Hampton Roads Sanitation Department Utility Right-of-Way, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Buck Run Restoration Site II, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

2017 *Addendum to Phase I Cultural Resources Survey of Pleasure House Point Property, City of Virginia Beach, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of American Legion Property, Gloucester County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Fiddlers Green Property, Gloucester County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Ashland Trolley Management Summary, Hanover County, Virginia* (with Dawn M. Muir-Frost, Circa~)

2017 *Phase I Cultural Resources Survey of Hogan Kent and Greene Tract, Loudoun County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Pump Station No. 5 and Royal Glen Pump Station Sewer Corridor, Hanover County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of the Mechanicsville Solar Farm Tract, Hanover County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of the Mechanicsville Solar Farm Tract, Hanover County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of the Franklin County Property, Franklin County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of the Franklin County Property, Franklin County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary and Archaeological Probability Analyses, Colonial Trail West Property, Surry County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Turkey Run Farm, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Ashton Creek Pump Station New Force Main Property, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Turner Solar Farm Management Summary, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of the Nokesville Solar Site, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of the Nokesville Solar Site, Prince William County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Reservoir Tract, Louisa County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary and Archaeological Probability Analyses, Pamplin Solar Property, Appomattox County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary and Archaeological Probability Analyses, Carson Solar Property, Appomattox County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Chickahominy Power, Charles City County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Addendum to Phase I Cultural Resources Survey of Buck Run Restoration Site II, Washington County, Pennsylvania* (with Dawn M. Muir-Frost, Circa~).

*2017 Management Summary, Pottery Tract West and East, James City County and York County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Chesapeake Solar Farm, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Johnson Creek Force Main Gravity Sewer and Water Line, Chesterfield County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Hickory Solar Farm, City of Chesapeake, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, 1090 German School Road, City of Richmond, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Sycamore Solar Farm, Pittsylvania County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Management Summary, Maplewood Solar Farm, Pittsylvania County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Dorey Park Pedestrian Trail, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Colonial Trail West Solar Farm Site, Surry County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Colonial Trail West Solar Farm Site, Surry County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Greenwood Solar Farm Current Conditions Assessment, Culpeper County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Osborne Landing, Henrico County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Monticello Avenue Trail, City of Williamsburg, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Mount Jackson Property, Shenandoah County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Oakland Property, James City County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Randolph I Mitigation Bank, Randolph County, West Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Mount Jackson Property, Shenandoah County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Dragon Fly Solar Farm Current Conditions Assessment, Campbell County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Buckingham Solar Site, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Buckingham Solar Site, Buckingham County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Cultural Resources Survey of Forest Glen, James City County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Gardy's Mill Site, Westmoreland County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *S B Solar Farm Current Conditions Assessment, Halifax County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Gardy's Mill Site, Westmoreland County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Architectural Survey of Church View Property, Middlesex County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2017 *Phase I Archaeological Survey of Church View Property, Middlesex County, Virginia* (with Dawn M. Muir-Frost, Circa~).

2018 *Phase I Archaeological Survey of Rives Road, Prince George County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Rives Road, Prince George County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Gala Pipeline, Alleghany County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Spring Grove Property, Surry County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Grasshopper Solar Farm Current Conditions Assessment, Mecklenburg County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Addendum to Phase I Archaeological Survey of Church View Property, Middlesex County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Hai Tran Poultry Farm Property, Accomack County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of Pamplin Solar Farm Site, Appomattox County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Walnut Solar Farm, King and Queen County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase II Archaeological Evaluations of the Bailey Tract, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Pamplin Solar Site, Appomattox County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Cape Solar Farm Current Conditions Assessment, Page County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Cavalier Solar Farm Current Conditions Assessment, Greene County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Dewey Solar Farm Current Conditions Assessment, Orange County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Dogwood Solar Farm Current Conditions Assessment, Page County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Shugart Solar Farm, Charles County, Maryland Virginia* (with Dawn M. Muir, Circa~).

2018 *Culpeper Management Summary, Culpeper County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Leatherwood Solar Site Management Summary, Henry County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Haymarket Bypass, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of Chesapeake Solar Site, City of Chesapeake, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Chesapeake Solar Site, City of Chesapeake, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Seven Pines Mitigation Bank, Marion County, West Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Route 17 – Shoulders Hill Road, City of Suffolk, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of the Michael Drive Tract, City of Chesapeake, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of the East West Roadway, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of the East West Roadway, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Management Summary, Bunting Road, York County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase II Archaeological Evaluation of Site 44PG0584, Rives Road Solar Farm, Prince George County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of the 2.50-Acre Wellingford Industrial Park Lot 6A, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of Cherrywood Solar Farm, Caroline County, Maryland* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Crystal Hill Solar Site, Halifax County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Paradise Creek Bridge Project, City of Portsmouth, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of False Cape, City of Virginia Beach, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I and II Cultural Resources Survey and Excavation Report for the James River Water Authority Intake, Pump Station, and Pipeline Project, Fluvanna County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Architectural Survey of Turner Solar, LLC, Henrico County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Addendum to Phase I Archaeological Survey of the Circa 145-Acre Haymarket Crossing Property, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of the Accokeek Creek Sewer Alignment, Stafford County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Widewater State Park Property, Stafford County, Virginia and Charles County, Maryland* (with Dawn M. Muir, Circa~).

2018 *Assessment and Probability Analysis Foxglove Solar LLC, Frederick County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Management Summary, Maplewood Solar Farm, Pittsylvania County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Management Summary Petersburg Gas Works Retort Building, City of Petersburg, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey, Ohio Creek Alternatives, City of Norfolk, Virginia* (with Dawn M. Muir, Circa~).

2018 *Management Summary Camden Plantation, Camden County, North Carolina* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Columbia Gas Transmission, LLC VM System, Drip Removal Project, Greene County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Cultural Resources Survey of Lower Smith River Sewer Conveyance, Henry County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of Grasshopper Solar I, Mecklenburg County, Virginia* (with Dawn M. Muir, Circa~).

2018 *Phase I Archaeological Survey of the Cherrywood Solar I LLC Property, Caroline County, Maryland* (with Dawn M. Muir, Circa~).

2018 *Addendum to Phase I Cultural Resources Survey of Lynchburg Expressway, City of Lynchburg, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Columbia Gas LLC-VNG Suffolk No. 3 Meter Station Expansion Project, City of Suffolk, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Colonial Solar Farm, Surry County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Architectural Survey of Dragonfly Solar, Campbell County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Toano Self Storage Tract, James City County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Casalight Nokesville Tract, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase II Architectural Survey of the Wilroy House, City of Suffolk, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey Highland Springs School Tract, Henrico County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Union Bridge Solar Farm, Carroll County, Maryland* (with Dawn M. Muir, Circa~).

2019 *Phase I Architectural Survey of the Walnut Solar Site, King and Queen County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Archaeological Survey of the Walnut Solar Site, King and Queen County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Bethlehem Road Property, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Piedmont Line 24 Replacement Project, Pitt County, North Carolina* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Banbury Cross, Loudoun County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Richmond Road Property, James City County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Tranquility Tract, York County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Management Summary, Christ Community Church Multipurpose Building, James City County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Lifepointe Church Tract, James City County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Archaeological Survey of Harrowgate-Cougar Trail Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Archaeological Survey of Marina to Merriewood Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Hopkins Road Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Lorton Community Center Tract, Fairfax County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Westmoreland Solar Farm Site, Westmoreland County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Archaeological Survey of Winterpock Road Widening Project, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase II Archaeological Evaluation of Site 44CS0348, The Chesapeake Solar Site, City of Chesapeake, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase II Archaeological Evaluation of Site 44FV0269, James River Water Supply Pump Station and Pipeline Alignment, Fluvanna County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Architectural Survey of Mount Nebo Solar Farm, Surry County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Archers Mead Tract, Isle of Wight County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of 136 Tewning Road, City of Williamsburg, Virginia* (with Dawn M. Muir, Circa~).

2019 *Management Summary and Archaeological Probability Analysis for Spring Grove II Solar Site, Surry County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Partial Phase III Archaeological Excavations of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey, Misenheimer Solar Farm, Stanly County, North Carolina* (with Dawn M. Muir, Circa~).

2019 *Addendum to Phase I Cultural Resources Survey of Nansemond Bridge Alternatives, City of Suffolk, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey Nansemond Road Improvements, City of Suffolk, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Architectural Survey of Maplewood Solar I LLC Tract, Pittsylvania County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Archaeological Survey of Maplewood Solar I LLC Tract, Pittsylvania, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey the Kendall Hills Tract, Stafford, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Potomac Landing Permit Areas, King George, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Petersburg Locks Water Main Pipeline Corridor, City of Petersburg, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase III Archaeological Evaluation at Site 44CF0701, Magnolia Green Property, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Hopewell Tract, City of Hopewell, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment of Probability Analysis, Monarch Solar Farm Greensville County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Management Summary, Sycamore Solar I Project, Pittsylvania County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Sebera Winstead Solar Farm, Prince George County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Amelia Solar Site, Amelia County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of Mabee Swamp Trail, York County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of ABC Warehouse Property, Hanover County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Architectural Survey of the Spring Grove II Solar Site, Surry County, Virginia* (with Dawn M. Muir, Circa~).

2019 *Assessment and Probability Analysis, Moody Creek, Charlotte and Mecklenburg Counties, Virginia* (with Dawn M. Muir, Circa~).

2019 *Phase I Cultural Resources Survey of the Scannell Warehouse Tract, Chesterfield County, Virginia* (with Dawn M. Muir, Circa~).

2020 *Phase II Archaeological Evaluation of Site 18WC200 and 18WC201, Porter Mill Road Solar Project, Wicomico County, Maryland* (with Dawn M. Muir, Circa~).

2020 *Phase I Cultural Resources Survey of Sandy Creek Mitigation Bank, Tyler and Doddridge Counties, West Virginia* (with Dawn M. Muir, Circa~).

2020 *Phase I Cultural Resources Survey of Shands Energy Century, Sussex County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Phase I Cultural Resources Survey of Dry Bridge Energy Century, Chesterfield County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Phase I Cultural Resources Survey of Cedar Energy Century, City of Chesapeake, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Additional Landscape and Architectural Information for the Porter Mill Road Solar Project, Wicomico County, Maryland* (with Dawn M. Muir, Circa~).

2020 *Phase I Archaeological Survey of Sebera Solar Farm, Prince George County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Phase I Cultural Resources Survey of Camden Haven, City of Chesapeake, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Phase I Architectural Survey of Sebera Solar Farm, Prince George County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Phase II Archaeological Evaluation of Site 44LD1345, The Glenmore Farm Site, Loudoun County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Management Summary Porter Mill Solar Property GPR Survey, Wicomico County, Maryland* (with Dawn M. Muir, Circa~).

2020 *Phase I Cultural Resources Survey of Yadkins Energy Center, City of Chesapeake, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Management Summary, Lawnes Point on the James, Lot 16, Isle of Wight County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2020 *Management Summary, Boulware Cemetery, Caroline County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey 101 Tewning Road, James City County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey 815 Walker Road, Fairfax County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, King and Queen Phase I, King and Queen County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, Pittsylvania County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of the Proposed Freeman Avenue Overpass/Norfolk and Portsmouth Belt Line Railroad Overpass, City of Chesapeake, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase III Archaeological Evaluations at Site 44YO1042, Powell Plantation Property, York County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Costen Road Solar Farm updates, Pocomoke City, Maryland* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of Smithfield IAAI Property, Isle of Wight County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, King and Queen Phase II, King and Queen County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of Veterans Park Restoration Site, Dauphin County, Pennsylvania* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of the Group Dam Removal Project, Beaver County, Pennsylvania* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase IA Cultural Resources Assessment, 523 George Street, City of Fredericksburg, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Middle Creek Negative Form, Montgomery County, Pennsylvania* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Desktop Survey Report for Pembroke Telephone Cable, Giles County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of 8189 and 8193 Richmond Road, James City County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of Fenton Mills Tract, York County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase II Architectural Survey of the Oakenwold Tract, Stafford County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of Corelot Tract, City of Fredericksburg, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Current Conditions Assessment, Kings Creek Solar Farm, York County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Architectural Survey of Kings Creek Solar Farm, York County, Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

2021 *Phase I Cultural Resources Survey of Horseshoe Hills Mitigation Bank, Marion County, West Virginia* (with Dawn M. Muir and Skye Hughes, Circa~).

DAWN M. MUIR, R.P.A.
HISTORIAN
ARCHITECTURAL HISTORIAN
PRINCIPAL INVESTIGATOR
CIRCA~ CULTURAL RESOURCE MANAGEMENT, LLC

Education:

Radford University, 1996, B.A. Interior Merchandising

Middle Tennessee State University, M.A., 2000, Public History: Historic Preservation tract

2010-present: Registered Professional Archaeologist (RPA) #203780

Professional Experience:

2007-present: Architectural Historian, Historian, Principal Investigator, Circa~ Cultural Resource Management, LLC, Williamsburg, Virginia.

2004-2007: Cultural Resources Manager, Preservation Planner, Vanasse Hangen Brustlin, Inc. (VHB), Williamsburg, Virginia.

2000-2004: Cultural Resource Specialist, Architectural Historian, General Scientific Corporation under contract to Naval Air Station Patuxent River, Patuxent River, Maryland.

1998-2000: Assistant, Main Street Murfreesboro, Murfreesboro, Tennessee.

Fields of Experience:

Ms. Muir has over 20 years of professional experience in the fields of archaeology, architectural history, and cultural resources. Her current responsibilities at Circa~ include managerial and technical tasks associated with cultural resources assessments including both archaeology and architectural resources and Phase I, II, and III surveys and excavations, consultation with state and national review agencies, developing and implementing archaeological and architectural research designs, and writing and editing technical reports. She has authored or co-authored over 200 technical reports and historical studies (all accepted by the regulatory agencies), and worked closely with the Virginia Department of Historic Resources (VDHR), the Maryland Historical Trust (MHT), the National Park Service (NPS), the U.S. Army Corps of Engineers, and other official agencies to fulfill the requirements of local, state, and federal regulations related to archaeological and architectural resources.

As a principal investigator and architectural historian, Ms. Muir has identified archaeological and architectural resources in Tennessee, Maryland, Pennsylvania, New York, North Carolina, Massachusetts, Maine, and Virginia. She has performed surveys and analyses on all periods including Paleoindian to Woodland Native American sites and 17th, 18th, 19th, and 20th century historic sites and burials. She has completed investigations for numerous projects that range from large-scale studies of archaeological and historic resources to detailed investigations of individual Native American and historic sites. Ms. Muir is familiar with the management and preparation of environmental documents that comply with the National Historic Preservation Act of 1966, as amended and the National Environmental Policy Act of 1969. She has a solid understanding of federal and state environmental and cultural resources including the *Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation*. She is familiar with both the Maryland and Virginia standards and she uses these guidelines when drafting reports.

Ms. Muir's technical capabilities include detailed archival and literary research at the local, state, and national levels; site documentation and analysis; evaluation of properties for National Register of Historic Places and State Landmark significance; preparation of project budgets; selection and guidance of field crew; and technical report writing. Ms. Muir also has extensive experience with assessment, survey, evaluation, and mitigation of both Native American and historic resources. In addition, Ms. Muir has a thorough understanding of the Section 106 process and has written over 100 Section 106 compliance packages. As part of the Section 106 process, Ms. Muir has drafted over 30 Memorandums of Agreement (MOA) as mitigation for various projects and has developed a draft Programmatic Agreement (PA) for Disaster Preparedness related to cultural resources.

In addition, Ms. Muir has also attended various training sessions including How to Manage the National Environmental Policy Act and Write Effective National Environmental Policy Act documents, How to Write Creative Mitigation, an Introductory and Advanced Section 106 Seminar, and How to Write Programmatic Agreements. Ms. Muir was also instrumental in arranging a Historic Preservation Workshop for Naval Air Station (NAS) Patuxent River.

Prior to joining Circa~, Ms. Muir worked as a cultural resource specialist contractor for NAS Patuxent River in Patuxent River, Maryland, where she oversaw the historic preservation requirements of the NAS. Ms. Muir also maintained the historic building database for the NAS, which contained over 50 historic structures at both the NAS and two outlying properties. In addition, Ms. Muir assisted in a station-wide survey of buildings over 50 years of age. This effort resulted in a comprehensive report of the station's history and significance, the identification of and preparation of nominations for four National Register of Historic Places eligible districts, and the eventual completion of an Integrated Cultural Resources Management Plan (ICRMP) for the NAS. Ms. Muir also assisted in archaeological

requirements for NAS Patuxent River including monitoring for underground utilities at an 18th century house site, assisting in survey of a Jesuit Mission site on an outlying base of NAS Patuxent River, and finalizing the artifact collection for the Officers Club archaeological survey.

Ms. Muir has also worked on several other notable projects. While at NAS Patuxent River, Ms. Muir conducted an architectural and landscape survey and National Register nomination of the Mattapany-Sewell Historic District, which included a 18th century house and outbuildings; drafted a Preservation Plan and National Register nomination for the Point Lookout Light Station Complex, owned and operated at the time by NAS Patuxent River; and drafted a Preservation Plan and repair scope of work for the St. Nicholas Chapel on the NAS in response to water and roof damage sustained during several hurricanes. In addition, Ms. Muir assisted in a project to relocate the St. Nicholas Chapel cemetery and restore the existing gravestones that had been buried by the U. S. Navy in the 1940s. More recently, Ms. Muir assisted in a Phase I Architectural Reconnaissance Survey of the East and West Area of NASA Langley Air Field, in Hampton, Virginia.

Selected Publications/Technical Reports:

*1999 Town of Lebanon Virginia Historic District, National Register nomination* (as part of a Graduate class at Middle Tennessee State University).

*2000 Recycling the Can: Adaptive Reuse of Industrial Buildings in Baltimore, Maryland* (Master's Thesis).

*2001 Mattapany-Sewell Historic District National Register nomination* (with Doug Lister, NAS Patuxent River Maryland).

*2002 A Guide Book to Preservation of Archaeological and Architectural Resources at NAS Patuxent River* (NAS Patuxent River Maryland).

*2002 Point Lookout Light Station Complex Preservation Plan* (NAS Patuxent River Maryland)

*2002 Point Lookout Light Station multi-component National Register nomination including both Architecture and Archaeology Sites* (NAS Patuxent River Maryland).

*2003 St. Nicholas Chapel Preservation Plan.* (NAS Patuxent River Maryland).

*2004 Boston Church Survey, Boston Massachusetts* (with Elaine Stiles and Rita Walsh, VHB, Inc.).

*2004 Deshler Morris-Bringhurst House Upgrade Utilities and Interpretive Facilities Environmental Assessment for Independence National Historical Park, Philadelphia, Pennsylvania* (with Tricia Wingard and Elaine Stiles, VHB, Inc.).

*2004 Development Concept Plan/Environmental Impact Statement for Fort McHenry National Monument and Historic Shrine, Baltimore Maryland* (with Tricia Wingard and Scott Smizik, VHB, Inc.).

*2004 Interpretive Facilities at Green Spring for Colonial National Historical Park, Williamsburg, Virginia* (with Tricia Wingard and Scott Smizik, VHB, Inc.).

*2004 The Washington Rochambeau Revolutionary Route Feasibility Study, Newport, Rhode Island to Yorktown, Virginia* (with VHB, Inc.).

*2005 Architectural Design Guidelines, U.S. Route 17/ Great Dismal Swamp, City of Chesapeake, Virginia* (with VHB, Inc.).

*2005 City Point Stabilization Environmental Assessment/Assessment of Effect for Petersburg National Battlefield, Petersburg, Virginia* (with Scott Smizik, VHB, Inc.).

*2005 Culvert Replacement Brooklyn, Maine* (with Elaine Stiles, VHB, Inc.).

*2005 Highway Improvements, Blue Hill, Maine* (with Elaine Stiles, VHB, Inc.).

*2005 Highway Improvements Orland, Bucksport, Holden, Maine* (with Elaine Stiles, VHB, Inc.).

*2005 Intersection Improvement without a Signal, Penobscot, Maine* (with Elaine Stiles, VHB, Inc.).

*2005 Public Access and Visitor Facilities for Five Forks Environmental Assessment/Assessment of Effect for Petersburg National Battlefield, Petersburg, Virginia* (with Tricia Wingard and Scott Smizik, VHB Inc.).

*2006 Belle Haven Marina Project Environmental Assessment for George Washington Memorial Parkway, McLean, Virginia* (with VHB, Inc.).

*2006 General Management Plan/Environmental Impact Statement for Valley Forge National Historical Park, Valley Forge, Pennsylvania* (with Tricia Wingard, VHB, Inc.).

*2006 Historic Jamestown Interpretive Facilities Environmental Assessment, Colonial National Historical Park, Williamsburg, Virginia* (with Tricia Wingard, VHB, Inc.).

*2006 Improvements to Island Facilities and Infrastructure for Assateague Island National Seashore, Berlin, Maryland* (with Tricia Wingard and Scott Smizik, VHB, Inc.).

*2006 Jamaica Bay Transportation Studies Development Concept Plan Environmental Assessment Assessment of Effect for Gateway National Recreation Area, New York, New York* (with Scott Smizik, VHB, Inc.).

*2006 Phase I Architectural Survey, the Woodlands, Chesterfield County, Virginia* (with VHB, Inc.).

*2006 Phase I Architectural Reconnaissance Survey of East Area, NASA Langley Air Field, Hampton, Virginia* (with Carol Tyrer, Circa~ CRM and VHB, Inc.).

*2006 Phase I Architectural Reconnaissance Survey of West Area, NASA Langley Air Field, Hampton, Virginia* (with Carol Tyrer, Circa~ CRM and VHB, Inc.).

*2006 Phase I Environmental Site Assessment, Appomattox Wal-mart, Appomattox County, Virginia (*with Mark Romulus, VHB, Inc.).

*2006 Phase I Environmental Site Assessment, Louisa County Wal-mart, Louisa County, Virginia* (with Mark Romulus, VHB, Inc.).

*2006 Phase I Environmental Site Assessment, Mechanicsville Wal-mart, Mechanicsville, Virginia* (with Mark Romulus, VHB, Inc.).

*2006 Phase I Environmental Site Assessment, Nike Missile Site, Fairfax County, Virginia* (with Mark Romulus, VHB, Inc.).

*2006 Phase II Architectural Survey for a 38-acre tract Associated with the Proposed Colonial Heights Baptist Church Project, Chesterfield County, Virginia* (with VHB, Inc.).

*2006 Rehabilitation of Park Routes and Parking Areas Environmental Assessment/Assessment of Effect for Valley Forge National Historical Park, Valley Forge, Pennsylvania* (with Tricia Wingard and Scott Smizik, VHB, Inc.).

*2006 Rehabilitate Support Facilities at Washington's Headquarters Environmental Assessment/Assessment of Effect for Valley Forge National Historical Park, Valley Forge, Pennsylvania (*with Tricia Wingard, VHB, Inc.).

*2007 Architectural Cost Share Survey, Fredericksburg Historic District, Fredericksburg, Virginia* (with William and Mary Center for Archaeological Research)

*2007 Cemetery Boundary Delineation of Site 089-5193 and 089-5202 Wilbourn Property Stafford County Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~ ).

*2007 Current Condition Assessment Brewers Neck Boulevard Isle of Wight County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment Caeli Farm Loudon County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment Greensville Megasite Greensville County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment Gresham Property City of Richmond, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment McCale Property York County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment O'Connor Tract Loudon County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Current Condition Assessment Chester Site Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Hancock Village Management Summary, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2007 Management Summary Totopotomoy Creek Wastewater Improvements, Hanover County, Virginia* (with Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of 120 Acres at Jolly Pond Road James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey for Approximately 6 Acres Stonehouse Development James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey for Approximately 140 Acres at the Proposed Rose Hill Tract, York County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of Albemarle River Subdivision Lots 16-21, Chesapeake, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of Approximately 415 Acres of the Turner Tract, Southampton County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of Approximately One Acre at the Grove Christian Center Property James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of DSCR Road Alignment Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of the Proposed Lakeridge Parkway Extension Section 2 Hanover County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of the Park Valley Church Property Prince William County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of Three Trails Meadowood Special Recreation Management Area Fairfax*

*County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Archaeological Survey of the Wilbourn Property Stafford County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Architectural Reconnaissance Survey of a 350-Acre Tract Associated with the Proposed Three Flags Development, Culpeper, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

2007 *Phase I Architectural Survey of Littlefields, Westmoreland County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Architectural Survey of the Tenaska Tract (Buschman Farm), Buckingham County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey of the 14-Acre Walnut Tree Farm, Prince William County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey of Golf Course Areas Holes 13-18 and Development Areas F and G at Magnolia Green, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey for Mill Creek Drive, Southampton County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey of Road Right-of-Way Magnolia Green Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey of the Georgia-Pacific Site Property Town of South Boston, Vicinity, Halifax County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Cultural Resources Survey of the Lower Opossum Creek Wastewater Improvements, Hanover County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase I Location Survey of Features Associated with Site 020-5350 Midlothian District of the Richmond Coal Basin The Henry Jones Tract Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase II Archaeological Survey of Site 44CF0596 Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase II Archaeological Survey of Sites 44JC1173 and 44JC1174 James City County School Site at Jolly Pond Road, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Phase II Evaluation of Site 44BK0331, Buckingham County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2007 Villages of Gloucester Management Summary, Gloucester, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Additional Phase III Archaeological Evaluations at Site 44JC1113 The Colonies, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Archaeological Excavations of 44JC77 The Stonehouse Site, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment, Allegheny Master Plan, Allegheny County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment at Magnolia Green, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment, Crosspointe Centre, Prince George County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment Dinwiddie Commerce Park, Dinwiddie County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment Proposed Industrial Access Road Corridor Crosspointe Centre, Prince George County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment Roma and Sharpe Tracts, Henry County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Current Conditions Assessment, Thibault Tract, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Historical Assessment for Indian Creek Dredging Project, City of Hampton, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Management Summary Beaufont Spring, Chesterfield County Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Archaeological Survey of 42 Acres at Magnolia Green, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Archaeological Survey of the Chicken Coop Trail, Meadowood Special Recreation Management Area, Fairfax County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Archaeological Survey of Littlefields, Westmoreland County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Archaeological Survey of a Proposed utility Line for the School Sites at Jolly Pond Road, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Archaeological Survey of Timberneck at Catlett Island, Gloucester County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Architectural Survey of the Greensville Megasite, Greensville County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of Christ United Methodist Church Property, Fairfax County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of Fluvanna High School Site, Fluvanna County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of Middle Peninsula Environmental Bank, Gloucester County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of Permit Areas Within the Bottoms Bridge Tract, New Kent County Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of Proposed Science and Technology Building Tract on the Richard Bland College Campus, Dinwiddie County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of the Smith River Sports Complex Access Road, Henry County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase I Cultural Resources Survey of the Stoup Property, Isle of Wight County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase IA Cultural Resources Survey, Wildwood Estates, Loudon County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase IA Cultural Resources Survey, St. Olaf's Church, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Archaeological Evaluation of Site 44JC412, Stonehouse Tract, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Archaeological Evaluation for Site 44JC427, Stonehouse Tract, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Archaeological Evaluation of Sites 44CF0697, 44CF0700, and 44CF0701 at Magnolia Green, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Archaeological Survey of Five Sites and a Cemetery Delineation, Turner Tract, Southampton County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Architectural Survey of Timberneck and Catlett Island, Gloucester County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Evaluation of Site 44BK0329, Buckingham County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Evaluation of Site 44JC837/047-0046, Stonehouse Tract, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Phase II Evaluation of Site 44JC845, Moss Creek Development, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Proposed Partial Data Recovery Plan for Site 44CF684 at Magnolia Green, Chesterfield County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2008 Proposed Partial Data Recovery Plan for Site 44JC845 at Moss Creek Development, James City County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Archaeological Excavations at the Greenhow Cemetery Site 089-5202 Stafford County, Virginia* (with Aaron Levinthal, Amy Humphries and Carol Tyrer, Circa~).

*2009 Archaeological Excavations at the Roma Tract Payne Cemetery Site 044-5184 Henry County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Cemetery Delineation at Catlett Island Gloucester, County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Current Condition Assessment Deep Creek and Jones and Gilligan Creeks Craney Island Expansion Project Mitigation Sites, City of Chesapeake, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Current Condition Assessment of the 8.8-Acre Bull Property Tract, Isle of Wight County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Current Condition Assessment, Rotterdam Property Craney Island Expansion Project Mitigation Sites, City of Chesapeake, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Current Condition Assessment, Towers Tract, Goochland County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Current Condition Assessment, Wilderness North Tract, Orange County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Management Summary House, 3410 Goodwin Neck Road, York County, Virginia* (with Carol Tyrer, Circa~).

*2009 Phase I Architectural Survey of Seven Housing Areas, Norfolk Redevelopment and Housing Authority, City of Norfolk, Virginia 6 vols.* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Architectural Survey of the Roma Tract, Henry County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of Faith Church Property, Henrico County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of Colonial Heights Baptist Church Property, Chesterfield County, Virginia* (with Amy Humphries and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of Quaker Steak and Lube Property, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of Terrascape Design and Build Company, Inc. at 16127 John Marshall Highway, Prince William County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of the College Triangle Retail Property, City of Williamsburg, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of the Sharpe Tract, Henry County, Virginia* (with Amy Humphries and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of 755 Scotland Street, City of Williamsburg, Virginia* (with Aaron Levinthal. Amy Humphries, and Carol Tyrer, Circa~).

2009 *Phase II Archaeological Evaluation of Site 44NN60, Newport News, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of Airport Gateway Land Bay A, Prince William County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of Approximately One Acre at the Grove Christian Center Property, James City County, Virginia* (with Amy Humphries and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of Approximately 30 Acres Liberty Landing Property, New Kent County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of Coleman Crossing, Gloucester County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of Proposed Utility Replacement Corridor on the Richard Bland College Campus, Dinwiddie and Prince George Counties, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Archaeological Survey of the Armed Forces Recreation Center, Cape Henry Inn and Beach Club, Fort Story, City of Virginia Beach, Virginia* (with Amy Humphries and Carol Tyrer, Circa~).

*2009 Phase II Archaeological Evaluation of 44GL0450 at Middle Peninsula Environmental Bank, Gloucester County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase I Cultural Resources Survey of the South Norfolk Jordan Bridge Projects, Chesapeake and Portsmouth, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase II Archaeological Survey of Sites 44YO1074 and 44YO1075 Hampton Roads Sanitation District York River Treatment Plant Expansion, York County, Virginia* (with Aaron Levinthal and Carol Tyrer, Circa~).

*2009 Phase II Architectural Survey of Master Craftsmen Jewelry Building College Triangle Retail Project, City of Williamsburg, Virginia* (with Carol Tyrer, Circa~).

*2009 Phase II Architectural Survey of the Watkins House, Henry County, Virginia* (with Carol Tyrer, Circa~).

*2009 Phase II Architectural Survey of Atlantic Wood Industries, Inc. Property VDHR Site #124-5132, City of Portsmouth, Virginia* (with Carol Tyrer, Circa~).

*2010 College Triangle Retail Project – The College of William and Mary Management Summary, City of Williamsburg, Virginia* (with Carol Tyrer, Circa~).

*2010 Current Conditions Assessment of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2010 Current Conditions Assessment Windsor Road Property, Orange County, Virginia* (with Carol Tyrer, Circa~).

*2010 Darby Road Parcels Management Summary, York County, Virginia* (with Carol Tyrer, Circa~).

*2010 Henricus State Park Riverbank Stabilization Project Management Summary, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2010 Lee Hall Reservoir Management Summary, Cit of Newport News, Virginia* (with Carol Tyrer, Circa~).

*2010 Phase I Archaeological Survey of the 10-Acre Williamsburg James City County Schools Operations Center Expansion, James City County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Archaeological Survey of 10 Trails Meadowood Special Recreation Management Area, Fairfax County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of the Approximately 350-Acre Dupont-Fabros Development Tract, Loudoun County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of BiCounty Way Property, New Kent County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Bryan's Landing Subdivision, City of Chesapeake, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Commonwealth Crossing Business Centre Water and Sewer Lines, Henry County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Deep Creek Ball Park Property, City of Chesapeake, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Greenhaven at Murray Drive Drainage Easement Acquisition from U.S. Navy, City of Chesapeake, Virginia* (with Carol Tyrer Circa~).

*2010 Phase I Cultural Resources Survey of Meherrin River Regional Jail Site, Brunswick County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Mount Zion Baptist Church, Prince William County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Carol Tyrer Circa~).

*2010 Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Carol Tyrer Circa~).

*2010 Phase I Cultural Resources Survey of Stafford Commerce Center, Stafford County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2010 Phase IA Cultural Resources Assessment of Forest Heights and Neighbors Drive, James City County, Virginia* (with Carol Tyrer, Circa~).

*2010 Winterfield Commercial Park Viewshed Analysis, Powhatan County, Virginia* (with Carol Tyrer, Circa~).

*2010 Wynwood Property Management Summary, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2011 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Rural Point Road Intersection Improvements, Hanover County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Current Conditions Assessment of Haymarket Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2011 Current Conditions Assessment of J. Sergeant Reynolds Community College Tract, Henrico County, Virginia* (with Carol Tyrer, Circa~).

*2011 Current Conditions Assessment of the Mecklenburg Jail Site, Mecklenburg County, Virginia* (with Carol Tyrer, Circa~).

*2011 Current Conditions Assessment of the Stafford County High School Property, Stafford County, Virginia* (with Carol Tyrer, Circa~).

*2011 Current Conditions Assessment of Stonebridge Property, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2011 Disturbance Assessment of West Creek Medical Center, Goochland County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary, Dominion Virginia Power, Brunswick Site, Brunswick County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary, Virginia Dominion Power Chesterfield Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary, Dominion Virginia Power Remington Site, Fauquier County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary, 3190 Riverside Drive, Henry County, Virginia* (with Carol Tyrer, Circa~).

*2011 Partial Phase III Archaeological Data Recovery of Site 44CF0684 at Magnolia Green, Chesterfield County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Brasfield Commons Tract, City of Petersburg, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Courthouse at Marketplace Property, Chesterfield County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Foxfield Tract, Chesterfield County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey George Mason University Housing and Retail Building, Prince William County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of George Mason University Life Sciences Building Parking Lot, Prince William County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Lowes Tract and Extension of Russell Branch Parkway, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Cultural Resources Survey of the Marine Animal Care Facility Tract, City of Virginia Beach, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Nansemond River Estates Property, City of Suffolk, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of Sports Quest Tract Phase I, Chesterfield County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase I Cultural Resources Survey of West Creek Medical Center Shared Entrance Road Right-of-Way and Utility Right-of-Ways, Goochland County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Treatment Plan for Site 44GO0370 West Creek Emergency Center Tract, Goochland County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2011 Phase II Archaeological Evaluations and Boundary Determination of Site 44GO0370 at West Creek Emergency Center Tract, Goochland County, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Cultural Resources Survey of Varina Stream Mitigation Bank, Henrico County, Virginia* (with Carol Tyrer, Circa~).

*2011 Addendum to Current Conditions Assessment, Dinwiddie Commerce Park, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~).

*2011 Proposed Data Recovery Plan for Site 44CF0594 at the DeSear Farmstead Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Cultural Resources Survey of Dominion Virginia Power Brunswick Site, Brunswick County, Virginia* (with Carol Tyrer, Circa~).

*2011 Current Conditions Assessment of the Stafford County Elementary School Property, Stafford County, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Cultural Resources Survey of Washington Ridge, York County, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Petersburg, Virginia* (with Carol Tyrer, Circa~).

*2011 Phase I Architectural Survey of Mainline Norfolk and Western Railroad Project Area, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary Dominion Virginia Power Chesterfield Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary Dominion Virginia Power Remington Site, Fauquier County, Virginia* (with Carol Tyrer, Circa~).

*2011 Management Summary Dominion Virginia Power Brunswick Site, Brunswick County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2012 Addendum to Phase I Archaeological Survey of the Proposed Meadowville Parkway, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2012 Addendum to Phase I Cultural Resources Survey of Pole Green Road and Walnut Grove Road Intersection Improvements, Hanover County, Virginia* (with Carol Tyrer Circa~).

*2012 Current Conditions Assessment of Brambleton-Hallinan Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Current Conditions Assessment of Brambleton-Layng Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Current Conditions Assessment of Dual Rail Tract, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~).

*2012 Current Conditions Assessment of Peebles tract, Sussex County, Virginia* (with Carol Tyrer, Circa~).

*2012 Current Conditions Assessment Philip Morris Site, City of Richmond, Virginia* (with Carol Tyrer, Circa~).

*2012 Current Conditions Assessment Virginia State University Gateway II Residence Hall Student Housing Project, City of Petersburg, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, Brunswick County IDA Site, Brunswick County, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, Dominion Virginia Power Chesterfield Tract Utility Corridor, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, For Site 44GO0370 West Creek Emergency Center Tract, Goochland County, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, The Midlothian Mines Within the Midlothian District of the Richmond Coal Basin, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, Roanoke Cement Company, Botetourt County, Virginia* (with Carol Tyrer, Circa~).

*2012 Management Summary, Village of Holland Water Supply, City of Suffolk, Virginia* (with Carol Tyrer, Circa~).

*2012 Orchard Bridge Commercial Tract Management Summary, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Architectural Survey of Mainline Norfolk-Southern Railroad Project Area, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Atlee Road Extended, Hanover County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Cornelius I Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Cornelius II Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Guth Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Brambleton, Mack Smith Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of the Capital Bike Trail Realignments, Turkey Creek, Dominion Line, and Kimages Creek Project Areas, Charles City County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Capital One Meadowville Data Center Property, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of the Compton-Berry Tract, Fairfax County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Deer Run Golf Course, City of Newport News, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of East Point Estates Tract, Currituck County, North Carolina* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Greensville Megasite, Greensville County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Orchard Bridge Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Roanoke Cement Company Quarry Expansion and Stream Compensation Sites, Botetourt County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of the Stafford County Chinchester Park Property, Stafford County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Swift Island Property, Buckingham County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of the Upper Susquehanna River Mitigation Bank, Potter County, Pennsylvania* (with Carol Tyrer, Circa~).

*2012 Phase I Cultural Resources Survey of Willis Farm Tract, City of Suffolk, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase II Archaeological Excavations at Sites 44CF0592 and 44CF0593, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2012 Phase III Archaeological Excavations at Site 44JC1018, the Liguria Tract, James City County, Virginia* (with Carol Tyrer and Amy Humphries, Circa~).

*2013 Addendum to Phase I Archaeological Survey of the Proposed Meadowville Parkway Wetland Bridge Crossing, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2013 Addendum to Phase I Cultural Resources Survey of the Capital Bike Trail Realignments Curles Neck Road, Shirley Carter Property, and Shirley Plantation Entrance Realignments, Charles City and Henrico Counties Virginia* (with Carol Tyrer, Circa~).

*2013 Addendum to Phase I Cultural Resources Survey of the Varina Phase of the Virginia Capital Bike Trail, Henrico and Charles City Counties Virginia, A Cultural Resources Survey of the Northern Alignment of the Varina Phase of the Virginia Capital Bike Trail, Henrico and Charles City Counties, Virginia, and A Cultural Resources Survey of the New Market Heights Phase of the Virginia Capital Bike Trail, Henrico and Charles City Counties, Virginia* (with Carol Tyrer, Circa~).

*2013 Archaeological Excavations at the Moore Family Cemetery, Site 134-0057, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

*2013 Archaeological Excavations at the Stonebridge Site Cemetery, Site 44CF0769/020-5574, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2013 A Supplemental Cultural Resources Survey of the New Market Heights Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Carol Tyrer, Circa~).

*2013 A Supplemental Cultural Resources Survey of the Varina Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Carol Tyrer, Circa~).

*2013 Current Conditions Assessment, House 1414 Ohio Street, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2013 Longpoint Tract Management Summary, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, 330 Charles Street, City of Newport News, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, 4153 Dam Neck Road, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Busch Property Tract, York County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Conneauttee Creek Mitigation Bank, Crawford County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Cross Creek Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Cussawego Creek Mitigation Bank, Crawford County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Rappahannock Cliff, Essex County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Laurel Hill Creek Mitigation Bank, Somerset County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, North Branch Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Oakenwold Tract, Stafford County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Pike Run Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, PRM Project, Marshall County, West Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Specht Mitigation Site, Potter and Tioga Counties, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Simpson Road Property, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Tenmile Creek Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Management Summary, Virginia Natural Gas Pipeline Corridor, Hanover County to City of Newport News, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, White Marsh Property, Surry County, Virginia* (with Carol Tyrer, Circa~).

*2013 Management Summary, Wilson Property, James City County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Architectural Survey of CSXT Bridge over Appomattox River, City of Hopewell, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of 5636 Guinea Road, Fairfax County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of 7250 Idylwood Road, Fairfax County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of the Appomattox River Greenway Trail, City of Colonial Heights, Virginia* (with Carol Tyrer, Circa~)

*2013 Phase I Cultural Resources Survey of the Buck Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Burbage Drive Extended, City of Suffolk, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Burgesses Quarter, York County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Colonial Heritage Deer Lake Tract, James City County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Conneauttee Creek Mitigation Bank, Crawford County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Lee Hall Dam Improvement Project, City of Newport News, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Longpoint Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of the North Branch Pigeon Creek Mitigation Bank, Washington County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Oakenwold Tract, Stafford County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase I Cultural Resources Survey of Seely Creek Mitigation Bank, Bradford County, Pennsylvania* (with Carol Tyrer, Circa~).

*2013 Phase II Archaeological Excavations of Site 44JC1319 at Colonial Heritage Deer Lake Tract, James City County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase III Archaeological Evaluations at Site 44CF0594 and Phase II Evaluation of Site 44CF0595, The DeSear Farmstead Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2013 Phase III Archaeological Evaluations at Site 44GO0370, West Creek Emergency Center Tract, Goochland County, Virginia* (with Carol Tyrer, Circa~).

*2013 Proposed Data Recovery Plan for Site 44LD0679 at the Brambleton Tract, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2013 Proposed Data Recovery Plan for Site 44LD0680 at the Brambleton Tract, Loudoun County, Virginia* (with Carol Tyrer, Circa~).

*2014 Addendum to a Cultural Resources Survey of the Varina Park Phase of the Virginia Capital Bike Trail, Henrico County, Virginia* (with Carol Tyrer, Circa~).

*2014 Addendum to Cayden Ridge Phase I Archaeological Investigations, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2014 Addendum to Phase I Cultural Resources Survey of Brambleton Cornelius I Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~)

*2014 Addendum to Phase I Cultural Resources Survey of the Kingsland Green Subdivision, Henrico County, Virginia* (with Carol Tyrer, Circa~)

*2014 Additional Site and Survey Information, Conneauttee Creek Mitigation Bank, Crawford County, Pennsylvania* (with Carol Tyrer, Circa~)

*2014 Archaeological Excavations of Site 44HE0673, Redskins Training Facility, City of Richmond, Virginia* (with Carol Tyrer, Circa~).

*2014 Archaeological Investigations at Point of Rocks Park, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2014 Current Conditions Assessment, Building 17 the Canteen, Hampton Veterans Affairs Medical Center, City of Hampton, Virginia* (with Carol Tyrer, Circa~)

*2014 Current Conditions Assessment, Project Twister – Keck Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~).

*2014 Current Condition Assessment Sussex Megasite, Sussex County, Virginia* (with Carol Tyrer, Circa~)

*2014 Data Recovery Plan for Site 44CF0701 at Magnolia Green, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2014 Management Summary, Hartle Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~).

*2014 Management Summary, Hazelwood Tract, James City County, Virginia* (with Carol Tyrer, Circa~).

*2014 Management Summary Holloway Tract, Henrico County, Virginia* (with Carol Tyrer, Circa~)

*2014 Management Summary, Kirby Tract Within the Greenmount Industrial Park, James City County, Virginia* (with Carol Tyrer, Circa~).

*2014 Management Summary, New Holland Water Transmission Main City of Suffolk, Virginia* (with Carol Tyrer, Circa~).

*2014 Management Summary, Pleasure House Point Property, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~).

*2014 Management Summary, Project Cavalier Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2014 Mitigation Summary, South Norfolk Historic District, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2014 Partial Phase III Archaeological Evaluation at Site 44JC0845, Moss Creek Development, James City County, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Archaeological Survey of Site 44YO0337, Battlefield Bluffs Property, York County, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Architectural Survey of City Garage, City of Petersburg, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Baptist Run Mitigation Site, York County, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Cultural Resources Survey of Busch Property, York County, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Cross Creek Mitigation Site, Washington County, Pennsylvania , Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Elbow Road Property, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Cultural Resources Survey of Fisher Cove, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Cultural Resources Survey of Furnace Estates Subdivision, Stafford County, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Kingsland Green Subdivision, Henrico County, Virginia* (with Carol Tyrer, Circa~).

*2014 A Supplemental Cultural Resources Survey of the Varina Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Cultural Resources Survey of New River Valley Commerce Park, Pulaski County, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Patrick Henry Drive Connector, City of Newport News, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Pleasure House Point Property City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase I Cultural Resources Survey of Princess Anne Road, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Project Twister – Keck Site, Chesterfield Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of Speakes Subdivision, Prince William County, Virginia* (with Carol Tyrer, Circa~)

*2014 Phase I Cultural Resources Survey of the Compton Road Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~)

*2014 A Supplemental Cultural Resources Survey of the Varina Phase of the Virginia Capital Trail, Henrico and Charles City Counties, Virginia* (with Carol Tyrer, Circa~).

*2014 Phase III Archaeological Excavations at Site 44PW1832, Prince William County, Virginia* (with Carol Tyrer, Circa~)

*2014 Standing Structures Architectural Summary, Battlefield Bluffs Tract, York County, Virginia* (with Carol Tyrer, Circa~)

*2014 Supplemental Archaeological Testing of Proposed Drainage Pipe Installation Within Site 44HE1163, Varina Park Phase, Virginia Capital Trail, Henrico County, Virginia* (with Carol Tyrer, Circa~).

*2014 Virginia Natural Gas Zinc-Ribbon Installation Project Management Summary, Cities of Newport News, Hampton, Portsmouth, and Norfolk, Virginia* (with Carol Tyrer, Circa~).

*2015 Archaeological Excavations at the Mosley Cemetery Site 44MC0920/058-5128, Mecklenburg County, Virginia* (with Carol Tyrer, Circa~)

*2015 Current Conditions Assessment, Dominion Virginia Power Remington Site, Fauquier County, Virginia* (with Carol Tyrer, Circa~)

*2015 Current Conditions Assessment, Granville Estates, Stafford County, Virginia* (with Carol Tyrer, Circa~)

*2015 Current Conditions Assessment, Meadowville Technology Park Project Niagra, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Management Summary Back Bay National Wildlife Refuge Visitors Center and Horn Point Shoreline Restoration Areas, City of Virginia Beach, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Management Summary Brewster Lake Potential Mitigation Site, Susquehanna County, Pennsylvania* (with Carol Tyrer, Circa~)

*2015 Management Summary, Campbell-Briar Creek Mitigation Site, Columbia County, Pennsylvania* (with Carol Tyrer, Circa~)

*2015 Management Summary Chesapeake Holdings Property, Stafford County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Management Summary, Chippewa and Saddle Easement, Bradford County, Pennsylvania* (with Carol Tyrer, Circa~)

*2015 Management Summary, Dinwiddie Airport, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~)

*2015 Management Summary, Henry County School Site, Henry County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Management Summary, Hibred Easement, Lancaster County Pennsylvania* (with Carol Tyrer, Circa~)

*2015 Management Summary, Monterey Cemetery, Highland County, Virginia* (with Carol Tyrer, circa~)

*2015 Management Summary Norwood Site, Greensville County, Virginia* (with Carol D. Tyrer, Circa~

*2015 Management Summary Robinson Fork 2 Mitigation Site, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

*2015 Phase I Archaeological Survey of LeGordon Drive Sidewalk Improvements, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Courthouse Manor Property, Stafford County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Architectural Survey of Mason Street Parking Deck, City of Harrisonburg, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of the 33-Acre EAH Tract, York County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of the 52-Acre Bush Hill Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of 55 Acres at Meadowville, Project Niagra Site, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey Back Bay National Wildlife Refuge Alternative Transportation Study, Sigma Corridor, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa)

2015 *Phase I Cultural Resources Survey of Beaverdam Creek Dam Rehabilitation Project, Loudoun County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Buck Run Restoration Site Project, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Fieldstone Property, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Jessup Road, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Line VM-114, VM-115, and VM-116 Columbia Gas Pipeline, Chesterfield County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Line VM-129 Pipe Relocation, Southampton County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Line VM-131 Pipe Replacement, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Matoaca and Hickory Road Intersection Improvement Project, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of the Promenade at John Tyler Property, James City County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resource Survey of Riverview at the Preserve, City of Chesapeake, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Robinson Fork Mitigation Site, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Sandbridge Road Phase VIIA Improvements, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of the Sliding Hill Road Widening Project, Hanover County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of the Smith Island Martin National Wildlife Refuge Hurricane Sandy Resiliency Project #31, Fog Point Living Shoreline Restoration, Somerset County, Maryland* (with Carol Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Starrucca Creek Mitigation Site Protect, Susquehanna and Wayne Counties, Pennsylvania* (with Carol Tyrer, Circa~)

2015 *Phase I Cultural Resources Survey of Tucker's Cove Tract, Currituck County, North Carolina* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Virginia Dominion Power Remington Site, Fauquier County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Phase I Cultural Resources Survey of Virginia Truck Tract, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase II Architectural Survey of Buildings 6, 107, and 124, Hampton Veterans Affairs Medical Center, City of Hampton, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase II Architectural Survey of 5636 Guinea Road, Fairfax County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Phase II Architectural Survey of the Sandbridge Texaco Station, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase II Evaluation of Site 44ST1205 at Courthouse Manor Property, Stafford County, Virginia* (with Carol D. Tyrer, Circa~)

*2015 Phase II Survey, the Midlothian Mines Within the Midlothian District of the Richmond Coal Basin, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

*2015 Phase III Archaeological Excavations at the Turner Tract Cemetery, Site 44SN0286, Southampton County, Virginia* (with Carol Tyrer, Circa~ )

*2015 Supplemental Cultural Resources Survey, Access Road Alignment of the Varina Park Phase, Virginia Capital Trail* (with Carol Tyrer, Circa~)

*2015 Treatment Plan for Mosley Cemetery Site 44NC0920/058-5128, Mecklenburg County, Virginia* (with Carol Tyrer, Circa~)

2016 *Addendum to Phase I Archaeological Survey of Approximately 113 Acres of the Former Hood Property, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Buck Run Restoration Site Project, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Virginia Dominion Power Remington Site, Fauquier County, Virginia* (with Carol Tyrer, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Oakenwold Tract, Stafford County, Virginia* (with Carol Tyrer, Circa~)

2016 *Addendum to Phase I Cultural Resources Survey of Virginia Dominion Power Remington Site, Fauquier County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Ashwood Property, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Belcher Tract, Louisa County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Briel Property, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Dinwiddie Solar Farm, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary Firestone Property, Buckingham County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Franklin Property, Southampton County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary Gilman and Walker Properties, New Kent County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Graystone Property, Frederick County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Lancaster Solar Farms, Lancaster County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Harrowgate Road Sidewalk Construction Project, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary Route 460 Utility Corridor, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Sempeles Tract, Frederick County, Virginia* (with Carol Tyrer, Circa~)

2016 *Management Summary, Swatara Creek, Schuylkill County, Pennsylvania* (with Carol Tyrer, Circa~)

2016 *Management Summary, Twain Property, Surry County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of the Bamboo Removal Site at Colonial National Historical Park, York County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of Eyre Hall Property, Northampton County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of Gilman and Walker Property, New Kent County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of Meadow Lawn Farm, Rockbridge County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of Sappony Property, Sussex County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Archaeological Survey of Shore Drive Property, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Architectural Survey of the Firestone Property, Buckingham County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Architectural Survey of Gilman and Walker Property, New Kent County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Architectural Survey of Providence Subdivision – Section 4, Hanover County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Architectural Survey of the Sappony Property, Sussex County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Architectural Survey of 389 Mountain View Road, Stafford County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Bethlehem Road Property, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Bryans Cove Property, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Calumet Property, Frederick County, Maryland* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Eastview Farm Bank Site, Buckingham County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Granville Property, Stafford County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Independence Boulevard Project, York County and the City of Newport News, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Lackawaxen Creek Restoration Project, Wayne County, Pennsylvania* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Legacy of Poquoson Tract, City of Poquoson, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Michael Drive Roadway Extension, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Mid County Park and Estate Homes Property, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Minecraft Property, Dinwiddie County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Mussetter Road, Frederick County, Maryland* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Norwood Property, City of Emporia, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Rhodes Point Erosion Control Project, Somerset County, Maryland* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Robious Road Sanitary Sewer Relocation, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Scott II Property, Powhatan County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of South Creek Restoration Site, Bradford County, Pennsylvania* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Swatara Creek Restoration Site, Schuylkill County, Pennsylvania* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Tritach Tract, Spotsylvania County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of Two Road Crossings, Moore Point Property, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Wet Wood Property, New Kent County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of the Williamsburg Indoor Sports Complex Indoor Pool Facility, James City County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase I Cultural Resources Survey of 23108 Evergreen Mills Road Property, Loudoun County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase II Archaeological Excavations of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase II Archaeological Excavations of Sites 44HE1041, 44HE1042, and 44HE1043 at the Former Hood Property, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2016 *Phase II Archaeological Excavations of Site 44NK0292 at the Walker Tract, New Kent County, Virginia* (with Carol Tyrer, Circa~)

2016 *Proposed Data Recovery Plan of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2017 *Addendum to Phase I Cultural Resources Survey of Buck Run Restoration Site II, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

2017 *Addendum to Phase I Cultural Resources Survey of Pleasure House Point, City of Virginia Beach, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Addendum to Phase I Cultural Resources Survey of Robinson Fork Mitigation Site, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

2017 *Addendum to Phase I Cultural Resources Survey of South Creek Restoration Site, Bradford County, Pennsylvania* (with Carol D. Tyrer, Circa~)

2017 *Ashland Trolley Management Summary, Hanover County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, 1090 German School Road, City of Richmond, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Brandy Station Property, Culpeper County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary Chesapeake Solar Farm, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Chickahominy Power Site, Charles City County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Crystal Hill Property, Halifax County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Deb Allen Property, Halifax County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Gardy Mill Property, Westmoreland County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, Greenwood Solar Farm, Culpeper County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Hickory Solar Farm, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Maplewood Solar Farm, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Newtown Road Hampton Roads Sanitation Department Utility Right-of-Way, City of Virginia Beach, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, Newtown Road West Hampton Roads Sanitation Department Utility Right-of-Way, City of Virginia Beach, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, Occoquan Project, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary Pottery Tract West and East, James City County and York County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Reservoir Tract, Louisa County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary, Spring Grove Tract, Surry County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, Stevensburg Property, Culpeper, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary, Sycamore Solar Farm, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary Turner Solar Farm, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, Carson Solar Property, Appomattox County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, Colonial Trail West Property, Surry County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, Dragon Fly Property, Campbell County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, Mount Jackson Property, Shenandoah County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, Pamplin Solar Property, Appomattox County, Virginia* (with Carol Tyrer, Circa~)

2017 *Management Summary and Archaeological Probability Analysis, S B Solar Site, Halifax County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Archaeological Survey of the Buckingham Solar Site, Buckingham County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Archaeological Survey of Church View Property, Middlesex County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Archaeological Survey of Colonial Trail West Solar Farm Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Archaeological Survey of Gardy's Mill Property, Westmoreland County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Archaeological Survey of Hollyfield North Tract, King William County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Archaeological Survey of the Franklin County Property, Franklin County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Archaeological Survey of the Mechanicsville Solar Farm Tract, Hanover County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Archaeological Survey of the Mount Jackson Solar Site, Shenandoah County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Buckingham Solar Site, Buckingham William County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of Church View Property, Middlesex County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of Colonial Trail West Solar Farm Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of Hollyfield North Tract, King William County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Belcher Tract, Louisa County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Franklin County Property, Franklin County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Architectural Survey of Gardy's Mill Property, Westmoreland County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Mechanicsville Solar Farm Tract, Hanover County, Virginia (*with Carol D. Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Mount Jackson Solar Site, Shenandoah County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of the Nokesville Solar Site, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Architectural Survey of Turkey Run Farm, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of American Legion Property, Gloucester County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Ashton Creek Pump Station New Force Main Property, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Buck Run Restoration Site II, Washington County, Pennsylvania* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Dorey Park Pedestrian Trail, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Fiddlers Green Property, Gloucester County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Forest Glen Property, James City County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Hogan Kent and Greene Tract, Loudoun County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Johnson Creek Force Main Gravity Sewer and Water Line, Chesterfield County Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Monticello Avenue Trail, City of Williamsburg, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Nansemond River Golf Course Property, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of the Oakland Property, James City County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Osborne Landing, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Proposed Mezzo Apartment Homes Property, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Pump Station No. 5 and Royal Glen Pump Station Sewer Corridor, Hanover County, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Randolph I Mitigation Bank, Randolph County, West Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Sampson Creek Property, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of Scott Center Relocation, City of Newport News, Virginia* (with Carol D. Tyrer, Circa~)

2017 *Phase I Cultural Resources Survey of the Bailey Tract, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2018 *Addendum to Phase I Archaeological Survey of the Circa 145-Acre Haymarket Crossing Property, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2018 *Addendum to Phase I Archaeological Survey of Church View Property, Middlesex County, Virginia* (with Carol D. Tyrer, Circa~).

2018 *Addendum to Phase I Cultural Resources Survey of Lynchburg Expressway, City of Lynchburg, Virginia* (with Carol Tyrer, Circa~)

2018 *Assessment and Probability Analysis Foxglove Solar LLC, Frederick County, Virginia* (with Carol Tyrer, Circa~)

2018 *Leatherwood Solar Site Management Summary, Henry County, Virginia* (with Carol Tyrer, Circa~)

2018 *Petersburg Gas Works Retort Building Management Summary, City of Petersburg, Virginia* (with Carol Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Cape Solar Site, Page County, Virginia* (with Carol D. Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Cavalier Solar Site, Greene County, Virginia* (with Carol D. Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Maplewood Solar Farm, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Dewey Solar Site, Orange County, Virginia* (with Carol D. Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Dogwood Solar Site, Page County, Virginia* (with Carol D. Tyrer, Circa~)

2018 *Management Summary and Archaeological Probability Analysis, Grasshopper Solar Site, Mecklenburg County, Virginia* (with Carol D. Tyrer, Circa~)

2018 *Management Summary, Bunting Road, York County, Virginia* (with Carol Tyrer, Circa~)

2018 *Management Summary, Camden Plantation, Camden County, North Carolina* (with Carol Tyrer, Circa~)

2018 *Management Summary, Culpeper Property, Culpeper County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of Cherrywood Solar Farm, Caroline County, Maryland* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of the Chesapeake Solar Project Site, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of East West Roadway, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of Pamplin Solar Sire, Appomattox County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of Rives Road, Prince George County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Archaeological Survey of Spring Grove Solar Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of the Chesapeake Solar Project Site, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Crystal Hill Solar Site, Halifax County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of East West Roadway, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Pamplin Solar Site, Appomattox County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Rives Road, Prince George County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Route 17 – Shoulders Hill Road, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of the Grasshopper Solar Site, Mecklenburg County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Turner Solar LLC, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Architectural Survey of Walnut Solar Site, King and Queen County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the 2.50-Acre Wellingford Industrial Park Lot 6A, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Accokeek Creek Sewer Alignment, Stafford County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Columbia Gas Transmission LLCs VM System, Drip Removal Project, Greene County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey, False Cape, City of Virginia Beach, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Gala Pipeline, Alleghany County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Hai Tran Poultry Farm Property, Accomack County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Haymarket Bypass, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Lower Smith River Sewer Conveyance, Henry County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Michael Drive Tract, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of the Ohio Creek Alternatives, City of Norfolk, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of Paradise Creek Bridge Project, City of Portsmouth, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey, Seven Pines Mitigation Bank, Marion County, West Virginia* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey of Shugart Property, Charles County, Maryland* (with Carol Tyrer, Circa~)

2018 *Phase I Cultural Resources Survey Widewater State Park Property, Stafford County, Virginia and Charles County, Maryland* (with Carol Tyrer, Circa~)

2018 *Phase I and II Cultural Resources Survey and Excavation Report for the James River Water Authority Intake, Pump Station, and Pipeline Project, Fluvanna County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase II Archaeological Evaluations of the Bailey's Tract, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2018 *Phase II Archaeological Evaluations of Site 44PG0584, Rives Road, Solar Farm, Prince George County, Virginia* (with Carol Tyrer, Circa~)

2019 *Addendum to Phase I Cultural Resources Survey of Nansemond Bridge Alternatives, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Amelia Solar Site, Amelia County, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Banbury Cross, Loudoun County, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Colonial Solar Farm, Surry County, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Hopewell Tract, City of Hopewell, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Moody Creek, Charlotte and Mecklenburg Counties, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Monarch Solar Farm, Greensville County, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Sebera Winstead Solar Farm, Prince George County, Virginia* (with Carol Tyrer, Circa~)

2019 *Assessment and Probability Analysis, Westmoreland Solar Farm, Westmoreland County, Virginia* (with Carol Tyrer, Circa~)

2019 *Management Summary, Christ Community Church Multi-purpose Building, James City County, Virginia* (with Carol Tyrer, Circa~)

2019 *Management Summary, Sycamore Solar I Project, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2019 *Management Summary and Archaeological Probability Analysis of Spring Grove II Solar Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2019 *Partial Phase III Archaeological Excavations of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Architectural Survey of the Dragonfly Solar Site, Campbell County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Architectural Survey of Maplewood Solar I LLC, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Architectural Survey of Mount Nebo Solar Farm Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Architectural Survey of Spring Grove II Solar Site, Surry County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Architectural Survey of the Walnut Solar Farm Site, King and Queen County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Archaeological Survey of Harrowgate-Cougar Trail Sidewalk Improvements, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Archaeological Survey of Maplewood Solar I LLC, Pittsylvania County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Archaeological Survey of Marina to Merriewood Sidewalk Improvements, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Archaeological Survey of the Walnut Solar Site, King and Queen County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Archaeological Survey of Winterpock Road Widening Project, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of 136 Tewning Road, City of Williamsburg, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the ABC Warehouse Property, Hanover County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of Archers Mead Tract, Isle of Wight County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Bethlehem Road Project, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Casalight Nokesville School Tract, Prince William County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Columbia Gas LLC-VNG Suffolk No. 3 Meter Station Expansion Project, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Highland Springs School Site, Henrico County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Hopkins Road Sidewalk Improvements, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Kendall Hills Tract, Stafford County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Lifepointe Church Tract, James City County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Lorton Community Center Tract, Fairfax County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Mabee Swamp Trail, York County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of The Maine at Williamsburg Tract, James City County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of Misenheimer Solar Farm, Stanly County, North Carolina* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of Nansemond Road Improvements, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Petersburg Lockes Water Main Pipeline Corridor, City of Petersburg, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Piedmont Line 24 Replacement Project, Pitt County, North Carolina* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of The Potomac Landing Permit Areas, King George County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Richmond Road Project Area, James City County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Scannell Warehouse Tract, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Toano Self Storage Tract, James City County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of Tranquility Tract, York County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase I Cultural Resources Survey of the Union Bridge Solar Farm, Carroll County, Maryland* (with Carol Tyrer, Circa~)

2019 *Phase II Archaeological Evaluation of Site 44CS0348, The Chesapeake Solar Site, City of Chesapeake, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase II Archaeological Evaluation of Site 44FV0269. James River Water Supply Pump Station and Pipeline Alignment, Fluvanna County, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase II Architectural Survey of the Wilroy House, City of Suffolk, Virginia* (with Carol Tyrer, Circa~)

2019 *Phase III Archaeological Evaluation at Site 44CF0701, Magnolia Green Property, Chesterfield County, Virginia* (with Carol Tyrer, Circa~)

2020 *Additional Landscape and Architectural Information for the Porter Mill Road Solar Project, Wicomico County, Maryland* (with Carol Tyrer, Circa~)

2020 *Management Summary, Boulware Cemetery, Caroline County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Management Summary, Lawnes Point on the James, Lot 16, Isle of Wight County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Management Summary Porter Mill Solar Property, GPR Survey, Wicomico County, Maryland* (with Carol Tyrer, Circa~)

2020 *Phase I Architectural Survey of Sebera Solar Farm, Prince George County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Archaeological Survey of Sebera Solar Farm, Prince George County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Cultural Resources Survey of Camden Haven, City of Chesapeake, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Cultural Resources Survey Cedar Energy Center, City of Chesapeake, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Cultural Resources Survey Dry Bridge Energy Center, Chesterfield County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Cultural Resources Survey of Sandy Creek Mitigation Bank, Tyler and Doddridge Counties, West Virginia* (with Carol Tyrer, Circa~)

2020 *Phase I Cultural Resources Survey Shands Energy Center, Sussex County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase I Cultural Resources Survey Yadkins Energy Center, City of Chesapeake, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase II Archaeological Evaluation of Site 44LD1345, The Glenmore Farm Site, Loudoun County, Virginia* (with Carol Tyrer and Skye Hughes, Circa~)

2020 *Phase II Archaeological Evaluation of Site 18WC200 and 18WC201, Porter Mill Road Property, Wicomico County, Maryland* (with Carol Tyrer, Circa~)

2021 *Costen Road Solar Farm DOE updates, Pocomoke City, Maryland* (with Carol Tyrer and Skye Hughes, Circa~)

2021 *Current Conditions Assessment, Kings Creek Solar Farm, York County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Desktop Survey Report for Pembroke Telephone Cable, Giles County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable King and Queen Phase I, King and Queen County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable King and Queen Phase II, King and Queen County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, Pittsylvania County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Middle Creek Negative Form, Montgomery County, Pennsylvania (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase IA Cultural Resources Assessment, 523 George Street, City of Fredericksburg, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Architectural Survey of Kings Creek Solar Farm, York County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey 101 Tewning Road, James City County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey 815 Walker Road, Fairfax County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of 8189 and 8193 Richmond Road, James City County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of Corelot Tract, City of Fredericksburg, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of Fenton Mills Tract, York County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of Horseshoe Hills Mitigation Bank, Marion County, West Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of the Group Dam Removal Project, Beaver County, Pennsylvania (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of the Proposed Freeman Avenue Overpass/Norfolk and Portsmouth Belt Line Railroad Overpass, City of Chesapeake, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey of Veteran's Park Restoration Site, Dauphin County, Pennsylvania (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase I Cultural Resources Survey Smithfield IAAI Property, Isle of Wight County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase II Architectural Survey of the Oakenwold Tract, Stafford County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

2021 *Phase III Archaeological Evaluations at Site 44YO1042 Powell Plantation Property, York County, Virginia (*with Carol Tyrer and Skye Hughes, Circa~)

# SKYE W. HUGHES, R.P.A.
# HISTORIAN/PRINCIPAL INVESTIGATOR/GIS ANALYIST
# CIRCA~ CULTURAL RESOURCE MANAGEMENT, LLC

## Education:

New Mexico State University, 1996, B.A. Anthropology and French

Florida Atlantic University, M.A., 2003, Anthropology

Register of Professional Archaeologists (RPA) #12804

## Professional Experience:

2017-present: Historian, GIS Analyst, Principal Investigator, Circa~ Cultural Resource Management, LLC, Williamsburg, Virginia.

2003-2008: Principal Investigator, Panamerican Consultants, Inc. (PCI), Tampa, Florida.

2002-2003: Archaeologist, Southeastern Archaeological Company, Inc. (SEARCH), Riverview, Florida.

1999-2002: Archaeologist, Technical Writer, Illustrator, Janus Research, St. Petersburg, Florida

1998-2000: Museum attendant, Morikami Museum and Japanese Gardens, Delray Beach, Florida

1997-1998: Assistant instructor Introduction to Anthropology, Florida Atlantic University, Boca Raton, Florida

1997: Laboratory Director, Florida Atlantic University, Boca Raton, Florida

1997-1998: Consulting archaeologist, Historic Preservation Services, Plantation, Florida

1996-1998: Archaeologist, Archaeological and Historical Conservancy, Inc., Miami, Florida

## Fields of Experience:

Ms. Hughes has over 25 years of professional experience in the fields of archaeology, architectural history, and cultural resources. From 2003 to 2008, Ms. Hughes worked as a Principal Investigator for Panamerican Consultants, supervising for five years archaeological and architectural fieldwork and studies. Her current responsibilities at Circa~ include technical tasks associated with cultural resources assessments including both archaeology and architectural resources and Phase I, II, and III surveys and excavations, consultation with state and national review agencies, developing and implementing archaeological and architectural research designs, and writing and editing technical reports. She has authored or co-authored over 200 technical reports and historical studies (all accepted by the regulatory agencies), and worked closely with the U. S. Fish and Wildlife Service (USFWS), the U. S. Army Corps of Engineers (USACE), and other official agencies to fulfill the requirements of local, state, and federal regulations related to archaeological and architectural resources.

As an archaeologist and principal investigator, Ms. Hughes has identified archaeological and architectural resources in Florida, Louisiana, Texas, Alabama, and Virginia. She has performed surveys and analyses on all periods including Paleoindian to Woodland Native American sites and 17th, 18th, 19th, and 20th century historic sites and burials. She has completed investigations for numerous projects that range from large-scale studies of archaeological and historic resources to detailed investigations of individual Native American and historic sites. Ms. Hughes is familiar with the management and preparation of environmental documents that comply with the National Historic Preservation Act of 1966, as amended and the National Environmental Policy Act (NEPA) of 1969. She has a solid understanding of federal and state environmental and cultural resources including the *Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation*. She is familiar with Virginia standards, and she uses these guidelines when drafting reports.

Ms. Hughes's technical capabilities include detailed archival and literary research at the local, state, and national levels; site documentation and analysis; evaluation of properties for National Register of Historic Places and State Landmark significance; preparation of project budgets; selection and guidance of field crew; and technical report writing. Ms. Hughes also has extensive experience with assessment, survey, evaluation, and mitigation of both Native American and historic resources. In addition, Ms. Hughes has a thorough understanding of the Section 106 process.

In addition, Ms. Hughes gained teaching experience while working towards her graduate degree in Anthropology working as an assistant instructor and teaching assistant while at Florida Atlantic University. She has also given guest lectures on zooarchaeology and presented professional papers at various conferences.

Prior to joining Circa~, Ms. Hughes worked as a staff archaeologist for PCI in Tampa Florida, where she served as a Principal Investigator for archaeological projects under contract to many different firms. Ms. Hughes has also worked on several notable projects. These include a 3,000+-acre survey for the Southwest Florida Water Management District and Sarasota County, a Phase I survey at Naval Station Mayport, and Phase I and II excavations at Naval Air Station (NAS) Jacksonville.

Selected Publications/Technical Reports:

*1997 Phase II Report, Archaeological Investigations of the Scheurich Middne Site (8PB9261) Jupiter, Palm Beach County, Floridan* (with Historic Preservation Services).

*2003 A Cultural Affiliation Assessment of Archaeological Sites within the Loxahatchee Scarp Area Using Discriminant Analysis Techniques* (Master's Thesis).

*2004 Historic Assessment, Terrestrial and Submerged Resources Survey of Hollomans Branch of the Hillsborough River, Hillsborough County* (under subcontract to Gulf South Research Corporation).

*2004 Phase I Archaeological Survey of Navy Family Housing Areas at Naval Station Mayport in Duval County* (for HHM).

*2004 Cultural Resource Assessment Survey of the Bay Preserve at Osprey in Sarasota County, Florida* (for Sarasota Conservation Foundation).

*2004 Cultural Resources Assessment Survey of the Sarasota Rails to Trails Project in Sarasota County, Florida* (for Sarasota County).

*2005 Cultural Resource Assessment Survey of the Scapo Project Area in Pasco County.* (for Greystar GP, LLC).

*2005 Cultural Resource Assessment Survey of the Fort Myers Property in Lee County, Florida* (for Cobalt Development Group, Inc.).

*2005 Cultural Resource Assessment of the Links of Hidden Creek Project Area in Pasco County, Florida* (for Kimley-Horn and Associates, Inc).

*2005 Cultural Resource Assessment Survey of the Columns at Cypress Point in Pasco County* (for ECI Capital, Inc.).

*2005 Cultural Resource Assessment Survey of the Linebaugh Avenue Town Homes Project Area in Hillsborough County, Florida (*for Pulte Homes).

*2006 Cultural Resource Assessment Survey of the Altamonte G&M/Beeler Project Area in Pasco County, Florida* (for Altamonte G&M).

*2006 Cultural Resource Assessment Survey of the Orange Blossom Ranch Project Area in Collier County, Florida* (for Pulte Homes).

*2006 Cultural Resource Assessment Survey of the Magnolia Lakes Project Area in Manatee County, Florida* (for Cedarwood Development.).

*2006 Cultural Resource Assessment Survey of the Four Corners Town Center Project Area in Pole County, Florida* (for DWSKB Group, LLC).

*2006 Cultural Resource Assessment Survey of the Campanelli Property in Indian River County* (for Kimley Horn and Associates).

*2006 Cultural Resource Assessment Survey of 900 Biscayne Boulevard in Miami-Dade County* (for Peruyera and Associates, Inc.).

*2006 Phase II Cultural Resource Assessment Survey of Site 8HI10216-Telecom Lot 7B* (for A. G. Armstrong).

*2006 Cultural Resource Assessment Survey of the Fowler Crossing Project Ara in Hillsborough County, Florida* (for Fowler Crossing Business Park, LLC).

*2006 Cultural Resource Assessment Survey of the 605 West Flagler Project Area in Miami, Florida* (for Santos Raimundez Architects).

*2006 Cultural Resource Assessment Survey of the Christmas Creek Headwaters Preserve in Orange County* (for Orange County Environmental Protection Division).

*2006 Cultural Resource Assessment Survey of the Roseland East Stormwater Improvements Property in Indian River County, Florida* (for PCI).

2018 *Assessment and Probability Analysis Foxglove Solar LLC, Frederick County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Leatherwood Solar Site Management Summary, Henry County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Cape Solar Site, Page County, Virginia* (with Dawn M. Muir and Carol D. Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Cavalier Solar Site, Greene County, Virginia* (with Dawn M. Muir and Carol D. Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Maplewood Solar Farm, Pittsylvania County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Dewey Solar Site, Orange County, Virginia* (with Dawn M. Muir and Carol D. Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Dogwood Solar Site, Page County, Virginia* (with Dawn M. Muir and Carol D. Tyrer, Circa~).

2018 *Management Summary and Archaeological Probability Analysis, Grasshopper Solar Site, Mecklenburg County, Virginia* (with Dawn M. Muir and Carol D. Tyrer, Circa~).

2018 *Management Summary, Camden Plantation, Camden County, North Carolina* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Management Summary, Culpeper Property, Culpeper County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of the Chesapeake Solar Project Site, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of East West Roadway, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of Pamplin Solar Sire, Appomattox County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of Rives Road, Prince George County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Archaeological Survey of Spring Grove Solar Site, Surry County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of the Chesapeake Solar Project Site, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of Crystal Hill Solar Site, Halifax County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of East West Roadway, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of Greenwood Solar Farm, Culpeper County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

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2018 *Phase I Architectural Survey of Rives Road, Prince George County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of Route 17 – Shoulders Hill Road, City of Suffolk, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of the Grasshopper Solar Site, Mecklenburg County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of Turner Solar LLC, Henrico County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Architectural Survey of Walnut Solar Site, King and Queen County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the 2.50-Acre Wellingford Industrial Park Lot 6A, Prince William County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Accokeek Creek Sewer Alignment, Stafford County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Columbia Gas Transmission LLCs VM System, Drip Removal Project, Greene County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey, False Cape, City of Virginia Beach, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Gala Pipeline, Alleghany County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Hai Tran Poultry Farm Property, Accomack County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Haymarket Bypass, Prince William County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Lower Smith River Sewer Conveyance, Henry County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Michael Drive Tract, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of the Ohio Creek Alternatives, City of Norfolk, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of Paradise Creek Bridge Project, City of Portsmouth, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey, Seven Pines Mitigation Bank, Marion County, West Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey of Shugart Property, Charles County, Maryland* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase I Cultural Resources Survey Widewater State Park Property, Stafford County, Virginia and Charles County, Maryland* (with Dawn M. Muir and Carol Tyrer, Circa~).

2018 *Phase II Archaeological Evaluations of the Bailey's Tract, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Addendum to Phase I Cultural Resources Survey of Nansemond Bridge Alternatives, City of Suffolk, Virginia* (with Carol Tyrer, Circa~).

2019 *Assessment of Probability Analysis, Banbury Cross, Loudoun County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Assessment of Probability Analysis, Colonial Solar Farm, Surry County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Assessment and Probability Analysis, Westmoreland Solar Farm, Westmoreland County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Management Summary, Christ Community Church Multi-Purpose Building, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Management Summary and Archaeological Probability Analysis of Spring Grove II Solar Site, Surry County, Virginia* (with Carol Tyrer, Circa~).

2019 *Partial Phase III Archaeological Excavations of Site 44PW1941 at Cayden Ridge, Prince William County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Architectural Survey of the Dragonfly Solar Site, Campbell County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Architectural Survey of Mount Nebo Solar Farm Site, Surry County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Architectural Survey of the Walnut Solar Farm Site, King and Queen County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Archaeological Survey of Harrowgate-Cougar Trail Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Archaeological Survey of Marina to Merriewood Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Archaeological Survey of the Walnut Solar Site, King and Queen County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Archaeological Survey of Winterpock Road Widening Project, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of 136 Tewning Road, City of Williamsburg, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of Archers Mead Tract, Isle of Wight County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Bethlehem Road Project, Prince William County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Casalight Nokesville School Tract, Prince William County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Columbia Gas LLC-VNG Suffolk No. 3 Meter Station Expansion Project, City of Suffolk, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Highland Springs School Site, Henrico County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Hopkins Road Sidewalk Improvements, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Lifepointe Church Tract, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Lorton Community Center Tract, Fairfax County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of Misenheimer Solar Farm, Stanly County, North Carolina* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of Nansemond Road Improvements, City of Suffolk, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Piedmont Line 24 Replacement Project, Pitt County, North Carolina* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Richmond Road Project Area, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Toano Self Storage Tract, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase I Cultural Resources Survey of the Union Bridge Solar Farm, Carroll County, Maryland* (with Dawn M. Muir and Carol Tyrer, Circa~).

2019 *Phase II Architectural Survey of the Wilroy House, City of Suffolk, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase II Archaeological Evaluation of Site 18WC200 and 18WC201, Porter Mill Road Property, Wicomico County, Maryland* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Sandy Creek Mitigation Bank, Tyler and Doddridge Counties, West Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Shands Energy Center, Sussex County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Dry Bridge Energy Center, Chesterfield County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Cedar Energy Center, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Archaeological Survey of Sebera Solar Farm, Prince George County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Camden Haven, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Architectural Survey of Sebera Solar Farm, Prince George County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase II Archaeological Evaluation of Site 44LD1345, The Glenmore Farm Site, Loudoun County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~).

2020 *Phase I Cultural Resources Survey of Yadkins Energy Center, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2020 *Management Summary, Lawnes Point on the James, Lot 16, Isle of Wight County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Management Summary, Boulware Cemetery, Caroline, County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of 101 Tewning Road, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of 815 Walker Road, Fairfax County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, King and Queen Phase I, King and Queen County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, Pittsylvania County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of the Proposed Freeman Avenue Overpass/Norfolk and Portsmouth Belt Line Railroad Overpass, City of Chesapeake, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase III Archaeological Evaluations at Site 44YO1042, Powell Plantation Property, York County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Desktop Survey Report for Reconnect Fiber Optic Cable, King and Queen Phase II, King and Queen County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of Veteran's Park Restoration Site, Dauphin County, Pennsylvania* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of Horseshoe Hills Mitigation Bank, Marion County, West Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of Group Dam Removal Project, Beaver County, Pennsylvania* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase IA Cultural Resources Assessment, 523 George Street, City of Fredericksburg, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Middle Creek Negative Form, Montgomery County, Pennsylvania* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Desktop Survey Report for Pembroke Telephone Cable, Giles County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of 8189 and 8193 Richmond Road, James City County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of the Fenton Mills Tract, York County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase II Architectural Survey of the Oakenwold Tract, Stafford County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Cultural Resources Survey of Corelot Tract, City of Fredericksburg, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Current Conditions Assessment, Kings Creek Solar Farm, York County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

2021 *Phase I Architectural Survey of the Kings Creek Solar Farm, York County, Virginia* (with Dawn M. Muir and Carol Tyrer, Circa~)

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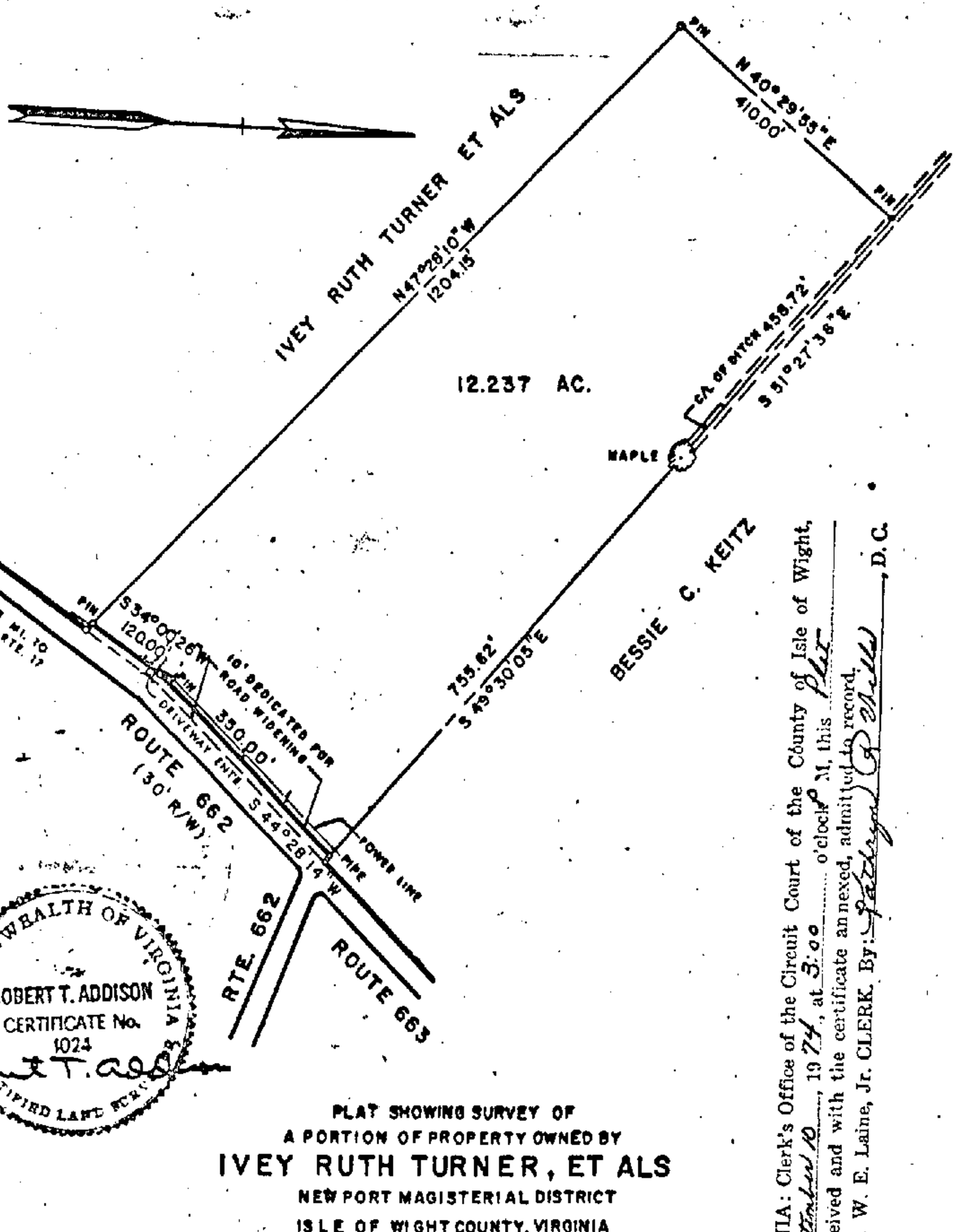
C-1609




COMMONWEALTH OF VIRGINIA
ROBERT T. ADDISON
CERTIFICATE No.
1024
CERTIFIED LAND SURVEYOR

PLAT SHOWING SURVEY OF
A PORTION OF PROPERTY OWNED BY
# IVEY RUTH TURNER, ET ALS
NEW PORT MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA

SCALE : 1" = 200'  JULY 23, 1974

* BALDWIN AND GREGG, LTD.
ENGINEERS · SURVEYORS · PLANNERS
PORTSMOUTH, VIRGINIA

F.B. P-154 PG.18
WTC

REVISED 8/28/74
REVISED 9/1/74

VIRGINIA: Clerk's Office of the Circuit Court of the County of Isle of Wight, the ____ day of ____, 19__, at ____ o'clock ____ M, this ____ was received and with the certificate annexed, admitted to record.
TESTE: W. E. Laine, Jr. CLERK By: _____, D.C.

18-M-3905

**RESOLUTION NUMBER PC-22-2**

**ISLE OF WIGHT COUNTY PLANNING COMMISSION**
**A RESOLUTION TO PRESENT A REPORT AND RECOMMENDATION TO THE BOARD OF SUPERVISORS REGARDING CASE NO. ZA-08-21, A REQUEST TO CONDITIONALLY REZONE TAX PARCEL 34-01-070B FROM RURAL AGRICULTURAL CONSERVATION (RAC) TO PLANNED DEVELOPMENT – MIXED USE (PD-MX) TO CONSTRUCT 52 SINGLE-FAMILY DETACHED DWELLING UNITS**

**WHEREAS,** James River Crossings, Inc., owner, has requested to rezone property having Tax Map Number 34-01-070B from Rural Agricultural Conservation (RAC) to Conditional Planned Development – Mixed Use (PD-MX) in order to allow for the construction of 52 single-family detached dwelling units having a condominium system of property ownership; and

**WHEREAS** the procedural requirements for the consideration of this request by the Planning Commission have been met.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of Isle of Wight County, that:

Section 1. Findings.

_____ A. The Isle of Wight County Planning Commission finds that the proposed amendment to conditional zoning is reasonable and warranted due to a change in circumstances affecting the property and has considered the following factors and finds that the proposed rezoning does not conflict with:

1. the existing use and character of property within the County;

2. the Comprehensive Plan;

3. the suitability of the property for various uses;

4. the trends of growth or change;

5. the current or future requirements of the community as to land for various purposes as determined by population and economic studies and other studies;

6. the transportation requirements of the community;

7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services;

8. the conservation of natural resources;

9. the preservation of floodplains;

10. the preservation of agricultural and forestal land;

11. the conservation of properties and their values; and

12. the encouragement of the most appropriate use of land throughout the County.

_____ B. The Isle of Wight County Planning Commission does not find that the proposed zoning map amendment is reasonable based on the consideration of the factors listed herein.

Section 2. Recommendation to Board of Supervisors.

The Planning Commission recommends to the Board of Supervisors that the request, ZA-08-21, be:

___ a. Granted as submitted, and that the Board of Supervisors adopt the proposed Ordinance without modification.

___b. Denied, and that Board of Supervisors not adopt the proposed Ordinance.

___c. Granted with the modifications set forth on the attached listing of specific recommendations, and that the Board of Supervisors adopt the proposed Ordinance with such modifications.

DATE: _____

READ AND PASSED: _____
Chairman, Isle of Wight County Planning Commission

TESTE: _____
Secretary, Isle of Wight County Planning Commission

Approved as to Form:

_____
Robert W. Jones, Jr., County Attorney

# PLANNING REPORT

## APPLICATION:

Application of Morris G. Hall, Deacon, and the Trustees of Emmanuel Baptist Church, property owner, for a conditional use permit for the expansion of an existing cemetery on property not currently used as a church cemetery located at 11150 Emmanuel Church Road on property with tax map number 20-01-010

## ELECTION DISTRICT:

D5

## LOCATION:

The proposed cemetery expansion area will be located directly adjacent to the existing cemetery that is accessory to the Emmanuel Baptist Church located at 11150 Emmanuel Church Road (Rte. 708). The proposed cemetery site is currently in agricultural use and has no environmentally sensitive features or identified archeological or architectural resources. The site is shown as having moderate potential for archeological resources according to the County's 2005 archeological study.

## BACKGROUND:

Emmanuel Baptist Church seeks to expand their existing cemetery in order to accommodate more gravesites. The Church has been existence since 1867. The original structure was destroyed by fire in 1962 and was rebuilt.

## DESCRIPTION:

The proposed cemetery will be on 0.75 acres located at 11150 Emmanuel Church Road on property with tax map number 20-01-010. The property is in the Rural Agricultural Conservation (RAC) zoning district. The new cemetery will be served by an existing driveway that provides access to Emmanuel Church Road (Rte. 708). No new driveways are proposed to be installed. The applicant states that the newly expanded cemetery will be able to accommodate up to 700 gravesites. No other structures are proposed for the site.
The site is located directly adjacent to an existing cemetery on the north, Emmanuel Church Road on the east, and farmland to the south and west.

**COMPREHENSIVE LAND USE PLAN:**

The County's Future Recommended Land Use Plan designates the site for Rural Agricultural Conservation use. These areas should remain largely in agricultural and forest uses. Non-farm uses such as agricultural and forest product processing and distribution, resource extraction, and uses reliant on large areas of land such as solar farms and agritourism activities may also be appropriate when sited correctly. Scattered or small clusters of residential uses are typical but should be oriented to avoid stripping out the road frontage. Religious assembly uses are defined as civic use types in the County Zoning ordinance and may be considered compatible in RAC areas due to the nature of their use requiring large tracts of land and access to public roads. The proposed cemetery is consistent with the historic adjacent cemetery and religious assembly use of the property.

**ORDINANCE REVIEW:**

According to Section 4-2003.C of the Zoning Ordinance, church cemeteries require a conditional use permit in the RAC zoning district. The proposed cemetery site will be on 0.75 acres recently added to the Church property through a boundary line adjustment and was not previously used as a cemetery or religious assembly use.

Section 1-1017 of the Zoning Ordinance provides the following criteria for review of a conditional use permit application that the Planning Commission and Board of Supervisors shall consider before granting the permit:

1. That the establishment, maintenance, and operation of the conditional use will not be detrimental to or endanger the public health, safety, and general welfare;
2. That the conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially impair the use of other property within the immediate proximity;
3. That adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements have been or will be provided;
4. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion on the public streets;
5. That the proposed conditional use is not contrary to the goals and objectives of the Isle of Wight County Comprehensive Plan;
6. That the conditional use shall, in all other respects, conform to the applicable

regulations of the zoning district classification in which it is located and to the special requirements established for the specific use; and
7. That the use(s) at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.

In addition to the standards and other guidelines set forth in the Zoning Ordinance, the Board may impose reasonable conditions or limitations on any approval, including the posting of performance guarantees. Such conditions may include, but are not necessarily limited to:

1. The number of persons living or working in the immediate area and the proposed hours of operation, as may applicable;
2. Traffic conditions, including facilities for pedestrians, such as sidewalks and parking facilities; the access of vehicles to roads; peak periods of traffic; and proposed roads, but only if construction of such roads will commence within the reasonably foreseeable future;
3. The orderly growth of the neighborhood and community and the fiscal impact on the County;
4. The effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise upon the use of surrounding properties;
5. Facilities for police, fire protection, sewerage, water, trash and garbage collection and disposal, and the ability of the County or persons to supply such services;
6. The degree to which the development is consistent with generally accepted engineering and planning principles and practices;
7. The structures in the vicinity such as schools, houses of worship, theaters, hospitals, and similar places of public use;
8. The purposes set forth in this ordinance, the County's Comprehensive Plan, and related studies for land use, roads, parks, schools, sewers, water, population, recreation, and the like;
9. The environmental impact, the effect on sensitive natural features, and opportunities for recreation and open space; and
10. The preservation of cultural and historic resources or landmarks.

Staff's analysis of the project finds that the criteria for granting the conditional use permit is met, including protecting the health, safety, and welfare of the public from the effects of the project and ensuring that the use will conform to the general character of the neighborhood to which the proposed use will apply.

In addition to obtaining approval for a conditional use permit, the applicant will be

required to submit a simplified site plan that meets all Ordinance requirements and obtain any necessary state permits prior to establishing the use.

**AGENCY REVIEW:**

Staff distributed the application to the following departments for review and comment:

1. Health Department - Staff could find no record of any existing well, drainfield or septic tank in the vicinity of the proposed cemetery; and
2. Virginia Department of Transportation - Staff stated they had no concerns with the application as proposed.

**STAFF CONCLUSIONS:**

Strengths:

1. The proposed use will conform with the general character of the surrounding community and historic nature of adjacent uses;
2. The proposed use is generally consistent with the future recommended land use designation; and
3. The proposed use will not negatively impact public services or facilities.

Weaknesses:

Staff did not identify any weaknesses.

**STAFF RECOMMENDATION:**

Based on the strengths of the application, staff recommends approval of the proposed cemetery.

**ATTACHMENTS:**

| Description | Type | Upload Date |
|---|---|---|
| Emmanuel Baptist Church Cemetery Application | Backup Material | 4/20/2022 |
| Cemetery Concept Plan | Backup Material | 4/20/2022 |
| Emmanuel Baptist Church Location Map | Backup Material | 4/20/2022 |
| Cemetery Land Use Map | Backup Material | 4/20/2022 |
| Cemetery Zoning Map | Backup Material | 4/20/2022 |

ISLE OF WIGHT
COUNTY, VIRGINIA
DEPARTMENT OF PLANNING AND ZONING

## APPLICATION FOR CONDITIONAL / SPECIAL USE PERMIT

This application should be used to petition for a permit for certain uses which, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted in certain zoning districts as a matter of right, but which may, under the right set of circumstances and conditions be acceptable in certain specific locations. The following application requirements are consistent with the procedures set forth in Section 1-1017, *Conditional Uses,* and Section 1-1018, *Special Use Permits for Uses Not Provided For,* of the Isle of Wight County Zoning Ordinance, as amended.

**A. APPLICATION FOR (CHECK ALL THAT APPLY):**

[X] Conditional Use Permit (Are applicant proposed conditions attached?): _____Yes __X__ No

The proposed use or activity is listed as a conditional use in the RAC zoning district as per Section 4-2003.C in Article IV of the Isle of Wight County Zoning Ordinance.

[ ] Special Use Permit (Are applicant proposed conditions attached?): _____Yes _____ No

Proposed Use or Activity: CEMETERY EXPANSION FOR EMMANUEL BAPTIST CHURCH

**B. PROJECT DESCRIPTION:**

Project Name: EMMANUEL BAPTIST CHURCH CEMETERY EXPANSION

Property Address (if any): 11150 EMMANUEL CHURCH RD., SMITHFIELD, VA

Election District: D5

Comprehensive Plan Designation: RAC

The use permit will apply to 0.75 acres out of 10.29 total acres --> BLA APPROVED 3/18/2022

Tax Parcel Identification # 20--01-010 Number of acres to be effected: 0.75

Tax Parcel Identification # _____ Number of acres to be effected: _____

Tax Parcel Identification # _____ Number of acres to be effected: _____

Proposed Utilities (check all that apply): Public Water _____ Private Well ✓

Public Sewer _____ Private Septic ✓

C. **APPLICATION INFORMATION:**

Applicant(s) Name(s): MORRIS G. HALL

Address: 13407 CREST CIRCLE

City, State, Zip Code: SMITHFIELD, VA. 23430

Phone No.: (757) 357-5187 Email: FLATTOP6607@YAHOO.COM Fax No.:

Property Owner(s) Name(s): EMMANUEL BAPTIST CHURCH

Address: 11150 EMMANUEL CHURCH ROAD

City, State, Zip Code: SMITHFIELD, VA. 23430

Phone No.: (757) 357-5805 Email: EMMANUELBC11150@GMAIL.COM Fax No.:

**Applicants/Owners Affidavit (including compliance with all deed restrictions and covenants)**

**This application must be signed by the owner(s) of the subject property or must have attached written evidence of the owner's consent, which may be in the form of a binding contract of sale with the owner's signature or a letter signed by the owner(s), containing written authorization to act with full authority on the owner(s) behalf in filing this use permit application. Signing this application shall certify the owner's compliance with all deed restrictions and covenants, and shall constitute the granting of authority of the County to enter onto the property for the purpose of conducting site analyses and compliance with Federal, State and County regulations.**

Applicant: MORRIS G. HALL
Printed or Typed Name

Applicant: Morris G. Hall Date: 3-18-2022
Signature

County of Isle of Wight, Commonwealth of Virginia

Subscribed and sworn to before me Jessica Dawn Drewry
A Notary Public in and for the County of Isle of Wight,
Commonwealth of Virginia, this 18th day of March, 2022

Jessica Dawn Drewry
Notary Public

My Commission Expires 11-30-2024

JESSICA DAWN DREWRY NOTARY PUBLIC COMMONWEALTH OF VIRGINIA REGISTRATION # 7858169 COMMISSION EXPIRES 11/30/2024

Owner:
Printed or Typed Name

Owner: Date:
Signature

County of Isle of Wight, Commonwealth of Virginia

Subscribed and sworn to before me _____,
A Notary Public in and for the County of Isle of Wight,
Commonwealth of Virginia, this __ day of _____, 20__

Notary Public

My Commission Expires

Owner: Ramona L. Drew
Printed or Typed Name

Owner: R L D Date: 3/18/2022
Signature

County of Isle of Wight, Commonwealth of Virginia

Subscribed and sworn to before me Jessica Dawn Drewry
A Notary Public in and for the County of Isle of Wight,
Commonwealth of Virginia, this 18th day of March, 2022

Jessica Dawn Drewry
Notary Public

My Commission Expires 11-30-2024

JESSICA DAWN DREWRY NOTARY PUBLIC COMMONWEALTH OF VIRGINIA REGISTRATION # 7858169 COMMISSION EXPIRES 11/30/2024

Owner:
Printed or Typed Name

Owner: Date:
Signature

County of Isle of Wight, Commonwealth of Virginia

Subscribed and sworn to before me _____,
A Notary Public in and for the County of Isle of Wight,
Commonwealth of Virginia, this __ day of _____, 20__

Notary Public

My Commission Expires

*Revised August 13, 2014*

# COUNTY OF ISLE OF WIGHT
## DISCLOSURE OF REAL ESTATE HOLDINGS

Applicant EMMANUEL BAPTIST CHURCH

Address 11150 EMMANUEL CHURCH ROAD
Street

SMITHFIELD VA 23430
City State Zip

### REAL ESTATE HOLDINGS TO BE AFFECTED

| | Location or Address | Description |
|---|---|---|
| | 11150 EMMANUEL CHURCH RD. | CEMETERY EXPANSION |
| | | |
| | | |
| | | |

### OTHER OWNERS OF AFFECTED REAL ESTATE
(Not Required for Corporation whose stock is traded on a national or local stock exchange or having more than 500 shareholders.)

| Name of Individuals Corporation/Partnership Business Association | Address |
|---|---|
| N/A | |
| | |
| | |
| | |

Does any member of the Isle of Wight County Planning Commission or governing body have any interest in such property, either individually, by ownership of stock in a corporation owning such land, partnership, as the beneficiary of a trust, or the settlor of a revocable trust, or whether a member of the immediate household of any member of the Planning Commission or governing body has any such interest? Yes (No)

If yes, names of members:

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct and true.

Applicant: MORRIS G. HALL Applicant: Morris G. Hall Date: 3-18-2022
Printed or Typed Name Signature

Commonwealth of Virginia
County of Isle of Wight

Subscribed and sworn to before me Jessica Dawn Drewry,
A Notary Public in and for the County of Isle of Wight, Commonwealth of Virginia, this 18th day of March, 2022.

Jessica Dawn Drewry
Notary Public

My Commission Expires 11-30-2024

JESSICA DAWN DREWRY NOTARY PUBLIC COMMONWEALTH OF VIRGINIA REGISTRATION # 7858169 COMMISSION EXPIRES 11/30/2024

# ISLE OF WIGHT
## COUNTY, VIRGINIA
DEPARTMENT OF PLANNING AND ZONING

**SUBMITTAL CHECKLIST FOR CONDITIONAL / SPECIAL USE PERMITAPPLICATIONS**

In conjunction with Section 1-1017, *Conditional Uses*, and Section 1-1018, *Special Uses Permits for Uses Not Provided For*, of the Isle of Wight County Zoning Ordinance, as amended, the following information shall be submitted for a Conditional / Special Use Permit Application. Please note that it is the applicant's responsibility to ensure that the application is in compliance with all Federal, State and County regulations.

No application for a Conditional / Special Use shall be certified as complete unless the following information is provided, unless the Zoning Administrator reduces the number of required copies.

☐ 1. ~~Fifteen (15) copies~~ Six (6) hard of the original, executed application and one (1) original executed application. Both the applicant(s) and the property owner(s) must have their signature(s) notarized on page No. 2 of the application.

☐ 2. The appropriate fees have been submitted with the application. Checks should be made payable to: Treasurer, Isle of Wight County.

☐ 3. ~~Fifteen (15) copies~~ Six (6) hard of a statement of the reasons for seeking such permit, and if applicable, a statement of conditions.

☐ 4. ~~Fifteen (15) copies~~ Six (6) hard of a narrative description of the property which shall include the Tax Parcel Identification Number.

OK WILL PULL @ RECREATION hard

☐ 5. One (1) copy of the most recent deed(s) for the property(s) associated with the application.

☐ 6. A concept plan of the property showing all existing and proposed physical improvements and such other information as is necessary to clearly indicate to the Planning Commission and Board of Supervisors that adequate provisions shall be made for compliance with all standards for that particular use and the extent of the property to be so used on a given parcel or parcels. Such document shall be drawn to scale and shall include the following information:

- A vicinity map at a scale of no less than one (1) inch equals two thousand (2,000) feet
- Title of drawing
- Date of drawing
- Existing wood line
- North arrow
- Scale bar
- Current zoning of parcel(s) to be rezoned, including tax map number(s) and owner(s)
- Current zoning of adjacent parcel(s), including tax map number(s) and owner(s)
- Street names including route number and width(s) of the right-of-way(s)
- Fifteen (15) full size copies, with one (1) reduced 11 inch X 17 inch copy shall be submitted
- Please note that additional information on the site layout may be requested by the Zoning Administrator during the review process in order to more effectively review the application and prepare the staff reports for the Planning Commission and Board of Supervisors.

- Please note that additional information on the site layout may be requested by the Zoning Administrator during the review process to **review the application and prepare the staff reports for the Planning Commission and Board of Supervisors more effectively**.

Ten (10) copies of such supplemental material as may be necessitated by the proposal itself or the district in which located or proposed to be located, and in accordance with Section 5-5000, *Supplementary Use Regulations,* of the Isle of Wight County Zoning Ordinance.

A WQIA (Water Quality Impact Assessment) if located in the Chesapeake Bay Preservation Area.

All real estate taxes must be paid and current at the time of submittal; otherwise, the submittal will be refused at the counter. Proof of the most recent tax payment to the County must accompany the application.

I, the undersigned, certify that this application is complete, accurate and contains all required and requested information, documents and other submittals, and that all statements made herein are, to the best of my knowledge, true and correct. I further certify that I have exercised due diligence to obtain the most recent, complete and correct information available. I understand that any section not completed in its entirety may delay processing of this application and the date of the Planning Commission public hearing and that the submittal of a complete application does not guarantee the application will be placed on the next available Planning Commission agenda.

Morris G. Hall

Printed or Typed Name

Morris G. Hall

Signature

3-18-2022

Date

**NOTICE: THE ATTACHED CHECKLIST MUST BE COMPLETED, CERTIFIED, AND SUBMITTED OR THE APPLICATION WILL BE CONSIDERED INCOMPLETE.**

Remit Application to: Isle of Wight County Central Permitting, 17140 Monument Circle, Suite 100
P. O. Box 80, Isle of Wight, Virginia 23397

---

**FOR OFFICE USE ONLY:**

Complete Application Received On: 3-18-2022 Fees Paid: $1200.00
Tax Query: [ ] Current [ ] Delinquent Distribution Date: 3-21-2022
Posted/Date to Post: _____

**AGENCIES REFERRALS:**

_____ Department of Conservation & Recreation
_____ Economic Development
_____ Emergency Services
_____ General Services
_____ Environmental Planner
X Health Department
_____ Transportation Manager
_____ Commission of Revenue
_____ Other _____

_____ Inspections
_____ Sheriff's Office
_____ Town of Smithfield
_____ Town of Windsor
X VDOT
_____ Schools
_____ Budget & Finance
_____ County Attorney

Verified By: Amy M. Bunn Date: 3-18-2022

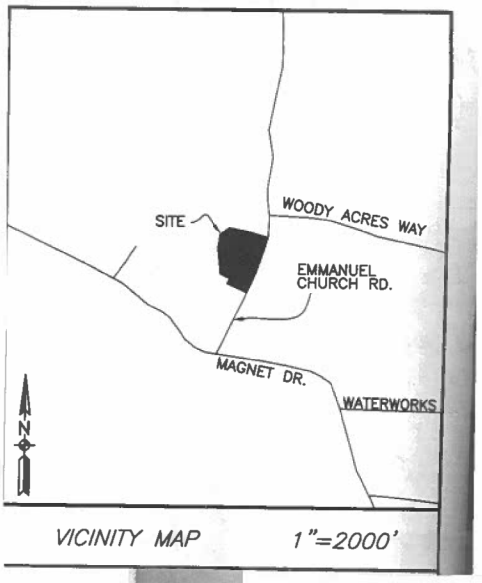
STATEMENT OF REASON

I, Morris Hall, on behalf of EBC is applying for a CUP for the purpose of expanding our existing cemetery.

For up to 700 36" x 72" Plots.

Morris L. Hall

3/18/




N

S55°43'00"E 166.83'

N34°17'00"E 95.00'

TAX MAP # 19-2-001

02)001
ERNELL L
'8 629
ACRES
MAJOR
PERNELL

T.P. 20(01)010
EMMANUEL BAPTIST CHURCH
NO REFERENCE
10.29 ACRES

RAC

S55°43'00"E 343.89'

FUTURE EXPANSION AREA

TO BE ADDED TO T.P. 20(01)010

THIS LINE VACATED BY THIS PLAT

EXISTING DRIVEWAY

EXISTING CEMETERY

N31°57'00"E 309.57'

N34°17'00"E 95.00'

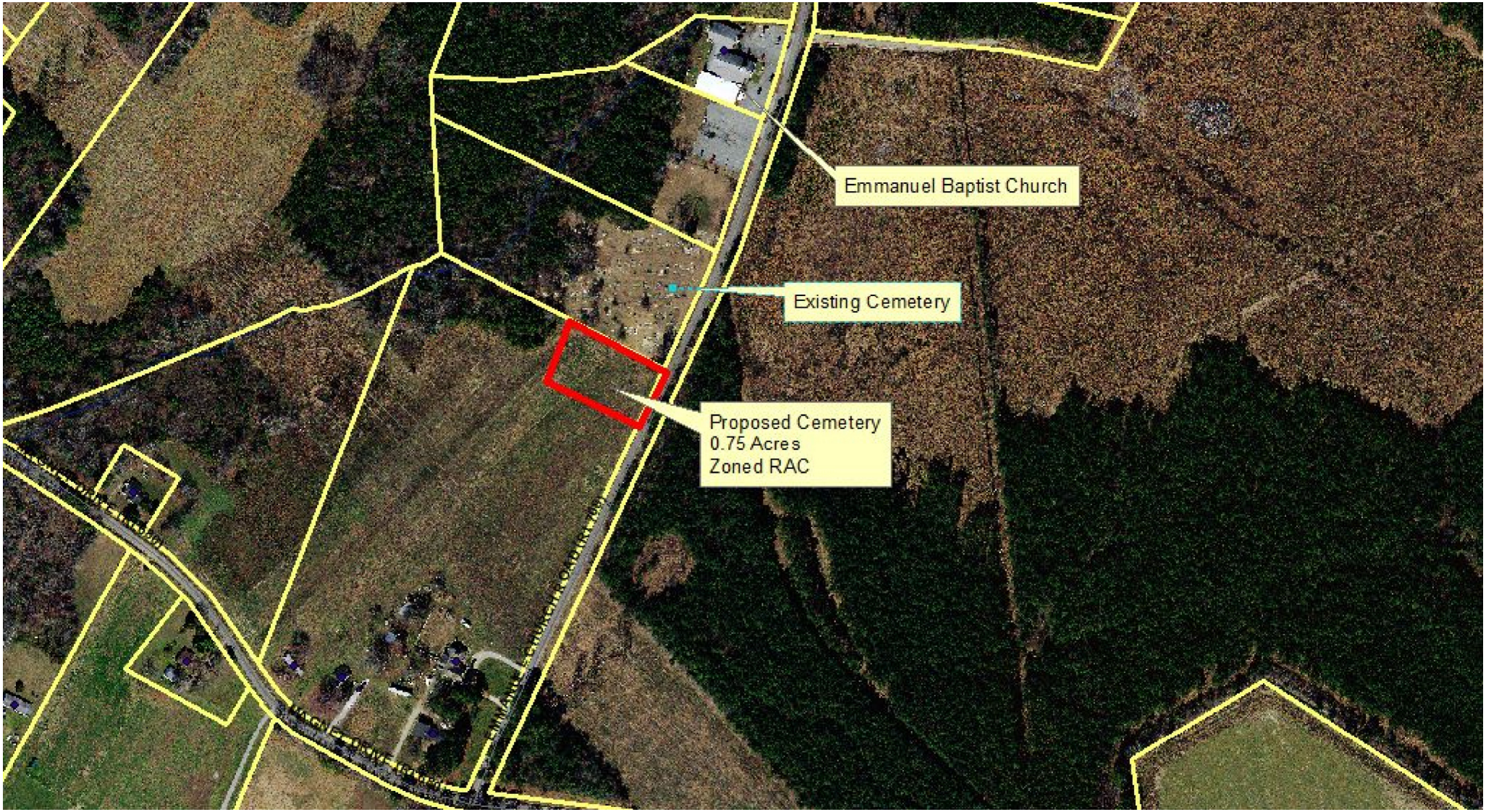
#11150
EMMANUEL CHURCH RD

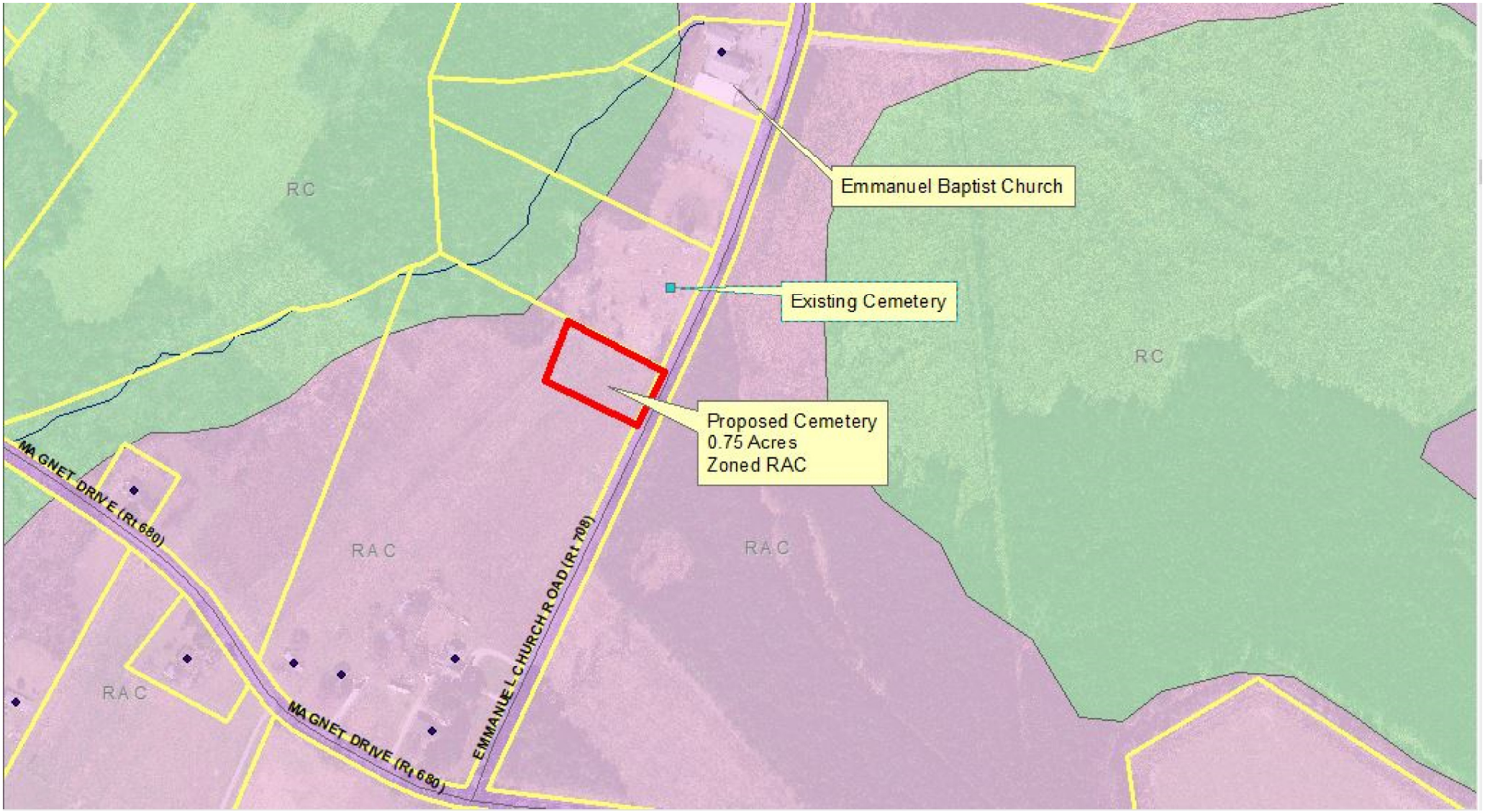
02/2015.

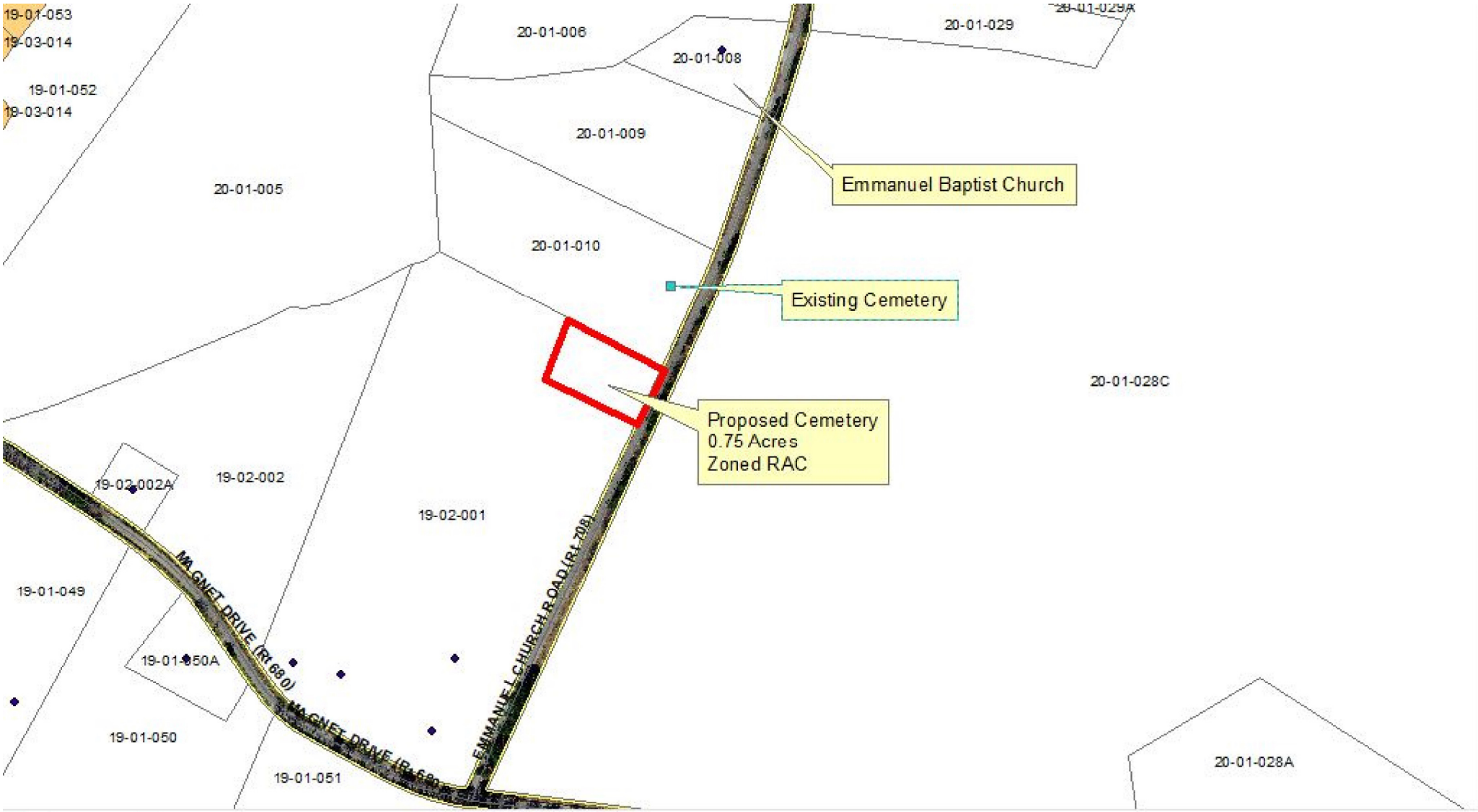
CEMETERY EXPANSION
CONCEPT PLAN
3-18-2022

COMMONWEALTH OF VIRGINIA
ROB D'ANGIOLILLO
LIC. NO. 003220
8-18-2021
LAND SURVEYOR

60' 0' 30' 60' 120'
SCALE IN FEET


Emmanuel Baptist Church
Existing Cemetery
Proposed Cemetery
0.75 Acres
Zoned RAC


Emmanuel Baptist Church
Existing Cemetery
Proposed Cemetery
0.75 Acres
Zoned RAC
RC
RC
RAC
RAC
RAC
MAGNET DRIVE (Rt 680)
MAGNET DRIVE (Rt 680)
EMMANUEL CHURCH ROAD (Rt 708)


19-01-053
19-03-014
19-01-052
19-03-014
20-01-006
20-01-008
20-01-029
20-01-009
20-01-005
20-01-010
Emmanuel Baptist Church
Existing Cemetery
Proposed Cemetery
0.75 Acres
Zoned RAC
20-01-028C
19-02-002A
19-02-002
19-02-001
19-01-049
19-01-050A
19-01-050
19-01-051
MAGNET DRIVE (Rt 680)
EMMANUEL CHURCH ROAD (Rt 708)
20-01-028A

**RESOLUTION NUMBER PC-22-04**

**ISLE OF WIGHT COUNTY PLANNING COMMISSION**
**RESOLUTION TO PRESENT A REPORT AND RECOMMENDATION**
**TO THE BOARD OF SUPERVISORS RELATING TO CONDITIONAL USE PERMIT**
**REQUEST CUP-3-22 FOR A CHURCH CEMETERY AT 11150 EMMANUEL CHURCH ROAD**
**WITH TAX MAP NUMBER 20-01-010**

**WHEREAS,** Morris G. Hall, Deacon, and the Trustees of Emmanuel Baptist Church, property owner, have requested a conditional use permit to allow the expansion of a church cemetery on 0.75 acres on the property located at 11150 Emmanuel Church Road with tax map number 20-01-010; and

**WHEREAS** the procedural requirements for the consideration of this request by the Planning Commission have been met.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of Isle of Wight County, that:

Section 1. Findings.

_____ A. The Isle of Wight County Planning Commission finds that the proposed amendment to conditional zoning is reasonable and warranted due to a change in circumstances affecting the property and has considered the following factors and finds that the proposed rezoning does not conflict with:

1. the existing use and character of property within the County;

2. the Comprehensive Plan;

3. the suitability of the property for various uses;

4. the trends of growth or change;

5. the current or future requirements of the community as to land for various purposes as determined by population and economic studies and other studies;

6. the transportation requirements of the community;

7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services;

8. the conservation of natural resources;

9. the preservation of floodplains;

10. the preservation of agricultural and forestal land;

11. the conservation of properties and their values; and

12. the encouragement of the most appropriate use of land throughout the County.

_____ B. The Isle of Wight County Planning Commission does not find that the proposed zoning map amendment is reasonable based on the consideration of the factors listed herein.

Section 2. Recommendation to Board of Supervisors.

The Planning Commission recommends to the Board of Supervisors that the request with application number CUP-3-22 be:

___ a. Granted as submitted, and that the Board of Supervisors adopt the proposed Ordinance without modification.

___b. Denied, and that Board of Supervisors not adopt the proposed Ordinance.

___c. Granted with the modifications set forth on the attached listing of specific recommendations, and that the Board of Supervisors adopt the proposed Ordinance with such modifications.

DATE: _____

READ AND PASSED: _____
Chairman, Isle of Wight County Planning Commission

TESTE: _____
Secretary, Isle of Wight County Planning Commission

Approved as to Form:

_____
Robert W. Jones, Jr., County Attorney

# PLANNING REPORT

**APPLICATION:**

Draft of "Share the Isle: Isle of Wight County's Plan for an Ag" and Mixed Ability Inclusive Community"

**ELECTION DISTRICT:**

County-wide

**BACKGROUND:**

Isle of Wight County began its plan to develop services for persons age 55 and over in February 2021. This new part of the Comprehensive Plan will serve as a decision-making guide to help the County remain livable for all ages and abilities.

**DESCRIPTION:**

Staff will present the draft Plan to the Planning Commission. A copy of the draft Plan is attached to this report.

**STAFF RECOMMENDATION:**

The report is for the Planning Commission's information only. No action is required.

**ATTACHMENTS:**

| Description | Type | Upload Date |
|---|---|---|
| Share the Isle Draft Plan | Backup Material | 4/20/2022 |

# SHARE *the* ISLE

## ISLE OF WIGHT COUNTY'S PLAN FOR AN AGING & MIXED ABILITY INCLUSIVE COMMUNITY

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*Education, Employment and Engagement*

# EXECUTIVE SUMMARY

## *Introduction*

On January 16, 2020, the Isle of Wight County Board of Supervisors directed staff to conduct a study on the future impacts of aging on the County's quality of life and levels of service as part of the new County's new Comprehensive Plan. The initial step of the Plan included a community survey of residents on their top concerns with aging in the County as well as their future lifestyle priorities. The next step of the Plan engaged a small working group recruited from the County's Commission on Aging and supported by County staff as well as staff from the Southeastern Senior Services of Virginia (SSEVA) to develop policy recommendations to better direct County actions and decisions as well as guide capital investments to maximize the accessibility in the County to persons of all ages, ability levels and socioeconomic groups.

Through the development of the Plan, the initial stakeholder workgroup identified several common issues that were critical to the successful implementation of each of the Plan's focus areas. Specifically, transportation access and a housing supply which can accommodate different ability and socioeconomic needs were found to be critical to successful aging in the community. These two components permit older people and those with special needs to partake in all the recreational, educational, employment and social opportunities the County may have to offer that creates a high quality of life. The third common issue the workgroup identified was the need for a central clearinghouse of information on all these opportunities and services within the County. Information on transportation services, housing assistance, health care, educational, employment and social opportunities is often dispersed among different groups, websites and agencies which can make locating information difficult, especially among those without access to the internet. The group agreed that a critical element in the Plan's successful implementation is the creation of a coordinator position that could not only serve as a central contact for aging-related services and information specific to the County, but also assist residents in obtaining these services. Below is an outline of the policies and implementation steps for the Share the Isle Plan. The full Plan documents includes additional background information and analysis used to develop the Plan.

## FOCUS AREA 1: HEALTHY AND ACTIVE LIFESTYLE

**OBJECTIVE: The County should provide access to healthy food options, opportunities for walking, biking and exercise, and education on nutrition and wellness.**

### IMPLEMENTATION STEPS

1. The County should continue to expand its public system of bike and pedestrian trails, especially to destinations including parks, libraries, or community facilities.
2. The County should expand its transit service to provide connections between residential areas and shopping centers which offer groceries in all development service districts within the County.
3. The County should expand its Parks and Recreation programs and facilities to include exercise programs for all ability levels and include educational programs on such topics as nutrition and treatment of chronic conditions, such as diabetes and obesity which are linked to poor nutrition.

## FOCUS AREA 2: QUALITY HEALTH CARE AND COMMUNITY SUPPORT SERVICES

**OBJECTIVE: The County should provide connections to health facilities and related services and support, including home- and community-based supportive features and programs.**

### IMPLEMENTATION STEPS

1. Improve the accessibility of health services.
2. Establish a full-time livable community coordinator position to increase availability of information, educational programs, and coordinate volunteer efforts.
3. Establish a regular working group of community service providers, health care professional representatives, community stakeholders and staff to identify specific gaps in the County's available senior and special need health care services.
4. Centralize and expand programs and services to citizens to enable them to remain in their homes.

## FOCUS AREA 3: TRANSPORTATION ACCESS

**OBJECTIVE: The County should expand its range of safe, dependable, and affordable transportation options that are alternatives to driving, which promote independence, facilitate employment and educational opportunities, and foster social engagement.**

### IMPLEMENTATION STEPS

1. Increase local funding to expand the existing I-Ride service to provide additional routes to serve areas with the highest senior population and nearby activity centers to better meet daily needs;
2. Identify and expand existing volunteer networks that provide free transportation to seniors for medical and senior center visits utilizing surplus County-owned vehicles for immediate needs;

3. Incorporate smart mobility concepts into future road improvements to capitalize on technological improvements such as driverless vehicles, on demand services, and to accommodate future public transit needs, such as including broadband capabilities in public right of ways as improvements are made; and
4. Continue to support the expansion of the County's multipurpose trail system that connects residential areas to activity centers with shopping, medical, employment, educational, and recreational opportunities.

## FOCUS AREA 4: HOUSING CHOICE

**OBJECTIVE: The County should provide a range of safe housing options that promotes independence and aging in place through market rate units, subsidies, and appropriate design features such as universal design, visitability, energy efficiency, and use of innovative home features.**

### IMPLEMENTATION STEPS

1. Create more lifelong livable housing options.
2. Allow for multigenerational housing and increase affordable housing supply by allowing accessory dwelling units in more residential zoning districts.
3. Increase the ability for people to stay in the homes and neighborhoods by creating a grant fund dedicated to retrofitting and rehabilitating existing housing.
4. Zoning regulations should be written to allow homes to be built in close proximity to the services that enable people to remain independent as they age.
5. Implement an affordable dwelling unit ordinance.

## FOCUS AREA 5: EDUCATION, EMPLOYMENT AND ENGAGEMENT

**OBJECTIVE: The County should ensure employment opportunities for all ages, promote a life-long learning environment, and provide multiple opportunities for economic, social and civic engagement.**

### IMPLEMENTATION STEPS

1. Encourage the intergenerational use of public facilities for community education programs of rotating educational topics such as health, personal finance, job search, keyboarding, interviewing, coding, or home maintenance. These programs should be held at public facilities around the County at different times that are also accessible by public transit.
2. Continue the County's broadband network expansion program to underserved areas of the County.
3. Consider multiple outreach methods to increase community engagement in public policy decision making.

# INTRODUCTION & BACKGROUND

## *Overview*

In a February 2020 report, the US Census Bureau marks the year 2030 as a demographic turning point for the United States. Beginning that year, all baby boomers in the US will be older than 65 years of age. This will expand the size of the older population, so that one in every five Americans is projected to be of retirement age. Later that decade by 2034, older adults will outnumber children for the first time in U.S. history.

For Isle of Wight County, this turning point is projected to happen much sooner. The US Census Bureau projects 19.8% of the County's population was 65 years or older in 2019. The Weldon Cooper projects 21.6% of the population will be within this age bracket by 2020, which increases again to 26.9% of the County's population by 2030. By the end of the planning horizon of Envisioning the Isle, in 2040, the 65 year and older population group reduces in size slightly to 26.1% of the total population.

It is now Isle of Wight's turn to grapple with the implications of this demographic shift in the character of our community. How should we adapt neighborhood design, transportation options, recreational opportunities and even employment to ensure that people can successfully age here? Although there are significant challenges associated with creating a successful age friendly community, the good news is that most Americans want to remain healthy, active, and engaged in their communities as they age. In addition, technological innovation continues to follow the market opportunities presented by the increasing longevity market.

Successful age friendly communities can address some of the following concerns:

- **Financial Security —** provide a reasonable cost of living through such items as safe and affordable housing and employment opportunities for seniors;
- **Health —** offer access to a wide range of healthcare options and recreational opportunities;
- **Housing —** provide a diverse set of housing options to meet multiple needs, whether it's single family homeownership, a rental apartment or assisted living facility;
- **Transportation —** provide mobility and access to convenient transportation systems for seniors for travel, running errands, or making a medical visit;
- **Social Integration —** provide ready connections to family and friends as well as cultural and educational opportunities.

The Plan will identify steps the County can take to ensure its residents can age successfully in the community. The initial step of the Plan included a community survey of residents on their top concerns with aging in the County as well as their future lifestyle priorities. The next step of the Plan engaged a small working group recruited from the County's Commission on Aging and supported by County and SSEVA staff to develop policy recommendations to better direct County actions and decisions as well as guide capital investments to maximize the accessibility in the County to persons of all ages, ability levels and socioeconomic groups. Once the draft Plan was developed, the Plan was

presented to the Commission Aging, Planning Commission, the Board of Supervisors, and the community at large for their review and comment.

## BACKGROUND

On January 16, 2020, the Isle of Wight County Board of Supervisors directed staff to conduct a study on the future impacts of aging on the County's quality of life and levels of service as part of the new County's new Comprehensive Plan.

This special Plan serves an implementation tool for several policies of the County's Comprehensive Plan, *Envisioning the Isle*, including:

- Studying the locations and demands of the elderly and low income populations of the County to inform transit decisions.
- Examining the impact of changing demographics and recreational needs on parks, facilities and programming;
- Continuing to improve access to parks, trails, and other facilities in order to serve all citizens, regardless of ability;
- Supporting life-long learning through schools, libraries, continuing and higher education programs, community-based education programs, and recreation programs for all age groups;
- Identifying regulatory changes that provide opportunities for housing for persons with special needs in proximity to supporting community services and activities;
- Reviewing and revising regulations to support housing types that allow the elderly to remain in their community as their needs change;
- Increasing opportunities within the development service districts (DSDs) for residences to be in close proximity to retail, employment, and public facilities; and
- Identifying possible incentives to encourage the development of a range of housing choices near major activity centers such as employment, commercial areas, schools, and recreation areas.

This Plan will further support and implement these policies.

## PLAN ON AGING COMMUNITY SURVEY RESULTS

The initial step of the Plan included a survey of residents on their top concerns with aging in the County as well as their future lifestyle priorities. The Isle of Wight County Plan on Aging public input survey was conducted from Monday, February 1 through Monday, March 1, 2021. The public input survey was not designed as a scientific poll using a random sample of pre-selected households, but rather as a broad public engagement effort. The survey was widely publicized, and all residents, business owners, and property owners were welcome to respond. All responses were provided on a strictly voluntary basis and may or may not represent the perspectives of the average Isle of Wight County citizen.

The survey was available both online using the Survey Monkey web-based platform and in hard copy format located at six key locations across the County. Paper copies of the survey were available at the Carrollton, Smithfield and Windsor Libraries as well as the Windsor and Smithfield Town Halls. Copies were also available at the Isle of Wight County Community Development Department.

Staff mailed out notices to 45 different community stakeholder groups requesting participation in the survey. The notices included the website address of the survey as well as a QR code that provided a direct link to the survey instrument. The community groups

included churches, veterans groups, services organizations, the Commission on Aging, and other agencies that serve the elderly population, including Senior Services of Southeastern Virginia (SSSEV).

SSSEV and Isle of Wight County Social Services also provided valuable additional outreach to the County's senior population by distributing surveys through the administration of their programs, such as Meals on Wheels. Assistance with public outreach was also generously provided by County Departments such as Tourism, Parks and Recreation, Isle Cares, and Economic Development which posted notices about the survey on their social media sites.

A notice with the survey website and QR code was advertised in the Smithfield Times and Tidewater News for four consecutive weeks in March 2021. In addition, the survey could be accessed from links posted on the homepage of the County's website.

A total of 195 individuals participated in the survey. They came from all over Isle of Wight County and used a variety of methods to participate. The majority of participants, or 176 people, chose the online survey tool to complete the survey. This was expected, given that this method allowed participants to take the survey at their convenience. However, about 11%, or 19 people, chose to participate by completing paper surveys.

The survey included several questions for basic demographic information, such as age, gender, household income and which race with which they identify. Below is a summary of the profile of the average survey participant:

- Average age of participant was 63 years.
- About 77% non-military, 23% active or retired military.
- About 48% retired, 49% working part or full-time.
- Majority of respondents were female (63%).
- About 80% white, 12% African American, 4% Multiracial, 2.5% Other, 1% Asian, 0.5% Native American.
- About 61% had household incomes of greater than $50,000.

Most survey respondents were either somewhat or very concerned about their ability to live independently and remain financially secure as they aged. Most expected their quality of life to remain the same, and most participants planned to stay in the County for the next five years or longer. Most participants owned their own home and felt their neighborhoods were either good or excellent.

When thinking about housing in their senior years, most survey participants chose being able to live independently as their top priority. Being close to family and friends and the ability to stay in their current neighborhood ranked second and third in order of priority.

When it came to ranking priorities for future transportation access, most respondents felt that expanding services for people who need assistance should be the top priority. The second highest priority chosen is repairing existing roads and bridges. Adding sidewalks and expanding mass transit services tied as the third priority.

When asked to identify the things necessary to maintain their quality of life in the future, they ranked the following items as the five most important:

1. Having financial means;
2. Staying physically active;
3. Having access to quality healthcare;
4. Staying connected to friends and family;
5. Having quality health care coverage.

The goal of the survey was to ask the community to share its priorities for Isle of Wight County to better serve its growing senior population. The top five priorities for future investment to better serve seniors as indicated by the survey feedback are as follows:

1. Affordable health care services;
2. Senior Centers/Better Transportation Options (tied for second priority);
3. Internet access;
4. Affordable housing; and
5. Home delivered meals such as Meals on Wheels.

Most people participating in the survey felt that the County was not doing a good job supporting the needs of seniors in the community. When asked about different services provided in the County, public safety and volunteer opportunities received the highest marks while job opportunities and community support services were rated poorly.

The survey results provide critical information on which to begin to explore policy recommendations on how to better serve the County's growing senior population in the future. The feedback helps to narrow the focus of future investment in order to make the biggest impact to serve the most pressing needs in the community as well as to improve existing services. A full report on the results of the survey is included as an appendix to this plan.

## "SHARE THE ISLE" PLAN

Based on the feedback received from the community survey and the Commission on Aging, the Plan seeks to improve the overall quality of life for all citizens, including the community's growing senior and special needs populations by achieving progress in the following five areas of focus:

1. Healthy and Active Lifestyle;
2. Quality Healthcare and Community Support Services;
3. Transportation Access;
4. Housing Choices; and
5. Education, Employment and Engagement.

Within each area, there is a background section and a findings section that collectively sets the stage for the recommendations. Whenever possible, they include County-specific data and information. The Plan outlines actions that will support achievement of the overall vision in each focus area. Each set of actions was developed based on community input, research, and data. The overall indicators within each focus area will assist in ensuring the community can evaluate progress towards the vision.

The following executive summary of the Plan on Aging includes a list of goals that are the Plan's focus areas, objectives and recommended implementation steps to achieve the County's vision of evolving as an inclusive, accessible community for all ages, abilities, and socioeconomic groups.

# FOCUS AREA 1

*Healthy And Active Lifestyle*

*The County's own community survey demonstrated that many people place the ability to live independently and remain both physically and mentally active as important to their quality of life as they age.*

**OBJECTIVE: The County should provide access to healthy food options, opportunities for walking, biking and exercise, and education on nutrition and wellness.**

According to AARP, one aspect of age-friendly communities is that they allow older adults to stay active, stay connected, and stay engaged with their community as they age. The County's own community survey demonstrated that many people place the ability to live independently and remain both physically and mentally active as important to their quality of life as they age. In July 2017, the Milken Institute of Public Health released a ranking of 381 US metropolitan areas on how they performed in promoting and enabling successful aging. Among other criteria such as financial security, transportation, health care, and education, the study also ranked metro areas for overall "wellness" based on how they did on criteria such as their obesity rate, smoking rate, diabetes rate, longevity, prevalence of recreational opportunities, grocery stores and fast food restaurants in the area, among others. The Virginia Beach-Norfolk-Newport News Metropolitan Statistical Area (MSA), of which Isle of Wight County is a part, ranked 69th out of 100 large metropolitan areas overall based on its ability to meet the nine critical elements of successful aging, including wellness.

## BACKGROUND

Although Isle of Wight County is too small to qualify for an individual assessment in the Milkin Institute Study, the criteria used in the report are publicly available. The *US News and World Report*, for example, provides an online tool that ranks individual localities on a scale of 1 to 100 and compares them to municipalities of similar size as well as to state and national averages.

The website gives Isle of Wight County an overall score of 63 out of 100 in its healthy community categories. To arrive at its overall ranking, the magazine used factors identified by the National Committee on Vital and Health Statistics — a policy advisory board to the head of the U.S. Department of Health and Human Services — as part of its Measurement Framework for Community Health and Well-Being. The online assessment tool may be found at https://www.usnews.com/news/healthiest-communities/virginia/isle-of-wight-county#population-health.

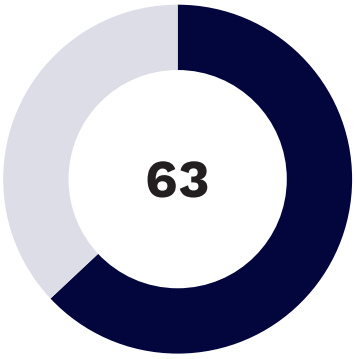
Although the County's score is the equivalent to a letter grade of "D," the County fared better than the state's average score of 53 and better still than the national average score of 48. The County performed higher than average scores in areas such as overall population health, public safety, education, community vitality and the economy. The County received failing grades (less than 60) for equity, housing, food and nutrition, the environment, and infrastructure.

TABLE FROM

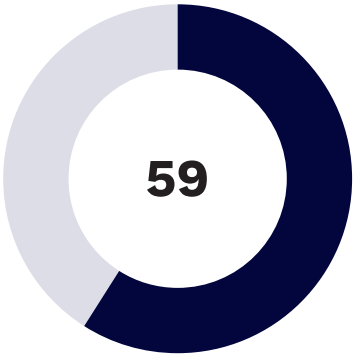
HTTPS://WWW.USNEWS.COM/NEWS/HEALTHIEST-COMMUNITIES/VIRGINIA/ISLE-OF-WIGHT-COUNTY#EQUITY

NOVEMBER 29, 2021

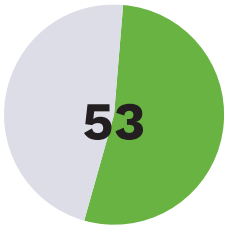
**63**/100 **OVERALL SCORE**



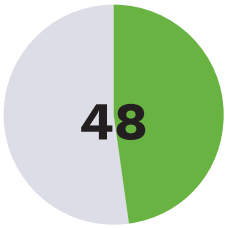

OVERALL SCORE




**PEER GROUP AVERAGE**
Urban, High-Performing




STATE AVERAGE




U.S. AVERAGE

*Read our methodology to see how the scores and rankings were calculated.*

| CATEGORY | SCORE |
|---|---|
| Population Health | 66 |
| Equity | 59 |
| Education | 68 |
| Economy | 66 |
| Housing | 48 |
| Food & Nutrition | 45 |
| Environment | 50 |
| Public Safety | 79 |
| Community Vitality | 62 |
| Infrastructure | 58 |

*See the top communities overall.*

Opportunities for improvement in the overall health and wellness of the community are noted below:

- **Access to care —** lower than average rates of hospital beds per 1,000 population (0 in Isle of Wight) and primary care doctor availability.
- **Mental Health —** higher than average number of adults with frequent mental distress.
- **Equity —** higher than average racial disparity in educational attainment and poverty rates.
- **Food and Nutrition —** less than average availability of healthy food and higher than average percentage of population without access to a large grocery store. Higher than average prevalence of diabetes and obesity.
- **Environment —** higher than average population served by unsafe drinking water. Only 2% of the County's population lives within a half mile of a public park compared to the national median of 18%.
- **Infrastructure —** only 3% of the County's population lives within walking distance of a library, museum or playground compared to 12.4% of the US population on average. The County receives a walkability score of 5.7 as compared to the US average of 6.1 and the state average of 8.4.

Overall, the County's general quality of life as indicated by its public safety record, higher than average life expectancy, economic well-being and educational standards. However, there is room for improvement to make it even healthier by providing increased walkability, increased nutrition availability, and expanding health care options across all socioeconomic groups and age levels.

## IMPLEMENTATION STEPS

1. The County should continue to expand its public system of bike and pedestrian trails, especially to destinations including parks, libraries, or community facilities.
2. The County should expand its transit service to provide connections between residential areas and shopping centers which offer groceries in all development service districts within the County.
3. The County should expand its Parks and Recreation programs and facilities to include exercise programs for all ability levels and include educational programs on such topics as nutrition and treatment of chronic conditions, such as diabetes and obesity which are linked to poor nutrition.

# FOCUS AREA 2

## *Quality Health Care and Community Support Services*

*Participants in the community survey on aging chose having access to quality healthcare and having quality health care coverage as the third and fifth most important criteria in ensuring their future quality of life in Isle of Wight.*

**OBJECTIVE: The County should provide connections to health facilities and related services and support, including home- and community-based supportive features and programs.**

In 2013, the AARP Policy Institute published a report, *Is this a Good Place to Live? Measuring Quality of Life for All Ages*, which includes benchmarks to measure a community's livability for all ages improving the health of all its members by providing access to access to healthy food options, exercise opportunities for all abilities, and connections to health care facilities and related services, such as a strong network of community support services.

Increasing access to health care and community support services to those areas of the County with the highest senior and special needs populations can help implement several policies of the County's Comprehensive Plan, Envisioning the Isle, including:

- Identifying regulatory changes that provide opportunities for housing for persons with special needs in proximity to supporting community services and activities; and
- Increasing opportunities within the development service districts (DSDs) for residences to be in close proximity to retail, employment, and public facilities.

Participants in the community survey on aging chose having access to quality healthcare and having quality health care coverage as the third and fifth most important criteria in ensuring their future quality of life in Isle of Wight. Survey respondents also chose affordable health care as the County's first future investment priority and providing home delivered meals, such as Meals on Wheels, as the fifth most important priority for the County to better serve its aging population.

Most people participating in the survey felt that the County was not doing a good job supporting the needs of seniors in the community. When asked about the quality of different services provided in the County, community support services were rated poorly.

## BACKGROUND

Using the most recently available census demographic information, the location of existing health care providers was combined with the location of the census tracts in the County with the highest senior and special needs populations. Consistent with other activity center data, most of the County's health care providers and services are found in the Carrollton and Smithfield areas followed by Windsor, and then the Camptown area. Although the Camptown area within the County limits may have little to no services, it does share a border with the City of Franklin which has additional services to offer, including the Southampton Memorial Hospital.

## HEALTH CARE FACILITIES AND SERVICES IN ISLE OF WIGHT, NC

| PRIMARY CARE FACILITY | LOCATION |
|---|---|
| Family Medical Care of Smithfield | Smithfield |
| Nansemond Family Practice | Smithfield |
| Isle of Wight Family Practice | Smithfield |
| Infinity Pediatric and Adolescent Medicine | Smithfield |
| Eagle Harbor Medical Associates | Carrollton |
| Riverside Eagle Harbor Primary Care | Carrollton |
| Sentara Family Medicine Physicians | Carrollton |
| Nakorn Primary Care | Windsor |
| **URGENT CARE/EMERGENCY ROOM** | |
| Velocity Health Care | Carrollton |
| **PHYSICAL THERAPY** | |
| Hull Physical Therapy | Smithfield |
| Phoenix Physical Therapy | Smithfield |
| Tidewater Physical Therapy | Smithfield |
| Pivot Physical Therapy | Smithfield |
| Sentara Therapy Center | Carrollton |
| Toland Chiropractic | Carrollton |
| Bayview Physical Therapy | Carrollton |
| Rise Physical Therapy | Carrollton |
| Southside Physical Therapy | Windsor |
| **HOME HEALTH CARE SERVICES** | |
| Growth Home Health Care | Carrollton |
| Cuadro Home Health Care | Carrollton |
| Americare Plus | Carrollton |
| Grace N Home Care 4 You | Carrollton |
| Home Sweet Home | Smithfield |
| Seniors 1st Home Health Care | Smithfield |
| HCC Personal Care Inc. | Windsor |
| **MENTAL HEALTH SERVICES** | |
| Western Tidewater Mental Health | Smithfield |
| Smithfield Christian Counseling | Smithfield |
| Focused Psychiatric and Mental Health Care | Smithfield |
| Alliance Family Services, LLC | Carrollton |
| Wholehearted Counseling | Carrollton |
| Behavorial Health Group | Carrollton |

The US Health Resources and Services Administration has designated Isle of Wight County as a Medically Underserved Area (MUA). MUAs identify geographic areas and populations having too few primary care providers, high infant mortality, high poverty or a high elderly population. These designations can help establish health maintenance organizations or community health centers.

A quick internet search reveals the majority of health care providers are in the Carrollton and Smithfield areas of the County. Only one urgent care facility is located in the County in Carrollton. In order to access a hospital for most of the population of the County located in Smithfield and Carrollton, one must drive to Sentara Obici in Suffolk or Riverside Hospital in Newport News. Both of these hospitals are over a twenty minute drive away.

There are several community-wide service providers in the County, including the following programs:

- The Adult Services Program based in the Isle of Wight County Social Services Department provides assistance programs to adults age 60 years of age or older. Services are designed to assist the adult in remaining in the least restrictive setting and functioning as independently as possible, to establish or strengthen appropriate family and social support systems, and to support the adult in self-determination, provision of assistance through approved providers for disabled or elderly when they are unable to care for themselves. Services to seniors can include:
  - SUPPLEMENTAL NUTRITION ASSISTANCE PROGRAM (SNAP) — is a program designed to address food needs by permitting low-income households to obtain a more nutritious diet through the utilization of a plastic debit card to purchase food items.
  - MEDICARE — is a program designed to provide a payment resource, either totally or in part, for the medical needs of low-income individuals who are elderly, blind, or disabled, as well as families or pregnant women.
  - AUXILIARY GRANTS PROGRAMS — a monetary payment program designed to assist aged, blind, or disabled persons residing in homes for adults who have insufficient funds to meet their needs as established-by the state board of social services.
  - GENERAL RELIEF — is a program designed to provide monetary assistance, either ongoing or short term, for items that cannot be provided through other means.
  - ENERGY ASSISTANCE — programs designed to assist low-income households offset the cost of energy as well as purchase or repair heating equipment that poses a threat to the households.
- Senior Services of Southeastern Virginia (SSEVA) is a nonprofit organization that provides services targeted to older residents in Chesapeake, Franklin, Norfolk, Portsmouth, Suffolk, Virginia Beach, and Isle of Wight and Southampton counties. Senior Services receives funding from federal, state, municipal, and private sources. SSEVA provides the following services within Isle of Wight County:
  - I-Ride transit services; and
  - Meals on Wheels.
- Christian Outreach in Smithfield, Virginia is a nonprofit community food pantry.

## INCREASING THE RANGE OF HEALTH CARE SERVICES

Being able to provide a wide range of health services for older people is an important component of an age friendly community. Specific forms of health care for older people could include geriatric clinic services, adult day centers, memory care services, mental health services, respite care and training for caregivers, rehabilitation and palliative care. Other health services could include disease prevention and health promotion, home care, and assisted living facilities.

In the list of important services to support aging successfully in the community are preventive screening, physical activity, education on injury prevention, nutritional guidance, mental health counseling. self-help groups or organizations offering sports activities for fitness and rehabilitation, and regular health checks at home.

## STRENGTHENING THE COMMUNITY SERVICES NETWORK

One very consistent theme expressed by both community members, service providers, and the Commission on Aging is the need for a wide range of home support and care services to fulfill a variety of needs from helping with shopping and/or providing meals to home visits from doctors and other service providers. Barriers experienced in getting home care services include a general lack of such services, lack of funding, poor organization of services, restrictive eligibility criteria, and high turnover in home care staff.

A service gap also often cited is the need for increased services to protect and care for older people with low incomes. In addition to enhancing basic income support, there is a need to establish or strengthen shelter options for homeless and destitute older people and people who have been abused; meals services and programs; discounts on utilities for people with low incomes; registers of older people living alone; assistance in obtaining benefits and with health care costs.

Another theme expressed in the survey was a suggestion to use volunteers to help fill gaps in providing community services. More volunteers could assist older people to deliver social services and home care, to provide transportation for shopping and appointments, or simply to walk the pets of older people who are no longer able to do so themselves. Suggested sources of voluntary help are the “50+” associations of young retirees, students in social and health services, and school age children. Strong voluntary networks are easier to mobilize in established communities where people feel socially connected.

## IMPLEMENTATION STEPS

The following is list of policy recommendations and implementation actions to begin to improve the health care and community service needs for all ages and ability levels.

**1. Improve the accessibility of health services.**

If services are not known about, they are not used. Better advertising of local health services, educating older people on available services, coordination of information, and health service telephone hotlines and website information are suggested as possible solutions.

Services that are far away or difficult to reach can be barriers to obtaining health care. Following the recommended actions in the transportation focus area of this Plan would increase mobility options in the County and access to healthcare services.

**2. Establish a full-time livable community coordinator position to increase availability of information, educational programs, and coordinate volunteer efforts.**

This position could serve as a central point of contact for information on available senior health care and community support services as well as provide assistance to those in need of locating these services. In addition, the coordinator could assist in developing educational programs on preventative health care topics, home maintenance, and coordinate the efforts of volunteer groups. An important task for this position would be the distribution of information easily accessible through a variety of formats, such as a regular newspaper column, website, or hard copy brochures.

**3. Establish a regular working group of community service providers, health care professional representatives, community stakeholders and staff to identify specific gaps in the County's available senior and special need health care services.**

An ongoing working group of people who regularly serve or use senior health care and community services in the County can share information and help identify ongoing service gaps and potential funding sources to improve these services, especially for low or moderate income individuals. Their findings could inform the budget discussions of organizations who provide grants or regular funding in support of these services.

**4. Centralize and expand programs and services to citizens to enable them to remain in their homes.**

The County should explore the appropriate agency to coordinate an expanded community outreach program, such as the existing companion provider program managed by the County's Department of Social Services. This program helps senior and special needs persons perform daily activities such as remembering to take medications, cooking, doing laundry and performing other household chores associated with independent living. Expansion of this program would entail providing additional funding and adequate staffing. Other services could include an adult daycare program.

# FOCUS AREA 3

## *Transportation Access*

*When thinking about their senior years, most of the 2021 Study on Aging survey participants chose being able to live independently as their top priority. Being close to family and friends and the ability to stay in their current neighborhood ranked second and third in order of priority.*

**OBJECTIVE: The County should expand its range of safe, dependable, and affordable transportation options that are alternatives to driving, which promote independence, facilitate employment and educational opportunities, and foster social engagement.**

This component of the Plan on Aging serves as an implementation tool for the following policies of the County's Comprehensive Plan, *Envisioning the Isle*:

- Identifies the locations and demands of the elderly and low income populations of the County to inform transit decisions.
- Encourages the development of a range of housing choices near major activity centers that provide employment, shopping, medical offices, schools, and recreation areas creating increased accessibility in meeting daily needs.
- Supports life-long learning by increased access to schools, libraries, continuing and higher education programs, community-based education programs, and recreation programs for all age groups.

When thinking about their senior years, most of the 2021 Study on Aging survey participants chose being able to live independently as their top priority. Being close to family and friends and the ability to stay in their current neighborhood ranked second and third in order of priority. Access to different mobility options is a key component to the ability to stay in someone's current home and community as they age, and driving no longer remains an option to meet daily needs.

As noted earlier, the US Census projects that nearly 20% of the County's population in 2019 would be 65 years old or older. This represents 7,348 people out of the County's total 2019 projected population of 37,109 people (US Census Bureau). When looking at a map of the County's 2010 census tracts, the majority of the County's senior population resides in the Carrollton and Smithfield areas, followed by the Windsor and Camptown areas. Due to the County's historic rural development pattern, many members of the County's senior population live in remote areas that require vehicular transportation to meet daily needs, such as shopping for groceries or going to a medical appointment. If a senior or disabled person is no longer able to drive, this person must rely on a caregiver, public transit, or a private service to meet their transportation needs.

The following alternative transportation options are currently available in Isle of Wight County for people who cannot drive:

1. Senior Services of Southeastern Virginia I-Ride fixed route public transit;
2. SSSEVA on demand service for medical visits available with advanced reservation;

*Toronto's Self-Driving Shuttle Bus*

3. Virginia Department of Medical Assistance Services for medicaid members available with advanced reservation; and
4. Private Medical Transport Services.

The map below ranks the County's census tracts by number of people aged 65 years or older as well as illustrates the location of existing public transit routes and public sidewalk and trail connections not internal to residential neighborhoods. The map also identifies activity centers in the County to include medical offices, shopping centers, government offices, schools and libraries. As the map illustrates, existing public transit routes and pedestrian connections do not serve areas with the highest number of seniors or provide connections to all activity centers that provide services needed by seniors.

When it came to ranking priorities for future transportation access, most survey respondents felt that expanding services for people who need assistance should be the top priority. The second highest priority chosen is repairing existing roads and bridges. Adding sidewalks and expanding mass transit services tied as the third priority.

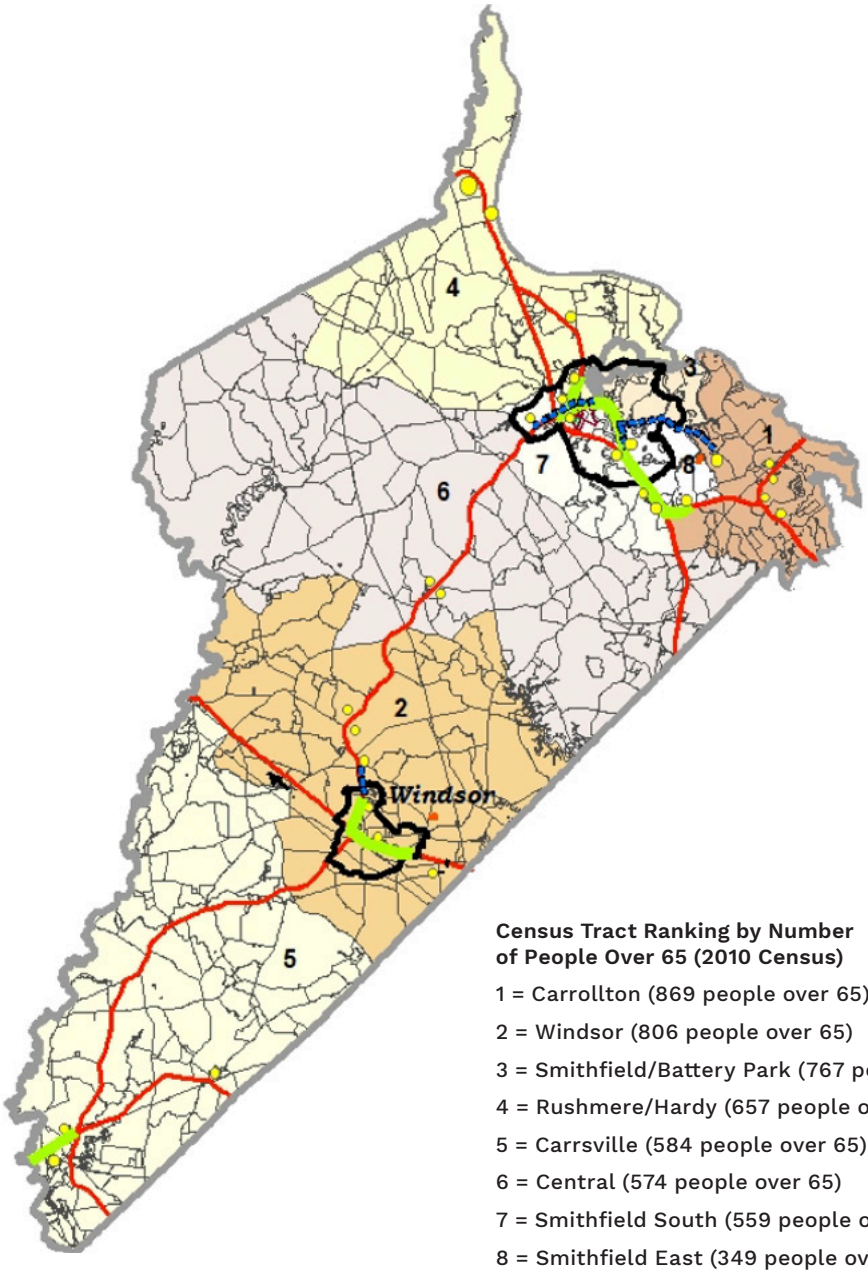
## CREATING GOOD MOBILITY

Good mobility can be defined as one's ability to move at will. To ensure good mobility and access to all of the opportunities that the County has to offer, a person needs to be able to get to them. Seniors, as well as others who may have some form of mobility impairment, sometimes find it difficult to access to County services, recreational opportunities and social engagements due to the inability to drive, bicycle or walk, or due to the lack of public transit options.

Developing a good system of mobility options is an essential component for ensuring a high quality of life for seniors and others with mobility challenges. Increasing fixed routes for existing transit, enabling smart mobility options, and expanding the County's fledgling multipurpose trail system are all ways to implement this system, but all face both financial and resource challenges for both County administration and the community itself.

## IRIDE: EXPAND THE COUNTY'S EXISTING TRANSIT SYSTEM

IRide recently began a fixed route service in the Town of Windsor and includes a portion of the Camptown area in its Franklin fixed route . The County should include funding for an expanded route to serve more of the Carrollton area where the majority of both the County's general and senior population reside. In order to continue to expand IRide's fixed route system, the Isle of Wight community must establish the provision of public transit as a priority in both its long range and capital improvement plans with a dedicated funding source.




**Census Tract Ranking by Number of People Over 65 (2010 Census)**

1 = Carrollton (869 people over 65)

2 = Windsor (806 people over 65)

3 = Smithfield/Battery Park (767 people over 65)

4 = Rushmere/Hardy (657 people over 65)

5 = Carrsville (584 people over 65)

6 = Central (574 people over 65)

7 = Smithfield South (559 people over 65)

8 = Smithfield East (349 people over 65)

Activity Center (includes medical, shopping, school, employment center, recreation, or government offices)

I Ride Fixed Route

Sidewalk/Trail Connection

*An Image of an autonomous vehicle.*

## RIDE SHARE: VOLUNTEER BASED

This innovative program is currently found in larger municipalities which can serve as models in creating one in Isle of Wight County. Although the initial costs of establishing such a program would be minimal for donated vehicles, the larger challenge includes the ongoing maintenance of such a program to ensure its success and continued reliability, including volunteer recruitment, background checks, training, fuel, vehicle maintenance, insurance costs, and establishing an easily accessible scheduling platform.

## SMART MOBILITY

The advent of widespread smart phone usage has opened the door to new possibilities of accessing on demand mobility services. The lower usage rate of smart phone technology and its expense continues to be a barrier to access for both seniors and lower income socioeconomic groups. In order to take advantage of smart mobility options, broadband networks must be readily available and included in the County's future infrastructure plans.

## MULTIPURPOSE TRAIL

The County recently inaugurated its first four mile multipurpose trail that links downtown Smithfield with Nike Park, a regional community park in Carrollton. This trail provides a link for both bike and pedestrian users to existing neighborhoods via existing sidewalks to the recreational opportunities located at the park. It is the County's hope to expand this trail along the new, future Nike Park Extended Parkway that will link Nike Park to Route 17.

The construction of this trail continues the implementation of the County's Master Bicycle and Pedestrian Master Plan first adopted in 2008. Now that this segment is complete, the County should establish a priority list for the construction of the remaining segment of the trail system. Challenges for future implementation include financing, permitting, and continued maintenance of the trail system. Each new segment of the trail brings with it new maintenance responsibility and associated new operational costs for the County's

Parks and Recreation department. The County should include estimates for operational costs to be included in the department's operating budget when new segments of the trail are constructed.

## IMPLEMENTATION STEPS

The following recommended actions would increase mobility options in the County:

1. Increase local funding to expand the existing I-Ride service to provide additional routes to serve areas with the highest senior population and nearby activity centers to better meet daily needs;
2. Identify and expand existing volunteer networks that provide free transportation to seniors for medical and senior center visits utilizing surplus County-owned vehicles for immediate needs;
3. Incorporate smart mobility concepts into future road improvements to capitalize on technological improvements such as driverless vehicles, on demand services, and to accommodate future public transit needs, such as including broadband capabilities in public right of ways as improvements are made; and
4. Continue to support the expansion of the County's multipurpose trail system that connects residential areas to activity centers with shopping, medical, employment, educational, and recreational opportunities.

# FOCUS AREA 4

*Housing Choice*

*Most participants in the March 2021 community survey expected their quality of life to remain the same as they aged, and most participants planned to stay in the County for the next five years or longer.*

**OBJECTIVE: The County should provide a range of safe housing options that promotes independence and aging in place through market rate units, subsidies, and appropriate design features such as universal design, visitability, energy efficiency, and use of innovative home features.**

By including recommendations to improve housing affordability and choice, this study can help to implement several policies of the County's Comprehensive Plan, Envisioning the Isle, including:

- Identifying regulatory changes that provide opportunities for housing for persons with special needs in proximity to supporting community services and activities;
- Reviewing and revising regulations to support housing types that allow the elderly to remain in their community as their needs change;
- Increasing opportunities within the development service districts (DSDs) for residences to be in close proximity to retail, employment, and public facilities; and
- Identifying possible incentives to encourage the development of a range of housing choices near major activity centers such as employment, commercial areas, schools, and recreation areas.

The County's overall population is a stable one, and many choose to live here long-term for its superior quality of life. Most participants in the March 2021 community survey expected their quality of life to remain the same as they aged, and most participants planned to stay in the County for the next five years or longer. Those who chose to participate in the survey owned their own home and feel their neighborhoods are either good or excellent. At the same time, most survey participants were either somewhat or very concerned about their ability to live independently and remain financially secure as they aged. What these survey results reveal is the importance for the community to provide secure housing, including for the senior and disabled homeless population.

When thinking about housing in their senior years, most survey participants chose being able to live independently as their top priority. Being close to family and friends and the ability to stay in their current neighborhood ranked second and third in order of priority. Affordable housing ranked fourth in the top five priorities that respondents chose for Isle of Wight County to better serve its growing senior population.

## BACKGROUND

Homeownership in the County remains high relatively to the rest of the nation since the 2010 Census. According to the 2019 American Community Survey, the majority, or approximately 75.8%, of all household units in the County were owner-occupied. This

represents a decline from 81.1% of units reported as owner-occupied in the 2010 decennial census. This number reflects the downturn in homeownership as a result of the 2008 financial crises as well as the growing number of rental units as a proportion of total housing units in the County. Although the recession negatively impacted employment and the ability of many people to afford home ownership, the overall percentage of the County's population living below poverty has matched the US average of 10.5% in 2019. Approximately 5.3% of the County's 6,813 people who are 65 years and older fall below this Census- defined poverty threshold as of the 2019 ACS survey.

Faced with high housing costs, less affluent seniors often struggle to pay for expenses such as food and health care. As a person ages and their income stream decreases, single family home ownership can become a burden due to the costs and physical requirements of home maintenance responsibilities. In addition, many existing homes in the County lack one or more universal design features that enable people to remain in their home, if they experience a physical disability. A "universal design feature" can be defined as an adaptation, such as a ramp or wider doorway, that enables adults to live safely and independently at home. For new homes, universal design features can include zero step entries, single story layouts, wheelchair accessible shelves, counters, and cabinets, and lever door handles, to name a few examples.

Increasing housing options available to older adults in the County at a variety of price points requires action from local officials as well as the housing industry. Relying on private market forces alone cannot adequately address the County's need for more affordable and livable housing.

## HOUSING AFFORDABILITY

The average median value of a home in the County is $266,800 for both new and existing homes. The average sales price of a new single family home in the County in 2019, however, is $328,484. In order to afford a mortgage for the average new single family home in the County, the minimum household income should be approximately $59,486 based on today's mortgage rate of 3.02%. Popular websites such as bankrate.com advise that no more than 28% of gross income should be devoted to housing costs, and no more than 36% of gross income should be devoted to total debt service, including housing. The 2019 average rental rate in the County was $1,045 which would be deemed affordable for a household with a minimum annual income of $44,786. For newer rental units in the County, the rent for an average three bedroom apartment can be as high as $1,350 per month.

Although the 2019 ACS estimates that the average household income in Isle of Wight was $73,991, the data also shows that 32% of total households in the County received retirement income with an average value of $34,131. Approximately 37% of the total number of households received social security income in 2019 with an average value of $20,950. For households that are fortunate enough to receive both retirement and social security income, the average income for a retired household is $55,081. Using the common rule of thumb that affordable housing costs should not consume more than 28% of a household's gross annual income, the average monthly household housing allowance should equal no more than $1,285 per month. The average senior household income could almost qualify as "low income" according to standards set by the US Department of Housing and Urban Development Department (HUD).

HUD has oversight over federal housing assistance programs and defines low, very low and extremely low income limits for different areas across the country based on the median family income for the metropolitan statistical area (MSA). Isle of Wight County

| FY 2019 INCOME LIMIT AREA | MODERN FAMILY INCOME EXPLANATION | FY 2019 INCOME LIMIT CATEGORY | PERSONS IN FAMILY 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|
| VIRGINIA BEACH, NORFOLK, NEWPORT NEWS, VA-NC HUD METRO FMR AREA | $79,300 | Very Low (50%) Income Limits ($) Explanation | 27,800 | 31,750 | 35,700 | **39,650** | 42,850 | 46,000 | 49,200 | 52,350 |
| | | Extremely Low Income Limits ($)* Explanation | 16,700 | 19,050 | 21,450 | **25,750** | 30,170 | 34,590 | 39,010 | 43,430 |
| | | Low (80%) Income Limits ($) Explanation | 44,450 | 50,800 | 57,150 | **63,450** | 68,550 | 73,650 | 78,700 | 83,800 |

is in the Virginia Beach-Norfolk-Newport News MSA. The table below shows the 2019 income limits used by HUD to determine eligibility for housing assistance programs.

Although the average senior household may not be considered low income, it is sometimes ideal for these households to downsize and live closer to services, such as grocery stores and medical facilities, which may mean more expensive housing depending on the area. Sometimes existing homes need to be retrofitted to make them safer and enable their inhabitants to continue to live independently for as long as possible. These home repairs and basic maintenance can be cost prohibitive to households with limited income. Assistance with housing costs, whether for rent, a mortgage, or to make modifications to existing homes, can be obtained through local, state, and federal housing programs to make them more affordable.

The County currently offers housing assistance through the Suffolk and Franklin Redevelopment and Housing Authorities which administer these programs on behalf of the County. Although there are Community Development Block Grants available for emergency housing repair and accessibility grants, the County does not currently manage or have access to these funds.

The County also receives housing rehabilitation and first-time homebuyers down payment assistance through HUD's HOME Investment Partnerships Program (HOME). The HOME program provides grants to states and localities that communities use to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership. The County participates in the Tidewater Home Consortium coordinated by the City of Suffolk. Each year, the state distributes HOME funds to the Consortium that allocates the funds evenly between its member localities. Although HOME funds may be used for home repairs, this program does require that the entire dwelling meet building code requirements at the time of application, frequently resulting in total home replacement which can exhaust funding reserves, thereby limiting the number of people that benefit from this program.

Isle of Wight also operates an exemption program that provides relief for real estate property taxes. Senior citizens and permanently and totally disabled persons who meet the eligibility criteria are granted relief from all or part of their real estate taxes.

## HOUSING LIVABILITY

Housing affordability is only one aspect of providing age friendly communities. Incorporating design features in housing units and throughout the community will help residents remain lifelong community members as they age. Another way to describe an age friendly house refers to a term known as “visibility.” The website visibility.org uses the term to describe a single-family or owner-occupied home designed in such a way that it can be lived in or visited by people who have trouble with steps or who use wheelchairs or walkers.

A house is visitable when it meets three basic requirements:

- one zero-step entrance;
- doors with 32 inches of clear passage space; and
- one bathroom on the main floor you can get into in a wheelchair.

The County’s current zoning ordinance does not include requirements for a minimum number of universal design or visibility features for new housing developments, including age-restricted communities. County policies also do not presently include incentives for including affordable units or universal design features in new housing developments.

## HOUSING DIVERSITY

The County currently allows a mix of residential use types in several designated mixed use and planned residential zoning districts as a matter of right. These existing ordinances, however, should be examined for their effectiveness over the years in providing a mix of housing types at various price points. The County should consider other tools such as form-based codes that incorporate a mix of housing and building types to support people of all ages and incomes.

In 2007, the County completed a “Workforce Housing Report,” which included recommendations for a workforce housing unit ordinance which included incentives for residential developers to include a certain number of workforce units in exchange for a density bonus to protect and enhance the developers profit margin. Other possible incentives include waiving review fees and expedited review times. Although the County did undertake several recommendations of the study such as permitting accessory apartments and the renting of up to two rooms in an owner-occupied home, the County ultimately did not adopt a workforce housing unit ordinance.

Accessory dwelling units can also increase the supply of affordable homes, since they are generally located on the same property as a larger principal dwelling and are typically used as rental units. They can also provide a helpful supply of senior housing for people who wish to place their elderly family members in a location that is close to them and affordable. The County already permits accessory apartments by right in some residential districts, but this program could be expanded to all residential zoning districts.

## IMPLEMENTATION STEPS:

The following is list of policy recommendations and implementation actions to begin to meet the population's housing needs for all ages and ability levels.

1. **Create more lifelong livable housing options.**

Encourage developers to incorporate universal design elements, energy efficient features, and range of unit sizes in future residential development by including requirements in the County's Zoning Ordinance. These features will help to enable people to live in their homes longer as they age as well as make them more affordable by reducing utility costs.

2. **Allow for multigenerational housing and increase affordable housing supply by allowing accessory dwelling units in more residential zoning districts.**

Revise the zoning ordinance to permit accessory dwelling units in all residential zoning districts.

3. **Increase the ability for people to stay in their homes and neighborhoods through retrofitting and rehabilitating existing housing.**

The County does have limited funds for the HOME housing rehabilitation for situations that meet narrow program qualification criteria. The County should create its own separate program that is dedicated to home repair or modification to allow seniors to live in their existing homes longer, by pursuing CDBG grant funds that can be used for emergency home repair and accessibility modifications.

4. **Zoning regulations should be written to allow homes to be built in close proximity to the services that enable people to remain independent as they age.**

The County's existing zoning ordinance currently permits mixed use development in certain districts at higher densities. An analysis should be performed to refine these regulations to further encourage mixed use development in the County's designated mixed use activity centers as shown on the County's future recommended land use map in the Comprehensive Plan, such as through a form based code or requiring a maximum separation between affordable or senior targeted housing units and nearby services.

5. **Implement an affordable dwelling unit ordinance.**

Adopting a workforce dwelling unit ordinance could help to increase the supply of more affordable housing for persons of all ages by offering incentives to private developers to provide these types of units. Such an ordinance could help define workforce unit criteria, income qualifications, and possible incentives.

# FOCUS AREA 5

*Education, Employment and Engagement*

*This plan has explored how a supply of safe, affordable housing types, transportation options, access to health care services, and recreational opportunities can improve the quality of life for all County residents.*

**OBJECTIVE: The County should ensure employment opportunities for all ages, promote a life-long learning environment, and provide multiple opportunities for economic, social and civic engagement.**

This plan has explored how a supply of safe, affordable housing types, transportation options, access to health care services, and recreational opportunities can improve the quality of life for all County residents. These same community features can help residents better find and maintain employment, take advantage of educational opportunities and attend social and civic events. The whole community in turn benefits from increased levels of local wealth, more spending in the local economy, and a better-informed citizenry.

Increasing employment, education and social engagement opportunities for people of all ages and abilities in the County implements the following County Comprehensive Plan policies:

- Continue to facilitate nonresidential development to grow and diversify our economy.
- Improve public access to high-speed internet networks.
- Support early childhood education and life-long learning through schools, libraries, continuing and higher education programs, community-based education programs, and recreation programs for people of all ages.
- Enhance Isle of Wight's quality of life to retain and recruit a highly skilled workforce for the community.
- Improve public access to high-speed networks.

## BACKGROUND

*Photo credit: BLS.gov*

According to a 2019 report issue by the BBC, "How Elders Can Reinvigorate the Workforce," more than one in ten workers will be older than 75 by 2026, and roughly three in ten workers will be between the ages of 65 and 74. A November 2020 Brookings Institute report, "Policies to Improve Workforce Services for Older Americans," attributes the rising numbers of older workers in the American economy to several factors, including increased longevity, better health, the desire to remain active, an increase in the eligibility age for claiming full Social Security benefits, and stagnant wages in recent decades for those at the bottom and middle of the earnings distribution, leaving a larger share of Americans without adequate retirement savings.

Despite the reasons for remaining in the job market, there are many advantages to tapping into this large, experienced segment of the local workforce. The same BBC article suggests that age diverse teams are more productive than those of similar ages, suggesting that both older and younger workers learn from each other – benefiting everyone. Older workers also tend to earn more, thus increasing spending levels and invigorating the economy and raising business activity, such as job creation, even further.

Barriers to increasing employment opportunities for older workers, according to the Brookings Institute study, is that these workers' skills may be outdated, making them less attractive to employers, as well as lack of current job search knowledge and skills. Workforce training and educational opportunities can help to overcome these challenges as well as raise the local overall quality of life. Once in place, these resources can enable people to continue to live independently and foster residents' engagement in the community's civic and social life.

## IMPLEMENTATION STEPS

1. ENCOURAGE THE INTERGENERATIONAL USE OF PUBLIC FACILITIES FOR A COMMUNITY EDUCATION PROGRAM — The County should establish a program of rotating educational topics such as health, personal finance, job search, keyboarding, interviewing, coding, or home maintenance. These programs should be held at public facilities around the County at different times that are also accessible by public transit.
2. CONTINUE TO EXPAND THE COUNTY'S BROADBAND NETWORK — The County established the Broadband Task Force in 2020 to explore ways to expand its current network to underserved areas of the County. The County could establish a partnership with another service agency such as SSEVA or the Blackwater Public Libraries, to provide access to computers and the internet that is also accessible by public transit. Similarly, these services could be hosted by public facilities around the County that are also accessible by public transit. Investment in technology can translate into increased revenues for the locality, and higher productivity can result in higher wages for workers which are then spent in the local economy.
3. CONSIDER MULTIPLE OUTREACH METHODS TO INCREASE COMMUNITY ENGAGEMENT IN PUBLIC POLICY DECISION MAKING — Although modern communication and commerce are becoming increasingly digital, County leaders and staff should be aware that not all communication platforms are available to everyone in the community. Public surveys and opportunities for input should be provided in several different formats to ensure equitable access to all ages and abilities.